

**Compliance With Executive Orders 12866, 12988, 13132, 13771, and the Paperwork Reduction Act (44 U.S.C. Ch. 35) and the Regulatory Flexibility Act (5 U.S.C. 601–612).**

*Executive Order 12866*

The Office of Management and Budget has determined that this final rule is not a significant regulatory action under Executive Order 12866. This is also not a major rule under the Congressional Review Act, 5 U.S.C. 800.

*Executive Order 12988*

This action meets applicable standards set forth in Sections 3(a) and 3(b)(2) of Executive Order 12988, Civil Justice Reform, to minimize litigation, eliminate ambiguity, and reduce burden. The action does not have retroactive or preemptive effect.

*Executive Order 13132*

For the purpose of Executive Order 13132, SBA has determined that the rule will not have substantial direct effects 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. Therefore, this final rule has no federalism implications warranting preparation of a federalism assessment.

*Executive Order 13771*

This rule is not an Executive Order 13771 regulatory action, because this rule is not significant under Executive Order 12866.

*Paperwork Reduction Act*

SBA has determined that this rule does not impose additional reporting or recordkeeping requirements.

*Regulatory Flexibility Act*

The Regulatory Flexibility Act (“RFA”) requires agencies to consider the effect of their regulatory actions on small entities, including small non-profit businesses, and small local governments. Pursuant to the RFA, when an agency issues a rule, the agency must prepare an analysis that describes whether the impact of the rule will have a significant economic impact on a substantial number of such small entities. However, the RFA requires such analysis only where notice and comment rulemaking are required. As stated above, SBA has express statutory authority to issue this rule without regard to the notice and comment requirement of the APA. Since notice and comment is not required before this rule is issued, SBA is not required to prepare a regulatory analysis.

**List of Subjects**

*13 CFR Part 107*

Investment companies, Loan programs-business, Reporting and recordkeeping requirements, Small businesses.

*13 CFR Part 120*

Loan programs-business, Reporting and recordkeeping requirements, Small businesses.

*13 CFR Part 142*

Administrative practice and procedure, Claims, Fraud, Penalties.

*13 CFR Part 146*

Government contracts, Grant programs, Loan programs, Lobbying, Penalties, Reporting and recordkeeping requirements.

For the reasons set forth in the preamble, SBA amends 13 CFR parts 107, 120, 142, and 146 as follows:

**PART 107—SMALL BUSINESS INVESTMENT COMPANIES**

- 1. The authority citation for part 107 continues to read as follows:

**Authority:** 15 U.S.C. 681, 683, 687(c), 687b, 687d, 687g, 687m.

**§ 107.665 [Amended]**

- 2. In § 107.665, remove “\$266” and add in its place “\$271”.

**PART 120—BUSINESS LOANS**

- 3. The authority citation for part 120 continues to read as follows:

**Authority:** 15 U.S.C. 634(b) (6), (b) (7), (b) (14), (h), and note, 636(a), (h) and (m), 650, 687(f), 696(3), and 697(a) and (e); Pub. L. 111–5, 123 Stat. 115, Pub. L. 111–240, 124 Stat. 2504; Pub. L. 114–38, 129 Stat. 437.

**§ 120.465 [Amended]**

- 4. In § 120.465, amend paragraph (b) by removing “\$6,623” and adding in its place “\$6,740”.

**PART 142—PROGRAM FRAUD CIVIL REMEDIES ACT REGULATIONS**

- 5. The authority citation for part 142 continues to read as follows:

**Authority:** 15 U.S.C. 634(b); 31 U.S.C. 3803(g)(2).

**§ 142.1 [Amended]**

- 6. In § 142.1, amend paragraph (b) by removing “\$11,463” and adding in its place “\$11,665”.

**PART 146—NEW RESTRICTIONS ON LOBBYING**

- 7. The authority citation for part 146 continues to read as follows:

**Authority:** Section 319, Pub. L. 101–121 (31 U.S.C. 1352); 15 U.S.C. 634(b)(6).

**§ 146.400 [Amended]**

- 8. Amend § 146.400 by removing “\$20,134” wherever it appears and adding in its place “\$20,489” and by removing “\$201,340” wherever it appears and adding in its place “\$204,892”.

Dated: February 24, 2020.

**Jovita Carranza,**  
*Administrator.*

[FR Doc. 2020–04278 Filed 3–9–20; 8:45 am]

**BILLING CODE 8026–03–P**

**DEPARTMENT OF TRANSPORTATION**

**Federal Aviation Administration**

**14 CFR Part 39**

[Docket No. FAA–2020–0179; Project Identifier MCAI–2019–00125–E; Amendment 39–21102; AD 2020–05–01]

**RIN 2120–AA64**

**Airworthiness Directives; Rolls-Royce Deutschland Ltd & Co KG (Type Certificate Previously Held by Rolls-Royce plc) Turbofan Engines**

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

**ACTION:** Final rule; request for comments.

**SUMMARY:** The FAA is adopting a new airworthiness directive (AD) for all Rolls-Royce Deutschland Ltd. & Co KG (RRD) Trent 1000–AE3, Trent 1000–CE3, Trent 1000–D3, Trent 1000–G3, Trent 1000–H3, Trent 1000–J3, Trent 1000–K3, Trent 1000–L3, Trent 1000–M3, Trent 1000–N3, Trent 1000–P3, Trent 1000–Q3, and Trent 1000–R3 model turbofan engines. This AD requires initial and repetitive borescope inspections (BSI) of the high-pressure turbine (HPT) blades. This AD also requires replacement of HPT blades with parts eligible for installation when the HPT blades fail inspection or reach the new life limit. This AD was prompted by the manufacturer identifying that the HPT blades may fail prematurely. The FAA is issuing this AD to address the unsafe condition on these products.

