

(l) Other FAA AD Provisions

The following provisions also apply to this AD:

(1) *Alternative Methods of Compliance (AMOCs)*: The Manager, International Section, Transport Standards 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 International Section, send it to the attention of the person identified in paragraph (m)(2) of this AD. Information may be emailed to: 9-ANM-116-AMOC-REQUESTS@faa.gov. 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.

(2) *Contacting the Manufacturer*: For any requirement in this AD to obtain corrective actions from a manufacturer, the action must be accomplished using a method approved by the Manager, International Section, Transport Standards Branch, FAA; or the European Aviation Safety Agency (EASA); or ATR-GIE Avions de Transport Régional's EASA Design Organization Approval (DOA). If approved by the DOA, the approval must include the DOA-authorized signature.

(m) Related Information

(1) Refer to Mandatory Continuing Airworthiness Information (MCAI) EASA AD 2018-0184, dated August 28, 2018, for related information. This MCAI may be found in the AD docket on the internet at <http://www.regulations.gov> by searching for and locating Docket No. FAA-2018-1069.

(2) For more information about this AD, contact Shahram Daneshmandi, Aerospace Engineer, International Section, Transport Standards Branch, FAA, 2200 South 216th St., Des Moines, WA 98198; telephone and fax 206-231-3220.

(n) 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 this AD specifies otherwise.

(i) ATR ATR72 Time Limits Document, Revision 16, dated January 30, 2018.

(ii) [Reserved]

(3) For service information identified in this AD, contact ATR-GIE Avions de Transport Régional, 1 Allée Pierre Nadot, 31712 Blagnac Cedex, France; telephone +33 (0) 5 62 21 62 21; fax +33 (0) 5 62 21 67 18; email continued.airworthiness@atr-aircraft.com.

(4) You may view this service information at the FAA, Transport Standards Branch, 2200 South 216th St., Des Moines, WA. For information on the availability of this material at the FAA, call 206-231-3195.

(5) You may view this service information that is incorporated by reference at the National Archives and Records

Administration (NARA). For information on the availability of this material at NARA, call 202-741-6030, or go to: <http://www.archives.gov/federal-register/cfr/ibr-locations.html>.

Issued in Des Moines, Washington, on July 1, 2019.

Michael Kaszycki,

Acting Director, System Oversight Division, Aircraft Certification Service.

[FR Doc. 2019-15447 Filed 7-19-19; 8:45 am]

BILLING CODE 4910-13-P

DEPARTMENT OF TRANSPORTATION**Federal Aviation Administration****14 CFR Part 39**

[Docket No. FAA-2018-0993; Product Identifier 2018-NE-18-AD; Amendment 39-19679; AD 2019-14-01]

RIN 2120-AA64

Airworthiness Directives; Rolls-Royce Deutschland Ltd & Co KG TAY 650-15 and TAY 651-54 Turbofan Engines

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Final rule.

SUMMARY: The FAA is adopting a new airworthiness directive (AD) for all Rolls-Royce Deutschland Ltd & Co KG (RRD) TAY 650-15 and TAY 651-54 turbofan engines with low-pressure compressor (LPC) fan blade module M01300AA or M01300AB, installed. This AD was prompted by reports of LPC fan blade retention lug fractures on engines with a high number of dry-film lubrication (DFL) treatments. This AD requires determining the number of DFL treatments applied on each LPC fan blade, and removing from service and replacing the affected LPC fan blades if the DFL treatment limit is exceeded. The FAA is issuing this AD to address the unsafe condition on these products.

DATES: This AD is effective August 26, 2019.

The Director of the Federal Register approved the incorporation by reference of a certain publication listed in this AD as of August 26, 2019.

ADDRESSES: For service information identified in this final rule, contact Rolls-Royce Deutschland Ltd & Co KG, Eschenweg 11, Dahlewitz, 15827 Blankenfelde-Mahlow, Germany; phone: +49 (0) 33-7086-1200; fax: +49 (0) 33-086-3276. 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. It is also available on the internet at <http://www.regulations.gov> by searching for and locating Docket No. FAA-2018-0993.

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-2018-0993; 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 mandatory continuing airworthiness information (MCAI), 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:

Wego Wang, Aerospace Engineer, ECO Branch, FAA, 1200 District Avenue, Burlington, MA 01803; phone: 781-238-7134; fax: 781-238-7199; email: wego.wang@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 all RRD TAY 650-15 and TAY 651-54 turbofan engines with LPC fan blade module M01300AA or M01300AB, installed. The NPRM published in the **Federal Register** on March 5, 2019 (84 FR 7832). The NPRM was prompted by reports of LPC fan blade retention lug fractures on engines with a high number of DFL treatments. The NPRM proposed to require determining the number of DFL treatments applied on each LPC fan blade, and removing from service and replacing the affected LPC fan blades if the DFL treatment limit is exceeded. The FAA is issuing this AD to address the unsafe condition on these products.

