

(b) Affected ADs

This AD replaces AD 2017-23-06, Amendment 39-19100 (82 FR 52830, November 15, 2017).

(c) Applicability

This AD applies to all General Electric Company (GE) CF34-8C1, CF34-8C5, CF34-8C5A1, CF34-8C5B1, CF34-8C5A2, and CF34-8C5A3 model turbofan engines.

(d) Subject

Joint Aircraft System Component (JASC) Code 7531, Compressor bleed governor.

(e) Unsafe Condition

This AD was prompted by multiple engine fires that have occurred as a result of malfunctions related to the operability bleed valve (OBV). The FAA is issuing this AD to prevent failure of the OBV. The unsafe condition, if not addressed, could result in engine fire and damage to the airplane.

(f) Compliance

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

(g) Required Actions

(1) For CF34-8C1, CF34-8C5, CF34-8C5A1, and CF34-8C5B1 model turbofan engines with serial numbers (S/Ns): 965101 through 965670 inclusive; 194101 through 194999 inclusive; and 195101 through 195653 inclusive:

(i) Perform an inspection of the OBV bleed air manifold link rod assemblies and the OBV fuel fittings within 500 flight hours after November 30, 2017 (effective date of AD 2017-23-06), or before next flight after the effective date of this AD, whichever occurs later.

(ii) Within 880 flight hours since the previous inspection, 500 flight hours from the effective date of this AD, or 6,880 flight hours since new, whichever occurs later, inspect the OBV bleed air manifold link rod assemblies, the OBV fuel fittings, and the OBV fuel tubes.

(iii) Thereafter, perform additional repeat inspections of the OBV bleed air manifold link rod assemblies, the OBV fuel fittings, and the OBV fuel tubes within every 880 flight hours since the previous inspection.

(iv) Use the Accomplishment Instructions, Paragraph 3.B., of GE CF34-8C S/B 75-0020, R04, dated May 10, 2019 ("the SB"), to perform the inspections in paragraphs (g)(1)(i) through (iii) of this AD and, per the criteria for the results of inspections in Paragraph 3.B. of the SB, do the following:

(A) Replace any OBV or fuel tube that is leaking and tighten or replace any loose OBV fuel tube clamps with a part eligible for installation before further flight.

(B) Replace any worn OBV link rod assembly hardware within 50 flight cycles after the inspection required by paragraphs (g)(1)(i), (ii), or (iii) of this AD. The engine can be returned to service each day for up to the 50 flight cycles if the OBV fittings are inspected each day for fuel leaks and looseness and, if they do not require removal based on the criteria in Table 1, "OBV Inspection," of GE SB CF34-8C S/B 75-0020, R04, dated May 10, 2019.

(2) For CF34-8C5B1 model turbofan engines with S/Ns not listed in paragraph (g)(1) of this AD and for all CF34-8C5A2 and CF34-8C5A3 model turbofan engines, perform the following:

(i) For engines with 6,000 flight hours or more since new on the effective date of this AD, perform an initial inspection of the OBV bleed air manifold link rod assemblies, OBV fuel fittings, and OBV fuel tubes within 880 flight hours after the effective date of this AD.

(ii) For engines with less than 6,000 flight hours since new on the effective date of this AD, perform an initial inspection of the OBV bleed air manifold link rod assemblies, OBV fuel fittings, and OBV fuel tubes within 880 flight hours time in service or 6,880 flight hours since new, whichever occurs later.

(iii) Thereafter, repeat the inspection of the OBV bleed air manifold link rod assemblies, OBV fuel fittings, and OBV fuel tubes within 880 flight hours since the last inspection.

(iv) Use the Accomplishment Instructions, Paragraph 3.B., of GE CF34-8C S/B 75-0020, R04, dated May 10, 2019, to perform the inspections in paragraphs (g)(2)(i) through (iii) of this AD.

(v) Replace any parts according to the criteria in paragraph (g)(1)(iv) of this AD after the inspection required by paragraphs (g)(2)(i), (ii), or (iii) of this AD.

(3) For all affected engines, the reporting instructions in GE SB CF34-8C S/B 75-0020, R04, dated May 10, 2019, are not required by this AD.