**DATES:** This AD is effective March 25, 2020.

The Director of the Federal Register approved the incorporation by reference of a certain publication listed in this AD as of March 25, 2020.

The FAA must receive comments on this AD by April 24, 2020.

**ADDRESSES:** You may send comments, using the procedures found in 14 CFR 11.43 and 11.45, by any of the following methods:

- *Federal eRulemaking Portal:* Go to <https://www.regulations.gov>. Follow the instructions for submitting comments.

- *Fax:* 202–493–2251.

- *Mail:* U.S. Department of Transportation, Docket Operations, M–30, West Building Ground Floor, Room W12–140, 1200 New Jersey Avenue SE, Washington, DC 20590.

- *Hand Delivery:* U.S. Department of Transportation, Docket Operations, M–30, West Building Ground Floor, Room W12–140, 1200 New Jersey Avenue SE, Washington, DC 20590, between 9 a.m. and 5 p.m., Monday through Friday, except Federal holidays.

For service information identified in this final rule, contact Rolls-Royce Deutschland Ltd & Co KG, Eschenweg 11, 15827 Blankenfelde-Mahlow, Germany; phone: +49 (0) 33 708 6 0; email: <https://www.rolls-royce.com/contact-us.aspx>. 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 <https://www.regulations.gov> by searching for and locating Docket No. FAA–2020–0179.

#### Examining the AD Docket

You may examine the AD docket on the internet at <https://www.regulations.gov> by searching for and locating Docket No. FAA–2020–0179; 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 street address for Docket Operations is listed above. Comments will be available in the AD docket shortly after receipt.

**FOR FURTHER INFORMATION CONTACT:** Stephen Elwin, Aerospace Engineer, ECO Branch, FAA, 1200 District Avenue, Burlington, MA, 01803; phone: 781–238–7750; fax: 781–238–7236; email: [stephen.l.elwin@faa.gov](mailto:stephen.l.elwin@faa.gov).

#### SUPPLEMENTARY INFORMATION:

##### Discussion

The European Union Aviation Safety Agency (EASA), which is the Technical Agent for the Member States of the European Community, has issued EASA AD 2019–0099R2, dated September 6, 2019 (referred to after this as “the

MCAI”), to address an unsafe condition for the specified products. The MCAI states:

In-service experience with Trent 1000 TEN engines has shown that the affected parts may deteriorate, despite being subject to the inspections and life limits as specified in the current Rolls-Royce Time Limits Manual, T-Trent-10RRT, Chapters 05–10 and 05–20.

This condition, if not detected and corrected, could lead to HPT blade failure, possibly resulting in engine in-flight shutdown (IFSD) and consequent reduced control of the aeroplane.

To address this potential unsafe condition, Rolls-Royce developed instructions to de-pair engines with a certain number of combined flight cycles (FC). In addition, an FC limit was determined when one affected engine is installed. Finally, an on-wing borescope inspection method has been introduced, and Rolls-Royce issued the NMSB accordingly.

For the reasons described above, EASA issued AD 2019–0099 (later revised) to require repetitive inspections of the affected parts to detect axial cracking and, depending on findings, removal from service of the engine for in-shop replacement of the affected parts. That [EASA] AD also introduced de-pairing instructions and limitations.

Since EASA AD 2019–0099R1 was issued, it was determined that, since new blades must be installed (in-shop) as replacement, the definition of ‘serviceable part’ needs to be corrected. Consequently, this [EASA] AD is revised accordingly, deleting reference to used parts that passed an inspection.

This revised [EASA] AD is still considered to be an interim action and further [EASA] AD action is expected.

You may obtain further information by examining the MCAI in the AD docket on the internet at <https://www.regulations.gov> by searching for and locating Docket No. FAA–2020–0179.

#### Related Service Information Under 1 CFR Part 51

The FAA reviewed RR Alert Non-Modification Service Bulletin (NMSB) Trent 1000 72–AK316, Revision 3, dated July 16, 2019. The NMSB describes procedures for performing a BSI of the HPT blades. 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.

#### Other Related Service Information

The FAA reviewed RR Service Bulletin (SB) Trent 1000 72–J550, Initial Issue, dated November 21, 2017. The SB introduces HPT blades with optimized cooling.

#### FAA’s Determination

This product has been approved by EASA and is approved for operation in

the United States. Pursuant to our bilateral agreement with the European Community, EASA has notified us of the unsafe condition described in the MCAI and service information referenced above. The FAA is issuing this AD because it evaluated all the relevant information provided by EASA and determined the unsafe condition described previously is likely to exist or develop in other products of the same type design.

