

(2) Except as specified by paragraph (h)(3) of this AD: For airplanes identified as Groups 2 and 3 in Boeing Special Attention Requirements Bulletin 737–29–1127 RB, dated October 8, 2018, at the applicable times specified in the “Compliance” paragraph of Boeing Special Attention Requirements Bulletin 737–29–1127 RB, dated October 8, 2018, do all applicable actions identified in, and in accordance with, the Accomplishment Instructions of Boeing Special Attention Requirements Bulletin 737–29–1127 RB, dated October 8, 2018.

Note 1 to paragraphs (g)(2) through (g)(4): Guidance for accomplishing the actions required by this AD can be found in Boeing Special Attention Service Bulletin 737–29–1123, dated October 2, 2018; Boeing Special Attention Service Bulletin 737–29–1126, dated October 2, 2018; and Boeing Special Attention Service Bulletin 737–29–1127, dated October 8, 2018; as applicable; which are referred to in Boeing Special Attention Requirements Bulletin 737–29–1123 RB, dated October 2, 2018; Boeing Special Attention Requirements Bulletin 737–29–1126 RB, dated October 2, 2018; and Boeing Special Attention Requirements Bulletin 737–29–1127 RB, dated October 8, 2018; respectively.

(3) Except as specified by paragraph (h)(1) of this AD: For Model 737–600, –700, –700C, –800, –900, and –900ER airplanes that have an original airworthiness certificate or export certificate of airworthiness issued on or before the effective date of this AD; at the applicable times specified in the “Compliance” paragraph of Boeing Special Attention Requirements Bulletin 737–29–1123 RB, dated October 2, 2018, do all applicable actions identified in, and in accordance with, the Accomplishment Instructions of Boeing Special Attention Requirements Bulletin 737–29–1123 RB, dated October 2, 2018.

(4) Except as specified by paragraph (h)(2) of this AD: For Model 737–8 and 737–9 airplanes that have an original airworthiness certificate or export certificate of airworthiness issued on or before the effective date of this AD; at the applicable times specified in the “Compliance” paragraph of Boeing Special Attention Requirements Bulletin 737–29–1126 RB, dated October 2, 2018, do all applicable actions identified in, and in accordance with, the Accomplishment Instructions of Boeing Special Attention Requirements Bulletin 737–29–1126 RB, dated October 2, 2018.

(h) Exceptions to Service Information Specifications

For purposes of determining compliance with the requirements of this AD:

(1) Where Boeing Special Attention Requirements Bulletin 737–29–1123 RB, dated October 2, 2018, uses the phrase “the original issue date of Requirements Bulletin 737–29–1123 RB,” this AD requires using “the effective date of this AD.”

(2) Where Boeing Special Attention Requirements Bulletin 737–29–1126 RB, dated October 2, 2018, uses the phrase “the original issue date of Requirements Bulletin 737–29–1126 RB,” this AD requires using “the effective date of this AD.”

(3) Where Boeing Special Attention Requirements Bulletin 737–29–1127 RB, dated October 8, 2018, uses the phrase “the original issue date of Requirements Bulletin 737–29–1127 RB,” this AD requires using “the effective date of this AD.”

(i) Parts Installation Prohibition

As of the effective date of this AD, no person may install a Parker pressure module check valve, part number (P/N) H61C0552M1, or hydraulic pressure module assembly, P/N 65–17821–() that contains a Parker pressure module check valve, P/N H61C0552M1, on any airplane.

(j) Alternative Methods of Compliance (AMOCs)

(1) The Manager, Seattle ACO 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) of this AD. Information may be emailed to: 9-ANM-Seattle-ACO-AMOC-Requests@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.

(3) An AMOC that provides an acceptable level of safety may be used for any repair, modification, or alteration required by this AD if it is approved by The Boeing Company Organization Designation Authorization (ODA) that has been authorized by the Manager, Seattle ACO Branch, FAA, to make those findings. To be approved, the repair method, modification deviation, or alteration deviation must meet the certification basis of the airplane, and the approval must specifically refer to this AD.

(k) Related Information

(1) For more information about this AD, contact Douglas Tsuji, Aerospace Engineer, Systems and Equipment Section, FAA, Seattle ACO Branch, 2200 South 216th St., Des Moines, WA 98198; phone and fax: 206–231–3548; email: douglas.tsuji@faa.gov.

(2) Service information identified in this AD that is not incorporated by reference is available at the addresses specified in paragraphs (l)(3) and (l)(4) of this AD.

(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) Boeing Special Attention Requirements Bulletin 737–29–1123 RB, dated October 2, 2018.

(ii) Boeing Special Attention Requirements Bulletin 737–29–1126 RB, dated October 2, 2018.

(iii) Boeing Special Attention Requirements Bulletin 737–29–1127 RB, dated October 8, 2018.

