

**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):

**2019–25–01 International Aero Engines**

LLC: Amendment 39–21001; Docket No. FAA–2019–0995; Product Identifier AD–2019–00113–E.

**(a) Effective Date**

This AD is effective December 16, 2019.

**(b) Affected ADs**

None.

**(c) Applicability**

This AD applies to International Aero Engines, LLC (IAE LLC) PW1122G–JM, PW1124G–JM, PW1124G1–JM, PW1127G1–JM, PW1127GA–JM, PW1127G–JM, PW1129G–JM, PW1130G–JM, PW1133GA–JM, PW1133G–JM model turbofan engines with an engine serial number listed in paragraphs (g)(1) through (4) of this AD and with low-pressure turbine (LPT) 3rd-stage blades, part number (P/N) 5387343, 5387493, 5387473 or 5387503.

**(d) Subject**

Joint Aircraft System Component (JASC)/ Air Transport Association (ATA) of America 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 failure 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**

For any IAE LLC LPT 3rd-stage blade, P/N 5387343, 5387493, 5387473, or 5387503, and with an engine serial number specified in paragraph (g)(1) through (4) of this AD, remove the affected blade from service within the times specified in paragraphs (g)(1) through (4) of this AD and replace with a part eligible for installation.

(1) Within 90 days after the effective date of this AD or at the next engine shop visit, whichever comes first, for engines with serial numbers: P770536; P770620; P770626; P770641; P770644; P770681; P770690; P770693; P770773; P770780; P770813; P770816; P770827; P770841; P770852; P770869; P770870; P770873; P770883; P770894; P770909; P770512; P770762; P770484; P770805; P770716; P770836; or P770942.

(2) Within 180 days after the effective date of this AD or at the next engine shop visit, whichever comes first, for engines with serial numbers: P770347; P770981; P770814; P770825; P770964; P770622; P770763; P771019; P770980; P770985; P771048; P770487; P770911; P770960; P770932; P770934; P770444; P770993; P770996; P770893; P770320; P771036; P771040; P770797; P771047; P770537; P771026; P771050; P771046; P771074; P771062; P771080; P771099; P771164; or P770984.

(3) Within 270 days after the effective date of this AD or at the next engine shop visit, whichever comes first, for engines with serial numbers: P770966; P770482; P770170; P770272; P770646; P771167; P770495; P771162; P770463; P770853; P771015; P771032; P771165; P771170; P771092; P771093; P771174; P771135; P770597; P771113; P770469; P771154; P770244; P771059; P770287; P770740; P771107; P771118; P770366; P770607; P770577; P771219; P771258; P771207; P771211; P771138; P771140; P770594; P771020; P771279; P771280; P770499; P770279; P771273; P770978; or P770916.

(4) Within 360 days after the effective date of this AD or at the next engine shop visit, whichever comes first, for engines with serial numbers: P770579; P771188; P770722; P770603; P770715; P770768; P771120; P771132; P770782; P771288; P770504; P771238; P770676; P770128; P770191; P771277; P770749; P770800; P770381; P770395; P770218; P770374; P770256; P770452; P770460; P771141; P770138; P770750; P770645; P770756; P770308; P770143; P770439; P770509; P770127; P770139; P770172; P770176; P770129; P770140; P770173; P770640; P770742; P771006; P770505; P771161; P770315; P770263; P770724; P770259; P770149; P770269; P770486; P770614; P770975; P770946; P770629; or P771166.

**(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 in Burlington, Massachusetts, on November 25, 2019.

**Robert J. Ganley,**

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

[FR Doc. 2019–25884 Filed 11–26–19; 4:15 pm]

**BILLING CODE 4910–13–P**

**DEPARTMENT OF TRANSPORTATION****Federal Aviation Administration****14 CFR Part 71**

[Docket No. FAA–2018–1002; Airspace Docket No. 18–AWP–23]

RIN 2120–AA66

**Amendment of Class E Airspace: Madera, CA**

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

**ACTION:** Final rule.

**SUMMARY:** This action modifies the Class E airspace extending upward from 700 feet above the surface at Madera Municipal Airport, Madera, CA, eliminates references to the Clovis and Friant Very High Frequency Omni-Directional Range/Tactical Air Navigation Aids (VORTAC) from the Airspace description, and updates the airport’s geographic coordinates to match the FAA’s aeronautical database. In addition, this action updates the airspace lateral dimensions to meet current requirements. This action supports the operation of Instrument flight Rules (IFR) under standard instrument approach and departure procedures in the National Airspace System.

