

# Proposed Rules

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This section of the FEDERAL REGISTER contains notices to the public of the proposed issuance of rules and regulations. The purpose of these notices is to give interested persons an opportunity to participate in the rule making prior to the adoption of the final rules.

## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### 14 CFR Part 39

[Docket No. FAA-2019-0352; Product Identifier 2019-NE-09-AD]

RIN 2120-AA64

#### Airworthiness Directives; GE Honda Aero Engines Turbofan Engines

**AGENCY:** Federal Aviation Administration (FAA), DOT.

**ACTION:** Notice of proposed rulemaking (NPRM).

**SUMMARY:** The FAA proposes to adopt a new airworthiness directive (AD) for all GE Honda Aero Engines (GHAE) HF120 turbofan engines with a certain fuel pump metering unit (FPMU) assembly. This proposed AD was prompted by damage found on the permanent magnetic alternator (PMA) drive gear within the FPMU assembly. This proposed AD would require removal of a certain FPMU assembly and its replacement with a part eligible for installation. The FAA is proposing this AD to address the unsafe condition on these products.

**DATES:** The FAA must receive comments on this proposed AD by July 5, 2019.

**ADDRESSES:** You may send comments, using the procedures found in 14 CFR 11.43 and 11.45, by any of the following methods:

- *Federal eRulemaking Portal:* Go to <http://www.regulations.gov>. Follow the instructions for submitting comments.

- *Fax:* 202-493-2251.

- *Mail:* U.S. Department of Transportation, Docket Operations, M-30, West Building Ground Floor, Room W12-140, 1200 New Jersey Avenue SE, Washington, DC 20590.

- *Hand Delivery:* Deliver to Mail address above between 9 a.m. and 5 p.m., Monday through Friday, except Federal holidays.

For service information identified in this NPRM, contact GE Honda Aero Engines, LLC, 9050 Centre Pointe Drive, Suite 200, West Chester, OH 45069; phone 513-552-7820; email: [info@honda-aero.com](mailto:info@honda-aero.com); internet: [www.gehonda.com](http://www.gehonda.com). You may view this service information at the FAA, Engine and Propeller Standards Branch, 1200 District Avenue, Burlington, MA 01803. For information on the availability of this material at the FAA, call 781-238-7759.

#### Examining the AD Docket

You may examine the AD docket on the internet at <http://www.regulations.gov> by searching for and locating Docket No. FAA-2019-0352; or in person at Docket Operations between 9 a.m. and 5 p.m., Monday through Friday, except Federal holidays. The AD docket contains this NPRM, the regulatory evaluation, any comments received, and other information. The street address for Docket Operations (phone: 800-647-5527) is listed above. Comments will be available in the AD docket shortly after receipt.

**FOR FURTHER INFORMATION CONTACT:** Michael Richardson-Bach, Aerospace Engineer, ECO Branch, FAA, 1200 District Avenue, Burlington, MA 01803; phone: 781-238-7747; fax: 781-238-7199; email: [michael.richardson-bach@faa.gov](mailto:michael.richardson-bach@faa.gov).

#### SUPPLEMENTARY INFORMATION:

##### Comments Invited

The FAA invites you to send any written relevant data, views, or arguments about this proposal. Send your comments to an address listed under the **ADDRESSES** section. Include “Docket No. FAA-2019-0352; Product Identifier 2019-NE-09-AD” at the beginning of your comments. The FAA specifically invites comments on the overall regulatory, economic, environmental, and energy aspects of this NPRM. The FAA will consider all

comments received by the closing date and may amend this NPRM because of those comments.

The FAA will post all comments received, without change, to <http://www.regulations.gov>, including any personal information you provide. The FAA will also post a report summarizing each substantive verbal contact received about this NPRM.

#### Discussion

The FAA was notified of an incident on a flight test engine that resulted in the loss of over speed protection warning. GHAE’s subsequent investigation found damage on the PMA drive gear teeth within the FPMU assembly, which was likely due to dynamic loads on the drive gear that exceeded the material capability. This condition, if not addressed, could result in failure of one or more engines, loss of thrust control, and loss of the airplane.

#### Related Service Information

The FAA reviewed GHAE HF120 Service Bulletin (SB) 73-0016 R01, dated November 8, 2018. The SB describes procedures for replacement of the FPMU assembly.

#### FAA’s Determination

The FAA is proposing this AD because it evaluated all the relevant information and determined the unsafe condition described previously is likely to exist or develop in other products of the same type design.

#### Proposed AD Requirements

This proposed AD would require removal of a certain FPMU assembly and its replacement with a part eligible for installation.

#### Costs of Compliance

The FAA estimates that this proposed AD affects 161 engines installed on airplanes of U.S. registry.

The FAA estimates the following costs to comply with this proposed AD:

#### ESTIMATED COSTS

Action	Labor cost	Parts cost	Cost per product	Cost on U.S. operators
Replace the FPMU .....	6.5 work-hours × \$85 per hour = \$552.50 .....	\$50,000	\$50,552.50	\$8,138,952.50

### Authority for This Rulemaking

Title 49 of the United States Code specifies the FAA's authority to issue rules on aviation safety. Subtitle I, section 106, describes the authority of the FAA Administrator. Subtitle VII: Aviation Programs, describes in more detail the scope of the Agency's authority.

The FAA is issuing this rulemaking under the authority described in Subtitle VII, Part A, Subpart III, Section 44701: "General requirements." Under that section, Congress charges the FAA with promoting safe flight of civil aircraft in air commerce by prescribing regulations for practices, methods, and procedures the Administrator finds necessary for safety in air commerce. This regulation is within the scope of that authority because it addresses an unsafe condition that is likely to exist or develop on products identified in this rulemaking action.

