

# Rules and Regulations

Federal Register

Vol. 85, No. 74

Thursday, April 16, 2020

This section of the FEDERAL REGISTER contains regulatory documents having general applicability and legal effect, most of which are keyed to and codified in the Code of Federal Regulations, which is published under 50 titles pursuant to 44 U.S.C. 1510.

The Code of Federal Regulations is sold by the Superintendent of Documents.

## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### 14 CFR Part 39

[Docket No. FAA-2019-0906; Project Identifier 2019-NE-31-AD; Amendment 39-21111; AD 2020-08-04]

RIN 2120-AA64

#### Airworthiness Directives; International Aero Engines LLC, Turbofan Engines

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

**ACTION:** Final rule.

**SUMMARY:** The FAA is adopting a new airworthiness directive (AD) for certain International Aero Engines, LLC (IAE) PW1133G-JM, PW1133GA-JM, PW1130G-JM, PW1129G-JM, PW1127G-JM, PW1127GA-JM, PW1127G1-JM, PW1124G-JM, PW1124G1-JM, and PW1122G-JM model turbofan engines. This AD was prompted by reports of failures of certain low-pressure turbine (LPT) 3rd-stage blades. This AD requires replacement of the affected LPT 3rd-stage blades. The FAA is issuing this AD to address the unsafe condition on these products.

**DATES:** This AD is effective May 21, 2020.

**ADDRESSES:** For service information identified in this final rule, contact International Aero Engines, LLC, 400 Main Street, East Hartford, CT, 06118; phone: 800-565-0140; email: [help24@pw.utc.com](mailto:help24@pw.utc.com); internet: <https://fleetcare.pw.utc.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 <https://>

[www.regulations.gov](http://www.regulations.gov) by searching for and locating Docket No. FAA-2019-0906; 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 final rule, the regulatory evaluation, any comments received, and other information. The address for Docket Operations is U.S. Department of Transportation, Docket Operations, M-30, West Building Ground Floor, Room W12-140, 1200 New Jersey Avenue SE, Washington, DC 20590.

#### FOR FURTHER INFORMATION CONTACT:

Kevin M. Clark, Aerospace Engineer, ECO Branch, FAA, 1200 District Avenue, Burlington, MA, 01803; phone: 781-238-7088; fax: 781-238-7199; email: [kevin.m.clark@faa.gov](mailto:kevin.m.clark@faa.gov).

#### SUPPLEMENTARY INFORMATION:

##### Discussion

The FAA issued a notice of proposed rulemaking (NPRM) to amend 14 CFR part 39 by adding an AD that would apply to certain International Aero Engines, LLC (IAE) PW1133G-JM, PW1133GA-JM, PW1130G-JM, PW1129G-JM, PW1127G-JM, PW1127GA-JM, PW1127G1-JM, PW1124G-JM, PW1124G1-JM, and PW1122G-JM model turbofan engines. The NPRM published in the **Federal Register** on November 22, 2019 (84 FR 64441). The NPRM was prompted by reports of failures of certain LPT 3rd-stage blades. The NPRM proposed to require replacement of the affected LPT 3rd-stage blades. The FAA is issuing this AD to address the unsafe condition on these products.

##### Comments

The FAA gave the public the opportunity to participate in developing this final rule. The following presents the comments received on the NPRM and the FAA's response to each comment.

##### Request To Clarify AD Applicability

An Air Macau commenter asked how the affected engine serial numbers (ESNs) were selected. The commenter also asked what the criteria was for compliance times of 90, 180, 270, and 360 days. The commenter asked how airlines could have confidence in an ESN that is very close to an ESN affected by this AD, but not incorporated into this AD.

The FAA interprets this comment as being applicable to a different published AD; AD 2019-25-01 (84 FR 65666, November 29, 2019). AD 2019-25-01 references IAE engines by ESN while this AD does not. The FAA will fully address this comment in our comment disposition to AD 2019-25-01, which will be posted in Docket No. FAA-2019-0995. In addition, to clarify that the applicability of this AD does not overlap the applicability of AD 2019-25-01, the FAA added a note to the applicability section of this AD to clarify the exclusion of engines affected by AD 2019-25-01.

##### Request To Revise Compliance

An individual commenter requested that the FAA, to control the risk effectively, incorporate the following requirements in the AD: (1) At a specific calendar time, and next shop visit, whichever occurs first, complete the replacement of affected LPT 3rd-stage blades; and (2) Perform inspection on specific areas of the LPT 3rd-stage blades at specific time, and repeat the inspection in a specific interval. If any defects are found that exceed the limitation, then replace the LPT 3rd-stage blades before the next flight.

The FAA disagrees. The FAA has not revised this AD because we have mandated actions for operators that have experienced a greater number of LPT 3rd-stage blades failures in AD 2019-25-01. The FAA has not incorporated the use of calendar time for performance of the required actions on the entire fleet or for general inspections of the LPT 3rd-stage blades because, based on the current failure rate for the entire fleet, this action is not required to maintain safety in accordance with FAA's risk assessment policies. Also, incorporating a general inspection of the LPT 3rd-stage blades without targeting a specific root cause will not improve safety and may generate more mistakes and unnecessary damage to the LPT 3rd-stage blades.