**DATES:** Effective 0901 UTC, January 30, 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 on line 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](https://www.archives.gov/federal_register/cfr/ibr_locations.html).

**FOR FURTHER INFORMATION CONTACT:** Richard Roberts, Federal Aviation Administration, Western Service Center, Operations Support Group, 2200 S. 216th Street, Des Moines, WA 98198; telephone (206) 231-2245.

**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 amends the Class E airspace extending upward from 700 feet above the surface at Madera Municipal Airport, Madera, CA, and updates the airspace lateral dimensions to meet current requirements, to support IFR operations at the airport.

**History**

The FAA published a notice of proposed rulemaking in the **Federal Register** (84 FR 25205; May 31, 2019) DOCKET NO. FAA-2018-1002, to modify Class E airspace extending upward from 700 feet above the surface at Madera Municipal Airport, Madera, CA, and to update the airspace lateral

dimensions to meet current requirements. Interested parties were invited to participate in this rulemaking effort by submitting written comments on the proposal to the FAA. The FAA received a single anonymous comment asking "[h]ow will this effect (sic) global warming?" The FAA does not find this a substantive comment to the proposal. The airspace does not control where aircraft fly but defines the area within which all aircraft operators are subject to operating rules and equipment requirements.

Class E 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 designations listed in this document will be published subsequently in that Order. FAA Order 7400.11, Airspace Designations and Reporting Points, is published yearly and effective on September 15.

**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**

The FAA is amending Title 14 Code of Federal Regulations (14 CFR) part 71 by modifying the Class E airspace extending upward from 700 feet above the surface at Madera Municipal Airport, Madera, CA, eliminating references to the Clovis and Friant Very High Frequency Omni-Directional Range/Tactical Air Navigation Aids (VORTAC) from the legal description, as they are no longer needed. This action also updates the airport's geographic coordinates to match the FAA's aeronautical database. Finally, this action updates the lateral dimensions to meet current airspace requirements by removing 4.4 miles of airspace extending to the southeast, adding 0.4 miles to the radius around the Airport Reference Point and adding a portion that extends 1 mile each side of the 316° bearing from the 4.4 mile radius to 1.5 miles northwest. This action supports the operation of Instrument Flight Rules (IFR) under standard instrument approach and departure procedures in the National Airspace System.

**Regulatory Notices and Analyses**

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, is non-controversial and unlikely to result in adverse or negative comments. 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. Given this is a routine matter that only affects air traffic procedures and air navigation, it is certified that this rule, when promulgated, will not have a significant economic impact on a substantial number of small entities under the criteria of the Regulatory Flexibility Act.

**Environmental Review**

The FAA has determined that this action qualifies for categorical exclusion under the National Environmental Policy Act in accordance with FAA Order 1050.1F, "Environmental Impacts: Policies and Procedures," paragraph 5-6.5a. This airspace action is not expected to cause any potentially significant environmental impacts, and no extraordinary circumstances exist that warrant preparation of an environmental assessment.

**Lists of Subjects in 14 CFR Part 71**

Airspace, Incorporation by reference, Navigation (air).

**Adoption of the Amendment**

In consideration of the foregoing, the Federal Aviation Administration amends 14 CFR part 71 as follows:

**PART 71—DESIGNATION OF CLASS A, B, C, D, AND E AIRSPACE AREAS; AIR TRAFFIC SERVICE ROUTES; AND REPORTING POINTS**

- 1. The authority citation for part 71 continues to read as follows:

**Authority:** 49 U.S.C. 106(f), 106(g); 40103, 40113, 40120; E.O. 10854, 24 FR 9565, 3 CFR, 1959-1963 Comp., p. 389.

**§ 71.1 [Amended]**

- 2. The incorporation by reference in 14 CFR 71.1 of FAA Order 7400.11D, Airspace Designations and Reporting Points, dated August 8, 2019, and effective September 15, 2019, is amended as follows:

Paragraph 6005. Class E Airspace Areas Extending Upward From 700 Feet or More Above the Surface of the Earth.