This AD is issued in accordance with authority delegated by the Executive Director, Aircraft Certification Service, as authorized by FAA Order 8000.51C. In accordance with that order, issuance of ADs is normally a function of the Compliance and Airworthiness Division, but during this transition period, the Executive Director has delegated the authority to issue ADs applicable to engines, propellers, and associated appliances to the Manager, Engine and Propeller Standards Branch, Policy and Innovation Division.

### Regulatory Findings

The FAA determined that this proposed AD would not have federalism implications under Executive Order 13132. This proposed AD would not have a substantial direct effect on the States, on the relationship between the national government and the States, or on the distribution of power and responsibilities among the various levels of government.

For the reasons discussed above, I certify this proposed regulation:

- (1) Is not a "significant regulatory action" under Executive Order 12866,
- (2) Will not affect intrastate aviation in Alaska, and
- (3) Will not have a significant economic impact, positive or negative, on a substantial number of small entities under the criteria of the Regulatory Flexibility Act.

### List of Subjects in 14 CFR Part 39

Air transportation, Aircraft, Aviation safety, Incorporation by reference, Safety.

### The Proposed Amendment

Accordingly, under the authority delegated to me by the Administrator, the FAA proposes to amend 14 CFR part 39 as follows:

#### PART 39—AIRWORTHINESS DIRECTIVES

- 1. The authority citation for part 39 continues to read as follows:

**Authority:** 49 U.S.C. 106(g), 40113, 44701.

#### § 39.13 [Amended]

- 2. The FAA amends § 39.13 by adding the following new airworthiness directive (AD):

**GE Honda Aero Engines:** Docket No. FAA–2019–0352; Product Identifier 2019–NE–09–AD.

#### (a) Comments Due Date

The FAA must receive comments by July 5, 2019.

#### (b) Affected ADs

None.

#### (c) Applicability

This AD applies to all GE Honda Aero Engines (GHAE) HF120 turbofan engines with fuel pump metering unit (FPMU) assembly, part number (P/N) 24100–Q0A–F000, installed.

#### (d) Subject

Joint Aircraft System Component (JASC) Code 7314, Engine Fuel Pump.

#### (e) Unsafe Condition

This AD was prompted by damage found on the permanent magnetic alternator (PMA) drive gear within the FPMU assembly. The FAA is issuing this AD to prevent failure of the FPMU assembly. The unsafe condition, if not addressed, could result in failure of one or more engines, loss of thrust control, and loss of the airplane.

#### (f) Compliance

Comply with this AD within the compliance times specified, unless already done.

#### (g) Required Actions

Within 20 engine hours after the effective date of this AD, or before accumulating 600 engine hours time since new, whichever occurs later, remove the affected FPMU assembly and replace it with a part eligible for installation.

#### (h) Installation Prohibition

After the effective date of this AD, do not install on any engine a FPMU assembly, P/N 24100–Q0A–F000.

#### (i) Definition

For the purposes of this AD, a "part eligible for installation" is:

- (1) A FPMU assembly, P/N 24100–Q0A–G000 or P/N 24100–Q0A–F100; or
- (2) a FPMU assembly, P/N 24100–Q0A–F000, that is rebuilt and marked as P/N 24100–Q0A–G000 or P/N 24100–Q0A–F100.

### (j) Alternative Methods of Compliance (AMOCs)

(1) The Manager, ECO Branch, FAA, has the authority to approve AMOCs for this AD, if requested using the procedures found in 14 CFR 39.19. In accordance with 14 CFR 39.19, send your request to your principal inspector or local Flight Standards District Office, as appropriate. If sending information directly to the manager of the certification office, send it to the attention of the person identified in paragraph (k)(1) of this AD. You may email your request to: [ANE-AD-AMOC@faa.gov](mailto:ANE-AD-AMOC@faa.gov).

(2) Before using any approved AMOC, notify your appropriate principal inspector, or lacking a principal inspector, the manager of the local flight standards district office/certificate holding district office.

### (k) Related Information

(1) For more information about this AD, contact Michael Richardson-Bach, Aerospace Engineer, ECO Branch, FAA, 1200 District Avenue, Burlington, MA 01803; phone: 781–238–7747; fax: 781–238–7199; email: [michael.richardson-bach@faa.gov](mailto:michael.richardson-bach@faa.gov).

(2) For service information identified in this AD, contact GE Honda Aero Engines, LLC, 9050 Centre Pointe Drive, Suite 200, West Chester, OH 45069; phone 513–552–7820; email: [info@honda-aero.com](mailto:info@honda-aero.com); internet: [www.gehonda.com](http://www.gehonda.com). You may view this referenced service information at the FAA, Engine and Propeller Standards Branch, 1200 District Avenue, Burlington, MA 01803. For information on the availability of this material at the FAA, call 781–238–7759.

Issued in Burlington, Massachusetts, on May 15, 2019.

**Robert J. Ganley,**

*Manager, Engine & Propeller Standards Branch, Aircraft Certification Service.*

[FR Doc. 2019–10525 Filed 5–20–19; 8:45 am]

**BILLING CODE 4910–13–P**

## DEPARTMENT OF THE TREASURY

### Internal Revenue Service

#### 26 CFR Part 1

[REG–120186–18]

RIN 1545–BP04

### Investing in Qualified Opportunity Funds

#### Correction

In proposed rule document 2019–08075 beginning on page 18652 in the issue of Wednesday, May 1, 2019 make the following correction:

On pages 18652 through 18693 the date at the top of the page should read "Wednesday, May 1, 2019".

[FR Doc. C1–2019–08075 Filed 5–20–19; 8:45 am]

**BILLING CODE 1301–00–D**