##### Request To Clarify Compliance Time

An individual commenter noted that all the PW1100G-JM series engines with LPT 3rd-stage blades are made from the same material alloy. The commenter requested that the FAA provide the technical analysis to clarify why the other engines affected by this AD have a different compliance time than those affected by FAA AD 2019-25-01.

The FAA agrees that affected IAE engines will have the same material alloy unless the engine has either incorporated the new LPT 3rd-stage blades as identified in Pratt & Whitney (PW) Service Bulletin (SB) PW1000G-C-72-00-0111-00A-930A-D or the engine was produced since March 2019. IAE engines affected by AD 2019-25-01 are operated by operators who have experienced the majority of these LPT 3rd-stage blade failures. This demonstrates that the operation of the affected IAE engines can have an effect on the frequency of the LPT 3rd-stage blade failures. However, the entire airplane fleet will still have a risk of engine failure until the new blade design is incorporated into the engine. The required action to remove the affected LPT 3rd-stage blades from service at the next engine shop visit will address the unsafe condition for the remaining engines affected by this AD.

**Request for Clarification of Definition**

All Nippon Airways (ANA) commented that the definition of engine

shop visit in this AD does not include a definition of “major mating engine flange.” On the other hand, PW SB PW1000G-C-72-00-0111-00A-930A-D, (“the PW SB”) indicates that flanges “E through P” are considered “major mating engine flanges.” ANA would like to confirm this AD applies when the engine is inducted into the shop for maintenance and only major mating engine flanges B or C are separated.

The definition of “engine shop visit” in this AD is accurate. The term “major mating engine flanges,” as used in this AD, is consistent with the PW SB. The term “major mating engine flanges” are flanges E through P. If only mating engine flanges B or C are separated, then this is not considered an engine shop visit, per the definition provided in this AD.

**Support for the AD**

The Air Line Pilots Association, an individual commenter, and anonymous commenters supported the NPRM as written.

**Conclusion**

The FAA reviewed the relevant data, considered the comments received, and determined that air safety and the public interest require adopting this final rule as proposed.

**Related Service Information**

The FAA reviewed Pratt & Whitney SB PW1000G-C-72-00-0111-00A-930A-D, Issue No. 002, dated October 18, 2019. The service information describes procedures for removal of the affected LPT 3rd-stage blades and their replacement with parts eligible for installation.

**Costs of Compliance**

The FAA estimates that this AD affects 65 engines installed on airplanes of U.S. registry.

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

**ESTIMATED COSTS**

Action	Labor cost	Parts cost	Cost per product	Cost on U.S. operators
Replace set of LPC 3rd-stage blades.	0 work-hours × \$85 per hour = \$0	\$750,000 per blade set .....	\$750,000	\$48,750,000

**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.

**Regulatory Findings**

This AD will not have federalism implications under Executive Order 13132. This AD will 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 that this AD:

- (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.

**Adoption of the Amendment**

Accordingly, under the authority delegated to me by the Administrator, the FAA amends 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):

**2020-08-04 International Aero Engines LLC:** Amendment 39-21111; Docket No. FAA-2019-0906; Project Identifier 2019-NE-31-AD.

**(a) Effective Date**

This AD is effective May 21, 2020.

**(b) Affected ADs**

None.

**(c) Applicability**

This AD applies to International Aero Engines, LLC (IAE) PW1133G-JM, PW1133GA-JM, PW1130G-JM, PW1129G-JM, PW1127G-JM, PW1127GA-JM, PW1127G1-JM, PW1124G-JM, PW1124G1-JM, and PW1122G-JM model turbofan engines with low-pressure turbine (LPT) 3rd-stage blades, part number (P/N) 5387343, 5387493, 5387473, or 5387503, installed.

**Note to paragraph (c):** This AD does not apply to IAE PW1133G-JM, PW1133GA-JM, PW1130G-JM, PW1129G-JM, PW1127G-JM, PW1127GA-JM, PW1127G1-JM, PW1124G-JM, PW1124G1-JM, and PW1122G-JM model turbofan engines with engine serial numbers

listed in paragraph (g) of AD 2019–25–01 (84 FR 65666, November 29, 2019).

**(d) Subject**

Joint Aircraft System Component (JASC) Code 7250, Turbine Section.

**(e) Unsafe Condition**

This AD was prompted by reports of failure of certain LPT 3rd-stage blades. The FAA is issuing this AD to prevent failure of these LPT 3rd-stage blades. The unsafe condition, if not addressed, could result in uncontained release of the LPT 3rd-stage blades, 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**

At the next engine shop visit after the effective date of this AD, remove from service any LPT 3rd-stage blade, P/N 5387343, 5387493, 5387473, or 5387503, and replace with a part eligible for installation.