(h) Credit for Previous Actions

(1) For engines identified in paragraph (g)(1) of this AD, you may take credit for the inspection of the OBV bleed air manifold link rod assemblies and the OBV fuel fittings required by paragraph (g)(1)(i) of this AD if you performed this inspection before November 30, 2017 (the effective date of AD 2017-23-06) using GE SB CF34-8C SB 75-0019, Revision 01, dated October 24, 2017, or R00, dated August 4, 2017.

(2) For all affected engines, you may take credit for the inspection of the OBV bleed air manifold link rod assemblies and the OBV fuel fittings required by paragraph (g)(1)(i) or (g)(2)(i) of this AD if you performed this inspection before the effective date of this AD using GE SB CF34-8C SB 75-0020, Revision 03, dated December 14, 2018.

(3) You are still required to perform the repeat inspections and any replacements, as needed, required by paragraphs (g)(1)(ii) through (g)(1)(iv) of this AD.

(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.

(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 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.

(k) Material Incorporated by Reference

(1) The Director of the Federal Register approved the incorporation by reference (IBR) of the service information listed in this paragraph under 5 U.S.C. 552(a) and 1 CFR part 51.

(2) You must use this service information as applicable to do the actions required by this AD, unless the AD specifies otherwise.

(i) General Electric Company (GE) Service Bulletin CF34-8C SB 75-0020, R04, dated May 10, 2019.

(ii) [Reserved]

(3) For GE service information identified in this AD, contact General Electric Company, GE-Aviation, Room 285, 1 Neumann Way, Cincinnati, OH 45215, phone: 513-552-3272; fax: 513-552-3329; email: geae.aoc@ge.com.

(4) You may view this service information at 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.

(5) You may view this service information at the National Archives and Records Administration (NARA). For information on the availability of this material at NARA, email: fedreg.legal@nara.gov, or go to: <https://www.archives.gov/federal-register/cfr/ibr-locations.html>.

Issued in Burlington, Massachusetts, on November 6, 2019.

Robert J. Ganley,

Manager, Engine and Propeller Standards Branch, Aircraft Certification Service.

[FR Doc. 2019-24898 Filed 11-15-19; 8:45 am]

BILLING CODE 4910-13-P

DEPARTMENT OF TRANSPORTATION**Federal Aviation Administration****14 CFR Part 97**

[Docket No. 31281; Amdt. No. 3878]

Standard Instrument Approach Procedures, and Takeoff Minimums and Obstacle Departure Procedures; Miscellaneous Amendments

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Final rule.

SUMMARY: This rule amends, suspends, or removes Standard Instrument Approach Procedures (SIAPs) and associated Takeoff Minimums and Obstacle Departure Procedures for

operations at certain airports. These regulatory actions are needed because of the adoption of new or revised criteria, or because of changes occurring in the National Airspace System, such as the commissioning of new navigational facilities, adding new obstacles, or changing air traffic requirements. These changes are designed to provide for the safe and efficient use of the navigable airspace and to promote safe flight operations under instrument flight rules at the affected airports.

DATES: This rule is effective November 18, 2019. The compliance date for each SIAP, associated Takeoff Minimums, and ODP is specified in the amendatory provisions.

The incorporation by reference of certain publications listed in the regulations is approved by the Director of the Federal Register as of November 18, 2019.

ADDRESSES: Availability of matter incorporated by reference in the amendment is as follows:

For Examination

1. U.S. Department of Transportation, Docket Ops–M30, 1200 New Jersey Avenue SE, West Bldg., Ground Floor, Washington, DC 20590–0001;

2. The FAA Air Traffic Organization Service Area in which the affected airport is located;

3. The office of Aeronautical Navigation Products, 6500 South MacArthur Blvd., Oklahoma City, OK 73169 or,

4. The National Archives and Records Administration (NARA). For information on the availability of this material at NARA, email fedreg.legal@nara.gov or go to: <https://www.archives.gov/federal-register/cfr/ibr-locations.html>.

Availability

All SIAPs and Takeoff Minimums and ODPs are available online free of charge. Visit the National Flight Data Center online at nfdc.faa.gov to register. Additionally, individual SIAP and Takeoff Minimums and ODP copies may be obtained from the FAA Air Traffic Organization Service Area in which the affected airport is located.

FOR FURTHER INFORMATION CONTACT: Thomas J. Nichols, Flight Procedures and Airspace Group, Flight Technologies and Procedures Division, Flight Standards Service, Federal Aviation Administration. Mailing Address: FAA Mike Monroney Aeronautical Center, Flight Procedures and Airspace Group, 6500 South MacArthur Blvd., Registry Bldg. 29, Room 104, Oklahoma City, OK 73169. Telephone: (405) 954–4164.