The European Union Aviation Safety Agency (EASA), which is the Technical Agent for the Member States of the European Community, has issued EASA AD 2018-0079, dated April 11, 2018 (referred to after this as "the MCAI"), to address the unsafe condition on these products. The MCAI states:

Fractures of LPC fan blade retention lugs were reported on engines that had been subjected to a high number of Dry Film Lubrication (DFL) treatments. Subsequent investigation determined that this had exposed the retention lugs of the affected LPC (fan) blades to excessively high stress cycles.

This condition, if not detected and corrected, could lead to failure of LPC fan blade retention lug(s), high vibration, reduced thrust or in-flight shut down, possibly resulting in reduced control of the aeroplane.

To address this potential unsafe condition, RRD issued original issue of Alert NMSB TAY-72-A1833 to provide identification and replacement instructions and EASA issued AD 2017-0217 to require determination of the number of DFL treatments applied to the LPC fan blades and, based on that determination, fan blade(s) replacement. That AD also introduced the maximum allowable number of DFL treatments applicable to the LPC fan blades.

Since that AD was issued, RRD issued the NMSB to update the calculation methodology which was provided to determine the number of DFL treatments, in case that number could not be identified from the engine maintenance records. The new calculation methodology, compared with the methodology provided in the original issue of the RRD Alert NMSB TAY-72-A1833 can lead, in some cases of LPC fan blades with TAY 651-54 operation history, to earlier replacement of blades.

For the reasons described above, this AD retains the requirements of EASA AD 2017-0217, which is superseded, but refers to an updated alternative method to determine the number of DFL treatments.

You may obtain further information by examining the MCAI in the AD docket on the internet at <http://www.regulations.gov> by searching for

and locating Docket No. FAA-2018-0993.

Comments

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

Request To Revise Compliance

RRD requested that the FAA revise the wording in paragraph (g)(3)(i) of this AD from "For Group 1 and 2 engines: If the number of LPC fan blades with DFL treatments is fewer than 13" to "For Group 1 and 2 engines: If the number of DFL treatments on a LPC fan blades is fewer than 13." RRD reasoned that it is the number of DFL treatments and not the number of LPC fan blades that counts.

We agree. We revised the AD as suggested by the commenter.

Conclusion

We reviewed the relevant data, considered the comment received, and determined that air safety and the public interest require adopting this final rule with the change described previously and minor editorial changes. We have determined that these minor changes:

- Are consistent with the intent that was proposed in the NPRM for addressing the unsafe condition; and

- Do not add any additional burden upon the public than was already proposed in the NPRM.

We also determined that these changes will not increase the economic burden on any operator or increase the scope of this final rule.

Related Service Information Under 1 CFR Part 51

The FAA reviewed RRD Alert Non-Modification Service Bulletin (NMSB) TAY-72-A1833, Revision 1, dated January 8, 2018. The Alert NMSB describes procedures for determining the number of DFL treatments on each LPC fan blade by reviewing the engine maintenance records or using an alternative method of counting, and replacing the LPC fan blade with a part eligible for installation if the DFL treatment limit is exceeded. This service information is reasonably available because the interested parties have access to it through their normal course of business or by the means identified in the **ADDRESSES** section.

Costs of Compliance

The FAA estimates that this AD affects 76 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
Inspect LPC fan blades	11 work-hours × \$85 per hour = \$935	\$0	\$935	\$71,060

The FAA estimates the following costs to do any necessary replacement of a single LPC fan blade that would be

required based on the results of the proposed inspection. The FAA has no way of determining the number of

aircraft that might need replacement of LPC fan blades.

ON-CONDITION COSTS

Action	Labor cost	Parts cost	Cost per product
Replace LPC fan blade	16 work-hours × \$85 per hour = \$1,360	\$10,750	\$12,110

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

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 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):

2019–14–01 Rolls-Royce Deutschland Ltd & Co KG: Amendment 39–19679; Docket No. FAA–2018–0993; Product Identifier 2018–NE–18–AD.

(a) Effective Date

This AD is effective August 26, 2019.

(b) Affected ADs

None.

(c) Applicability

This AD applies to Rolls-Royce Deutschland Ltd & Co KG (RRD) TAY 650–15 and TAY 651–54 turbofan engines with low-pressure compressor (LPC) fan blade module M01300AA or M01300AB, installed.