(3) For service information identified in this AD, contact Boeing Commercial Airplanes, Attention: Contractual & Data Services (C&DS), 2600 Westminister Blvd., MC 110–SK57, Seal Beach, CA 90740–5600; phone: 562–797–1717; internet: <https://www.myboeingfleet.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 11, 2019.

Suzanne Masterson,

Acting Director, System Oversight Division, Aircraft Certification Service.

[FR Doc. 2019–15518 Filed 7–22–19; 8:45 am]

BILLING CODE 4910–13–P

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 71

[Docket No. FAA–2019–0347; Airspace Docket No. 19–AEA–6]

RIN 2120–AA66

Establishment of Class E Airspace; Cortland, Elmira, Ithaca, and Endicott, NY

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Final rule.

SUMMARY: This action establishes Class E airspace extending upward from 700 feet above the surface at Cortland County Airport–Chase Field, Cortland, NY; Elmira/Corning Regional Airport, Elmira/Corning, NY; Ithaca Tompkins Regional Airport, Ithaca, NY; and Tri-Cities Airport, Endicott, NY to accommodate area navigation (RNAV) global positioning system (GPS) standard instrument approach procedures (SIAPs) serving these airports. Controlled airspace is necessary for the safety and management of instrument flight rules (IFR) operations in the area.

DATES: Effective 0901 UTC, October 10, 2019. 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 7400.11C, Airspace Designations and Reporting Points, and subsequent amendments can be viewed on line at http://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 7400.11C at NARA, call (202) 741-6030, or go to <https://www.archives.gov/federal-register/cfr/ibr-locations.html>.

FAA Order 7400.11, Airspace Designations and Reporting Points, is published yearly and effective on September 15.

FOR FURTHER INFORMATION CONTACT: John Fornito, Operations Support Group, Eastern Service Center, Federal Aviation Administration, 1701 Columbia Ave., College Park, GA 30337; telephone (404) 305-6364.

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 proposed 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 establishes Class E airspace extending upward from 700 feet above the surface at Cortland County Airport-Chase Field, Cortland, NY; Elmira/Corning Regional Airport, Elmira/Corning, NY; Ithaca Tompkins Regional Airport, Ithaca, NY; and Tri-Cities Airport, Endicott, NY to support standard instrument approach procedures for IFR operations at these airports.

History

The FAA published a notice of proposed rulemaking in the **Federal Register** (84 FR 25497, June 3, 2019) for Docket No. FAA-2019-0347 to establish Class E airspace extending upward from

700 feet above the surface at Cortland County Airport-Chase Field, Cortland, NY; Elmira/Corning Regional Airport, Elmira/Corning, NY; Ithaca Tompkins Regional Airport, Ithaca, NY; and Tri-Cities Airport, Endicott, NY. Interested parties were invited to participate in this rulemaking effort by submitting written comments on the proposal to the FAA. Two comments were received supporting the proposal, as well as displaying concerns on how the airspace may affect the commercial traffic flow to larger airports in the area. The FAA has determined that this airspace will have no negative effect on IFR operations in the area, as Class E airspace only restricts aircraft that are flying using visual flight rules. This Class E airspace protects aircraft departing and landing using IFR procedures.

Class E airspace designations are published in Paragraph 6005 of FAA Order 7400.11C, dated August 13, 2018, and effective September 15, 2018, which is incorporated by reference in 14 CFR part 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 7400.11C, Airspace Designations and Reporting Points, dated August 13, 2018, and effective September 15, 2018. FAA Order 7400.11C is publicly available as listed in the **ADDRESSES** section of this document. FAA Order 7400.11C 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 above the surface within a 7-mile radius of Cortland County Airport-Chase Field, Cortland, NY; within a 12.5-mile radius of Elmira/Corning Regional Airport, Elmira/Corning, NY; within a 9.5-mile radius of Ithaca Tompkins Regional Airport, Ithaca, NY; and within an 8-mile radius of Tri-Cities Airport, Endicott, NY, providing the controlled airspace required to support the RNAV (GPS) standard instrument approach procedures for IFR operations at these airports.

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. 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. Since this is a routine matter that only affects air traffic procedures and air navigation, it is certified that this rule, when promulgated, does 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 7400.11C, Airspace Designations and Reporting Points, dated August 13, 2018, effective September 15, 2018, is amended as follows:

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

* * * * *

AEA NY E5 Cortland, NY [New]

Cortland County Airport-Chase Field, NY
(Lat. 42°35'34" N, long. 76°12'54" W)

That airspace extending upward from 700 feet above the surface within a 7-mile radius of Cortland County Airport-Chase Field.

* * * * *

AEA NY E5 Elmira/Corning, NY [New]

Elmira/Corning Regional Airport, NY
(Lat. 42°9'35" N, long. 76°53'30" W)

That airspace extending upward from 700 feet above the surface within a 12.5-mile radius of Elmira/Corning Regional Airport.