SUPPLEMENTARY INFORMATION: This rule amends Title 14, Code of Federal Regulations, Part 97 (14 CFR part 97) by amending the referenced SIAPs. The complete regulatory description of each SIAP is listed on the appropriate FAA Form 8260, as modified by the National Flight Data Center (NFDC)/Permanent Notice to Airmen (P–NOTAM), and is incorporated by reference under 5 U.S.C. 552(a), 1 CFR part 51, and 14 CFR 97.20. The large number of SIAPs, their complex nature, and the need for a special format make their verbatim publication in the **Federal Register** expensive and impractical. Further, airmen do not use the regulatory text of the SIAPs, but refer to their graphic depiction on charts printed by publishers of aeronautical materials. Thus, the advantages of incorporation by reference are realized and publication of the complete description of each SIAP contained on FAA form documents is unnecessary.

This amendment provides the affected CFR sections, and specifies the SIAPs and Takeoff Minimums and ODPs with their applicable effective dates. This amendment also identifies the airport and its location, the procedure and the amendment number.

Availability and Summary of Material Incorporated by Reference

The material incorporated by reference is publicly available as listed in the **ADDRESSES** section.

The material incorporated by reference describes SIAPs, Takeoff Minimums and ODPs as identified in the amendatory language for part 97 of this final rule.

The Rule

This amendment to 14 CFR part 97 is effective upon publication of each separate SIAP and Takeoff Minimums and ODP as amended in the transmittal. For safety and timeliness of change considerations, this amendment incorporates only specific changes contained for each SIAP and Takeoff Minimums and ODP as modified by FDC permanent NOTAMs.

The SIAPs and Takeoff Minimums and ODPs, as modified by FDC permanent NOTAM, and contained in this amendment are based on the criteria contained in the U.S. Standard for Terminal Instrument Procedures (TERPS). In developing these changes to SIAPs and Takeoff Minimums and ODPs, the TERPS criteria were applied only to specific conditions existing at the affected airports. All SIAP amendments in this rule have been previously issued by the FAA in a FDC NOTAM as an emergency action of

immediate flight safety relating directly to published aeronautical charts.

The circumstances that created the need for these SIAP and Takeoff Minimums and ODP amendments require making them effective in less than 30 days.

Because of the close and immediate relationship between these SIAPs, Takeoff Minimums and ODPs, and safety in air commerce, I find that notice and public procedure under 5 U.S.C. 553(b) are impracticable and contrary to the public interest and, where applicable, under 5 U.S.C. 553(d), good cause exists for making these SIAPs effective in less than 30 days.

The FAA has determined that this regulation only involves an established body of technical regulations for which frequent and routine amendments are necessary to keep them operationally current. It, therefore—(1) is not a “significant regulatory action” under Executive Order 12866; (2) is not a “significant rule” under DOT regulatory Policies and Procedures (44 FR 11034; February 26, 1979); and (3) does not warrant preparation of a regulatory evaluation as the anticipated impact is so minimal. For the same reason, the FAA certifies that this amendment will not have a significant economic impact on a substantial number of small entities under the criteria of the Regulatory Flexibility Act.

List of Subjects in 14 CFR Part 97

Air Traffic Control, Airports, Incorporation by reference, Navigation (Air).

Issued in Washington, DC, on November 1, 2019.

Rick Domingo,

Executive Director, Flight Standards Service.

Adoption of the Amendment

Accordingly, pursuant to the authority delegated to me, Title 14, Code of Federal Regulations, Part 97, (14 CFR part 97), is amended by amending Standard Instrument Approach Procedures and Takeoff Minimums and ODPs, effective at 0901 UTC on the dates specified, as follows:

PART 97—STANDARD INSTRUMENT APPROACH PROCEDURES

■ 1. The authority citation for part 97 continues to read as follows:

Authority: 49 U.S.C. 106(f), 106(g), 40103, 40106, 40113, 40114, 40120, 44502, 44514, 44701, 44719, 44721–44722.