**(h) Definitions**

(1) For the purpose of this AD, an “engine shop visit” is the induction of an engine into the shop for maintenance involving the separation of pairs of major mating engine flanges, except that the separation of engine flanges solely for the purposes of transportation of the engine without subsequent engine maintenance does not constitute an engine shop visit.

(2) For the purpose of this AD, a “part eligible for installation” is any LPT 3rd-stage blade that does not have a P/N 5387343, 5387493, 5387473, or 5387503.

**(i) 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 (j) 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.

**(j) Related Information**

For more information about this AD, contact Kevin M. Clark, Aerospace Engineer, ECO Branch, FAA, 1200 District Avenue, Burlington, MA, 01803; phone: 781–238–7088; fax: 781–238–7199; email: [kevin.m.clark@faa.gov](mailto:kevin.m.clark@faa.gov).

**(k) Material Incorporated by Reference**

None.

Issued on April 10, 2020.

**Lance T. Gant,**

*Director, Compliance & Airworthiness Division, Aircraft Certification Service.*

[FR Doc. 2020–08002 Filed 4–15–20; 8:45 am]

**BILLING CODE 4910–13–P**

**DEPARTMENT OF TRANSPORTATION**

**Federal Aviation Administration**

**14 CFR Part 71**

**[Docket No. FAA–2019–0954; Airspace Docket No. 19–ANM–6]**

**RIN 2120–AA66**

**Establishment of Class E Airspace; Hardin, MT**

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

**ACTION:** Final rule.

**SUMMARY:** This action establishes Class E airspace at Big Horn County Airport, Hardin, MT. The airspace extends upward from 700 feet above the surface and contains arriving and departing IFR aircraft operating to/from the airport.

**DATES:** Effective 0901 UTC, July 16, 2020. The Director of the Federal Register approves this incorporation by reference action under Title 1 Code of Federal Regulations part 51, subject to the annual revision of FAA Order 7400.11 and publication of conforming amendments.

**ADDRESSES:** FAA Order 7400.11D, Airspace Designations and Reporting Points, and subsequent amendments can be viewed online at [https://www.faa.gov/air\\_traffic/publications/](https://www.faa.gov/air_traffic/publications/). For further information, you can contact the Airspace Policy Group, Federal Aviation Administration, 800 Independence Avenue SW, Washington, DC 20591; telephone: (202) 267–8783. The Order is also available for inspection at the National Archives and Records Administration (NARA). For information on the availability of FAA Order 7400.11D at NARA, email [fedreg.legal@nara.gov](mailto:fedreg.legal@nara.gov) or go to <https://www.archives.gov/federal-register/cfr/ibr-locations.html>.

**FOR FURTHER INFORMATION CONTACT:** Matthew Van Der Wal, Federal Aviation Administration, Western Service Center, Operations Support Group, 2200 S. 216th Street, Des Moines, WA 98198; telephone (206) 231–3695.

**SUPPLEMENTARY INFORMATION:**

**Authority for This Rulemaking**

The FAA’s authority to issue rules regarding aviation safety is found in Title 49 of the United States Code.

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. This rulemaking is promulgated under the authority described in Subtitle VII, Part A, Subpart I, Section 40103. Under that section, the FAA is charged with prescribing regulations to assign the use of airspace necessary to ensure the safety of aircraft and the efficient use of airspace. This regulation is within the scope of that authority as it would establish Class E airspace at Big Horn County Airport, Hardin, MT, to ensure the safety and management of Instrument Flight Rules (IFR) operations at the airport.

**History**

The FAA published a notice of proposed rulemaking in the **Federal Register** (85 FR 2330; January 15, 2020) for Docket No. FAA–2019–0954 to establish Class E airspace at Big Horn County Airport, Hardin, MT. Interested parties were invited to participate in this rulemaking effort by submitting written comments on the proposal to the FAA. No comments were received.

Class E5 airspace designations are published in paragraph 6005 of FAA Order 7400.11D, dated August 8, 2019, and effective September 15, 2019, which is incorporated by reference in 14 CFR 71.1. The Class E airspace designation listed in this document will be published subsequently in the Order.

**Availability and Summary of Documents for Incorporation by Reference**

This document amends FAA Order 7400.11D, Airspace Designations and Reporting Points, dated August 8, 2019, and effective September 15, 2019. FAA Order 7400.11D is publicly available as listed in the **ADDRESSES** section of this document. FAA Order 7400.11D lists Class A, B, C, D, and E airspace areas, air traffic service routes, and reporting points.

**The Rule**

This amendment to Title 14 Code of Federal Regulations (14 CFR) part 71 establishes Class E airspace extending upward from 700 feet or more above the surface at the Big Horn County Airport, Hardin, MT. The Class E airspace area supports the airport’s transition from VFR to IFR operations. It contains IFR departures until reaching 1,200 feet above the surface and IFR arrivals descending below 1,500 feet above the surface.

The airspace area is described as follows: That airspace extending