* * * * *

AEA NY E5 Ithaca, NY [New]

Ithaca Tompkins Regional Airport, NY
(Lat. 42°29'29" N, long. 76°27'31" W)

That airspace extending upward from 700 feet above the surface within a 9.5-mile radius of Ithaca Tompkins Regional Airport.

* * * * *

AEA NY E5 Endicott, NY [New]

Tri-Cities Airport, NY
(Lat. 42°4'43" N, long. 76°5'47" W)

That airspace extending upward from 700 feet above the surface within an 8-mile radius of Tri Cities Airport.

Issued in College Park, Georgia, on July 15, 2019.

Ryan W. Almasy,

Manager, Operations Support Group, Eastern Service Center, Air Traffic Organization.

[FR Doc. 2019-15525 Filed 7-22-19; 8:45 am]

BILLING CODE 4910-13-P

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 71

[Docket No. FAA-2018-0713; Airspace
Docket No. 18-AWP-10]

RIN 2120-AA66

Amendment of Multiple Air Traffic Service (ATS) Routes; Western United States

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Final rule.

SUMMARY: This action modifies two jet routes (J-65 and J-110) and two domestic VHF Omnidirectional Range (VOR) Federal airways (V-23 and V-230) in the Western United States. The modifications are necessary due to the planned decommissioning of Clovis, CA, VOR portion of the VOR/Tactical Air Navigation (VORTAC) navigation aid (NAVAID), which provides navigation guidance for portions of the affected air traffic service (ATS) routes. The Clovis, CA, VOR is being decommissioned as part of the FAA's VOR Minimum Operational Network (MON) program. Federal airway V-165, published in the Notice of Proposed

Rulemaking, requires more coordination and is removed from this rule.

DATES: Effective date 0901 UTC, October 10, 2019. 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 7400.11C, Airspace Designations and Reporting Points, and subsequent amendments can be viewed online at http://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 7400.11C at NARA, call (202) 741-6030, or go to <http://www.archives.gov/federal-register/cfr/ibr-locations.html>.

FAA Order 7400.11, Airspace Designations and Reporting Points, is published yearly and effective on September 15.

FOR FURTHER INFORMATION CONTACT: Kenneth Ready, Airspace Policy Group, Office of Airspace Services, Federal Aviation Administration, 800 Independence Avenue SW, Washington, DC 20591; telephone: (202) 267-8783.

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 the 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 supports amending the air traffic service route structure in the western United States to maintain the efficient flow of air traffic.

History

The FAA published a notice of proposed rulemaking for Docket No. FAA-2018-0713 in the **Federal Register** (83 FR 55308; November 5, 2018), amending 2 jet routes (J-65 and J-110)

and 3 Domestic VOR Federal airways (V-23, V-165 and V-230) in the Western United States. Interested parties were invited to participate in this rulemaking effort by submitting written comments on the proposal. No comments were received.

Availability and Summary of Documents for Incorporation by Reference

This document amends FAA Order 7400.11C, Airspace Designations and Reporting Points, dated August 13, 2018, and effective September 15, 2018. FAA Order 7400.11C is publicly available as listed in the **ADDRESSES** section of this document. FAA Order 7400.11C lists Class A, B, C, D, and E airspace areas, air traffic service routes, and reporting points.

Differences From the NPRM

This rule has a change from the NPRM. The NPRM proposed to amend route V-165. Due to additional coordination required for flight check satisfaction, V-165 will not be included in this final rule, but will be finalized at a later date.

The Rule

This action amends Title 14 Code of Federal Regulations (14 CFR) part 71 by modifying jet routes J-65 and J-110 and domestic VOR Federal airways V-23 and V-230. The route changes are outlined below.

J-65: J-65 currently extends between the San Antonio, TX, VORTAC to the Seattle, WA, VORTAC. The FAA is removing the segments between the Shafter, CA, VORTAC and the Sacramento, CA, VORTAC, causing a gap in the route. The route stops at the Shafter, CA, VORTAC and resumes at the Sacramento, CA, VORTAC. The unaffected portion of the existing route will remain as charted.

J-110: J-110 currently extends between the Oakland, VA, VOR/DME to the Coyle, NJ, VORTAC. The airway segment between the Oakland, CA, VOR/DME and the Boulder City, NV, VORTAC is removed. The route now starts at the Boulder City, NV, VORTAC and extends to the Coyle, NJ, VORTAC. The unaffected portion of the existing route will remain as charted.

V-23: V-23 currently extends between the Mission Bay, CA, VORTAC and the Whatcom, WA, VORTAC and then to the Canadian Border (approximately 7 miles northwest of the Whatcom, WA, VORTAC). The FAA removed the sections between the Shafter, CA, VORTAC and the Linden, CA, VOR/DME. The route now stops at the FRAME intersection (INT Shafter