■ 2. Part 97 is amended to read as follows:

By amending: § 97.23 VOR, VOR/DME, VOR or TACAN, and VOR/DME

or TACAN; § 97.25 LOC, LOC/DME, LDA, LDA/DME, SDF, SDF/DME; § 97.27 NDB, NDB/DME; § 97.29 ILS,

ILS/DME, MLS, MLS/DME, MLS/RNAV; § 97.31 RADAR SIAPs; § 97.33 RNAV

SIAPs; and § 97.35 COPTER SIAPs, Identified as follows:

* * * *Effective Upon Publication*

AIRAC date	State	City	Airport	FDC No.	FDC date	Subject
5-Dec-19	ND	Tioga	Tioga Muni	9/7699	9/26/19	This NOTAM, published in Docket No. 31279, Amdt No. 3876, TL 19-25 (84 FR 59294; November 4, 2019), is hereby rescinded in its entirety.
5-Dec-19	CA	Palm Springs	Palm Springs Intl	9/1390	10/24/19	RNAV (RNP) Y RWY 31L, Amdt 1B.
5-Dec-19	CA	Palm Springs	Palm Springs Intl	9/1391	10/24/19	RNAV (RNP) Z RWY 13R, Amdt 1.
5-Dec-19	NC	Charlotte	Charlotte/Douglas Intl	9/1741	10/24/19	ILS OR LOC RWY 18R, ILS RWY 18R (SA CAT I), ILS RWY 18R (CAT II), ILS RWY 18R (CAT III), Amdt 2.
5-Dec-19	VA	Franklin	Franklin Rgnl	9/8979	10/24/19	Takeoff Minimums and Obstacle DP, Amdt 2A.
5-Dec-19	CA	Fresno	Fresno Yosemite Intl	9/9029	10/24/19	LOC Y RWY 11L, Amdt 3.
5-Dec-19	OH	West Union	Alexander Salamon	9/9048	10/23/19	RNAV (GPS) RWY 5, Orig-B.
5-Dec-19	OH	West Union	Alexander Salamon	9/9052	10/23/19	RNAV (GPS) RWY 23, Orig-B.
5-Dec-19	TX	Breckenridge	Stephens County	9/9054	10/23/19	RNAV (GPS) RWY 17, Amdt 1.
5-Dec-19	TX	Breckenridge	Stephens County	9/9055	10/23/19	RNAV (GPS) RWY 35, Amdt 1.
5-Dec-19	TX	Coleman	Coleman Muni	9/9056	10/23/19	RNAV (GPS) RWY 15, Amdt 1.
5-Dec-19	TX	Corsicana	C David Campbell Field-Corsicana Muni.	9/9073	10/23/19	RNAV (GPS) RWY 14, Orig-C.
5-Dec-19	TX	Corsicana	C David Campbell Field-Corsicana Muni.	9/9074	10/23/19	RNAV (GPS) RWY 32, Amdt 1.
5-Dec-19	VA	Franklin	Franklin Rgnl	9/9256	10/24/19	RNAV (GPS) RWY 27, Amdt 1B.
5-Dec-19	VA	Franklin	Franklin Rgnl	9/9258	10/24/19	RNAV (GPS) RWY 9, Amdt 1B.

[FR Doc. 2019-24453 Filed 11-15-19; 8:45 am]
 BILLING CODE 4910-13-P

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 97

[Docket No. 31280; Amdt. No. 3877]

Standard Instrument Approach Procedures, and Takeoff Minimums and Obstacle Departure Procedures; Miscellaneous Amendments

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Final rule.

SUMMARY: This rule establishes, amends, suspends, or removes Standard Instrument Approach Procedures (SIAPs) and associated Takeoff Minimums and Obstacle Departure Procedures (ODPs) for operations at certain airports. These regulatory actions are needed because of the adoption of new or revised criteria, or because of changes occurring in the National Airspace System, such as the commissioning of new navigational facilities, adding new obstacles, or changing air traffic requirements. These changes are designed to provide safe and efficient use of the navigable

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SUPPLEMENTARY INFORMATION: This rule amends Title 14 of the Code of Federal Regulations, Part 97 (14 CFR part 97), by establishing, amending, suspending, or removes SIAPs, Takeoff Minimums and/or ODPS. The complete regulatory description of each SIAP and its associated Takeoff Minimums or ODP for an identified airport is listed on FAA form documents which are incorporated by reference in this amendment under 5 U.S.C. 552(a), 1 CFR part 51, and 14 CFR part 97.20. The applicable FAA