(d) Subject

Joint Aircraft System Component (JASC) Code 7230, Turbine Engine Compressor Section.

(e) Unsafe Condition

This AD was prompted by reports of LPC fan blade retention lug fractures on engines with a high number of dry-film lubrication (DFL) treatments. The FAA is issuing this AD to prevent failure of the LPC fan blade retention lug. The unsafe condition, if not addressed, could result in loss of engine thrust control and reduced control of the airplane.

(f) Compliance

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

(g) Required Actions

(1) Within 30 days after the effective date of this AD, determine whether the engine is a Group 1 or Group 2 engine as follows:

(i) A Group 1 engine is an affected RRD TAY 650–15 or TAY 651–54 turbofan engine with a LPC fan blade, part number (P/N) JR31911, P/N JR33865, or P/N JR33866, and with a serial number (S/N) listed in Appendix 1 of RRD Alert Non-Modification Service Bulletin (NMSB) TAY–72–A1833, Revision 1, dated January 8, 2018.

(ii) A Group 2 engine is any other RRD TAY 650–15 or TAY 651–54 turbofan engine with LPC fan blade module M01300AA or M01300AB, installed.

(2) For Group 1 and 2 engines: Within 30 days after the effective date of this AD, determine the number of DFL treatments on each affected LPC fan blade by reviewing the maintenance records or using the alternative method specified in the Accomplishment Instructions, paragraph 3.D. or 3.Q., of RRD Alert NMSB TAY–72–A1833, Revision 1, dated January 8, 2018.

(3) Depending on the results of the maintenance record review or the alternative method specified above, do the following, as applicable:

(i) For Group 1 and 2 engines: If the number of DFL treatments on an LPC fan blade is fewer than 13, mark the LPC fan blade dovetail root with a suffix code during the next scheduled LPC fan blade removal using the Accomplishment Instructions, paragraph 3.J. or 3.U., of RRD Alert NMSB TAY–72–A1833, Revision 1, dated January 8, 2018.

(ii) For Group 1 engines: If any LPC fan blades with 13 to 20 DFL treatments are installed on more than one engine on the same airplane, within 500 flight hours after the effective date of this AD, use one of the three options in the Accomplishment Instructions, paragraph 3.F., of RRD Alert NMSB TAY–72–A1833, Revision 1, dated January 8, 2018, to ensure that no LPC fan blade with 13 to 20 DFL treatments is installed on more than one engine on the same airplane.

(iii) For Group 1 and 2 engines: If it is determined that the number of DFL treatments on an LPC fan blade is equal to or more than the value defined in Table 1 of paragraph (g) of this AD, remove the LPC fan blade from service and replace with a part eligible for installation within the compliance times specified in Table 1 of paragraph (g) of this AD.

Table 1 to Paragraph (g) – LPC Fan Blade Replacement

Group	DFL Treatments	Compliance Time
1	20 or more	Within 500 flight hours after the effective date of this AD
2	13 or more	Within 500 flight hours after the effective date of this AD

(h) Installation Prohibition

After the effective date of this AD, do not install an affected LPC fan blade or LPC module M01300AA or M01300AB onto any engine or install any engine with an affected LPC fan blade or LPC module M01300AA or

M01300AB onto any airplane unless it has been first determined that the LPC fan blades have had less than 13 DFL treatments and have been marked in accordance with the Accomplishment Instructions, paragraph 3.J.

or 3.U, of RRD Alert NMSB TAY–72–A1833, Revision 1, dated January 8, 2018.

(i) Definitions

(1) A part eligible for installation is an LPC fan blade that has had 12 or fewer DFL treatments and is marked on the LPC fan

blade dovetail root with a suffix code depicting the number of DFL treatments.

(2) An affected fan blade is an LPC fan blade, P/N JR31911, P/N JR33865, or P/N JR33866, and with an S/N listed in Appendix 1 of RRD Alert NMSB TAY-72-A1833, Revision 1, dated January 8, 2018.

(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 ECO Branch, 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.

(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 Wego Wang, Aerospace Engineer, ECO Branch, FAA, 1200 District Avenue, Burlington, MA, 01803; phone: 781-238-7134; fax: 781-238-7199; email: wego.wang@faa.gov.

(2) Refer to European Union Aviation Safety Agency (EASA) AD 2018-0079, dated April 11, 2018, for more information. You may examine the EASA AD in the AD docket on the internet at <http://www.regulations.gov> by searching for and locating it in Docket No. FAA-2018-0993.