\* \* \* \* \*

**AWP CA E5 Madera, CA [Amend]**

Madera Municipal Airport, CA  
(Lat. 36°59'11" N., long. 120°06'45" W.)

That airspace extending upward from 700 feet above the surface within a 4.4-mile radius of the Madera Municipal Airport and within 2.8 miles each side of the 112° bearing from the airport extending from the 4.4-mile radius to 6 miles southeast of the airport and that airspace 1.8 miles either side of the 80° bearing from a point in space, coordinates lat. 37° 01' 29" N., long. 120° 09' 06" W., extending from the 4.4 mile radius to 7.2 miles from the point in space coordinates and that airspace 1 mile either side of the 316° bearing from the Madera Municipal Airport extending from the 4.4-mile radius to 5.5 miles northwest.

Issued in Seattle, Washington, November 19, 2019.

**Byron Chew,**

Manager, Operations Support Group, Western Service Center.

[FR Doc. 2019-25540 Filed 11-27-19; 8:45 am]

**BILLING CODE 4910-13-P**

**DEPARTMENT OF TRANSPORTATION**

**Federal Aviation Administration**

**14 CFR Part 71**

[Docket No. FAA-2019-0535; Airspace  
Docket No. 19-AWP-20]

**RIN 2120-AA66**

**Amendment of Class D; Los Angeles, CA**

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

**ACTION:** Final rule.

**SUMMARY:** This action corrects a clerical error in the Class D legal description for Los Angeles International Airport, Los Angeles, CA by removing the language establishing the airspace as part time. This action is necessary for the safety and management of instrument flight rules (IFR) operations at the airport.

**DATES:** Effective 0901 UTC, January 30, 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 on line 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:**

Richard Roberts, Federal Aviation Administration, Operations Support Group, Western Service Center, 2200 S 216th Street, Des Moines, WA 98198-6547; telephone (206) 231-2245.

**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 amends the Class D legal description for Los Angeles International Airport, Los Angeles, CA, in support of IFR operations at the airport.

**History**

The FAA published a notice of proposed rulemaking in the **Federal Register** (84 FR 36502; July 29, 2019) for Docket No. FAA-2019-0535 to amend the legal description of the LAX Class D. Interested parties were invited to participate in this rulemaking effort by submitting written comments on the proposal to the FAA. The FAA received a single comment. The commenter stated in full "I recommend keeping the language as part time and reducing light air traffic for public health and sound scape enhancements." The FAA does not find this to be a substantive comment about the proposal. The specified airspace does not control where aircraft fly but defines the area within which all aircraft operators are subject to operating rules and equipment requirements.

Class D airspace designations are published in paragraph 5000 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 D airspace designation listed in this document will be published subsequently in the Order. FAA Order 7400.11, Airspace Designations and Reporting Points, is published yearly and effective on September 15.

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

This document amends FAA Order 7400.11D dated August 8, 2019, and effective September 15, 2019, which is incorporated by reference in 14 CFR part 71.1. 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**

The FAA is amending Title 14, Code of Federal Regulations (14 CFR) part 71 by removing the language establishing the airspace as part time. NBAA informed the FAA that the LAX Class D legal description, the related chart supplement entry, and notes included on the VFR Sectional contained information that did not clearly identify when the airspace was in effect. The FAA concurs. The legal description contains language that implied the Class D airspace was part-time, inconsistent with the original intent of the airspace. The Chart Supplement does not include information indicating when the airspace is effective and directs users to the VFR Terminal Area Chart. The VFR Terminal Area Chart directs users to the Chart Supplement or NOTAMS for information and NOTAMS are not appropriate for this use. The original intent was to establish the Class D airspace as full time. In 2009, as a result of a mid-air collision in New York and in response to NTSB Recommendation A-09-86, Congress requested the FAA evaluate low-level flight around heavy-use airspace. The FAA committed to evaluations of flight operations in and around Class Bravo Airspace in New York, Los Angeles, Chicago, and Houston. The LAX VFR Airspace Taskforce was convened and made recommendations to modify the airspace around LAX in a two-step process. Step one was to establish full-time Class D airspace at LAX. Step two was to incorporate the Class D airspace into the LAX Class B at a later date.

**Regulatory Notices and Analyses**

The FAA has determined that this regulation only involves an established