(l) 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) Rolls-Royce Deutschland Ltd & Co KG (RRD) Alert Non-Modification Service Bulletin TAY-72-A1833, Revision 1, dated January 8, 2018.

(ii) [Reserved]

(3) For RRD service information identified in this AD, contact Rolls-Royce Deutschland Ltd & Co KG, Eschenweg 11, Dahlewitz, 15827 Blankenfelde-Mahlow, Germany; phone: +49 (0) 33-7086-1200; fax: +49 (0) 33-086-3276.

(4) You may view this service information at FAA, Engine & 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 that is incorporated by reference at the National Archives and Records Administration (NARA). For information on the availability of this material at NARA, call 202-741-6030, or go to: <http://www.archives.gov/federal-register/cfr/ibr-locations.html>.

Issued in Burlington, Massachusetts, on July 12, 2019.

Robert J. Ganley,

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

[FR Doc. 2019-15486 Filed 7-19-19; 8:45 am]

BILLING CODE 4910-13-P

DEPARTMENT OF DEFENSE

Department of the Army

32 CFR Part 643

[Docket ID: USA-2019-HQ-0008]

RIN 0702-AA93

Real Estate

AGENCY: Department of the Army, DoD.

ACTION: Final rule.

SUMMARY: This final rule removes Department of the Army's regulation concerning granting use of real property under the jurisdiction or control of the Department of the Army. The rule is being removed because its content is internal to the Department. Current policy and procedures on this subject can be found in internal documents.

DATES: Effective July 22, 2019.

ADDRESSES: Department of the Army, Office of the Deputy Chief of Staff, G-1, DAPE-HR, 200 Army Pentagon, Washington, DC 20310-0300.

FOR FURTHER INFORMATION CONTACT: Ms. Cheryl Moman, (703) 325-0050.

SUPPLEMENTARY INFORMATION: This final rule removes the Department of Army regulation at 32 CFR part 643 which was codified on July 10, 1978 (43 FR 29748) and has not since been updated. The content of the rule is internal to the Department, and current internal policy and procedures are maintained in Army Regulation 405-80—Management of Title and Granting of Use of Real Property, (available at https://armypubs.army.mil/epubs/DR_pubs/DR_a/pdf/web/r405_80.pdf) which was most recently updated on October 10, 1997.

It has been determined that publication of this CFR part removal for public comment is impracticable, unnecessary, and contrary to public interest since it is based on removing internal Army policy and procedures.

This rule is not significant under Executive Order (E.O.) 12866, Sec 3, "Regulatory Planning and Review," therefore; E.O. 13771, "Reducing Regulation and Controlling Regulatory Costs" does not apply.

List of Subjects in 32 CFR Part 643

Engineers Corps, Federal buildings and facilities, Intergovernmental relations, Rights-of-way.

PART 643—[REMOVED AND RESERVED]

■ Accordingly, for reasons stated in the preamble, under the authority of 5 U.S.C. 301 and 10 U.S.C. 3012, 32 CFR part 643 is removed and reserved.

Brenda S. Bowen,

Army Federal Register Liaison Officer.

[FR Doc. 2019-15514 Filed 7-19-19; 8:45 am]

BILLING CODE 5001-03-P

DEPARTMENT OF DEFENSE

Department of the Army

32 CFR Part 644

[Docket ID: USA-2019-HQ-0009]

RIN 0702-AA94

Real Estate Handbook

AGENCY: Department of the Army, DoD.

ACTION: Final rule.

SUMMARY: This final rule removes Department of the Army's regulation containing the real estate procedures of the United States Corps of Engineers governing all military and civil works projects. The rule is being removed because its content is internal to the Department, and current policy is maintained in an internal Engineering Regulation used by Corps of Engineers personnel.

DATES: Effective July 22, 2019.

ADDRESSES: Department of the Army, Office of the Deputy Chief of Staff, G-1, DAPE-HR, 200 Army Pentagon, Washington, DC 20310-0300.

FOR FURTHER INFORMATION CONTACT: Ms. Cheryl Moman, (703) 325-0050.

SUPPLEMENTARY INFORMATION: This final rule removes the Department of Army regulation at 32 CFR part 644 which was codified on January 15, 1979 (44 FR 3168) and has not since been updated. The content of the rule is internal to the Department, and current internal policy and procedures are maintained in Army Corps of Engineers Regulation ER 405-1-12, which is not available to the public and was most recently updated on September 30, 1994.

It has been determined that publication of this CFR part removal for public comment is impracticable, unnecessary, and contrary to public interest since it is based on removing internal Army policy and procedures.