#### AD Requirements

This AD requires initial and repetitive BSI of the HPT blades. This AD also requires replacement of the HPT blades with parts eligible for installation when the HPT blades fail inspection or reach the new life limit.

#### FAA’s Justification and Determination of the Effective Date

The FAA has found the risk to the flying public justifies waiving notice and comment prior to adoption of this rule because no domestic operators use this product. It is unlikely that the FAA will receive any adverse comments or useful information about this AD from U.S. operators. Therefore, the FAA finds good cause that notice and opportunity for prior public comment are unnecessary. In addition, for this same reason, the FAA finds that good cause exists for making this amendment effective in less than 30 days.

#### Comments Invited

This AD is a final rule that involves requirements affecting flight safety and was not preceded by notice and an opportunity for public comment. However, the FAA invites you to send any written data, views, or arguments about this final rule. Send your comments to an address listed under the **ADDRESSES** section. Include the docket number FAA–2020–0179 and Product Identifier MCAI–2019–00125–E at the beginning of your comments. The FAA specifically invites comments on the overall regulatory, economic, environmental, and energy aspects of this final rule. The FAA will consider all comments received by the closing date and may amend this final rule because of those comments.

Except for Confidential Business Information (CBI) as described in the following paragraph, and other information as described in 14 CFR 11.35, the FAA will post all comments received, without change, to <https://www.regulations.gov>, including any personal information you provide. The FAA will also post a report summarizing each substantive verbal contact received about this final rule.

**Confidential Business Information**

Confidential Business Information (CBI) is commercial or financial information that is both customarily and actually treated as private by its owner. Under the Freedom of Information Act (FOIA) (5 U.S.C. 552), CBI is exempt from public disclosure. If your comments responsive to this AD contain commercial or financial information that is customarily treated as private, that you actually treat as private, and that is relevant or responsive to this AD, it is important that you clearly designate the submitted comments as CBI. Please mark each page of your submission

containing CBI as “PROPIN.” The FAA will treat such marked submissions as confidential under the FOIA, and they will not be placed in the public docket of this AD. Submissions containing CBI should be sent to Stephen Elwin, Aerospace Engineer, ECO Branch, FAA, 1200 District Avenue, Burlington, MA, 01803. Any commentary that the FAA receives which is not specifically designated as CBI will be placed in the public docket for this rulemaking.

**Regulatory Flexibility Act**

The requirements of the Regulatory Flexibility Act (RFA) do not apply when

an agency finds good cause pursuant to 5 U.S.C. 553 to adopt a rule without prior notice and comment. Because the FAA has determined that it has good cause to adopt this rule without notice and comment, RFA analysis is not required.

**Costs of Compliance**

The FAA estimates that this AD affects no 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
BSI the HPT blades .....	4 work-hours × \$85 per hour = \$340 .....	\$0	\$340	\$0
Replace the HPT blade set ....	1,250 work-hours × \$85 per hour = \$106,250 .....	1,871,100	1,977,350	0

**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, and
- (2) Will not affect intrastate aviation in Alaska.

**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):

**2020–05–01 Rolls-Royce Deutschland Ltd & Co KG (Type Certificate Previously Held by Rolls-Royce plc):** Amendment 39–21102; Docket No. FAA–2020–0179; Project Identifier MCAI–2019–00125–E.

**(a) Effective Date**

This AD is effective March 25, 2020.

**(b) Affected ADs**

None.

**(c) Applicability**

This AD applies to all Rolls-Royce Deutschland Ltd. & Co KG (RRD) (Type Certificate Previously Held by Rolls-Royce plc) Trent 1000–AE3, Trent 1000–CE3, Trent 1000–D3, Trent 1000–G3, Trent 1000–H3, Trent 1000–J3, Trent 1000–K3, Trent 1000–L3, Trent 1000–M3, Trent 1000–N3, Trent 1000–P3, Trent 1000–Q3, and Trent 1000–R3 model turbofan engines.

**(d) Subject**

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

**(e) Unsafe Condition**

This AD was prompted by the manufacturer identifying that the high-pressure turbine (HPT) blades may fail prematurely. The FAA is issuing this AD to prevent failure of the HPT blades. The unsafe condition, if not addressed, could result in 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**

(1) Before exceeding the compliance time specified in Table 1 to paragraph (g)(1) of this AD, and thereafter at intervals not to exceed 50 HPT blade flight cycles (FCs) since the last inspection, perform an on-wing borescope inspection (BSI) of the HPT blades, part number (P/N) KH10575 (pre-mod/SB 72–J550), or P/N KH64485 (post-mod/SB 72–J550), for cracks.

(i) Use Accomplishment Instructions, paragraph 3.C., of RR Alert NMSB Trent 1000

72-AK316, Revision 3, dated July 16, 2019, to perform the BSI.

(ii) [Reserved]

**Table 1 to Paragraph (g)(1) – Compliance Times**

<b>HPT blade FCs Accumulated (since new or since last in-service HPT blade set replacement)</b>	<b>Compliance Time</b>
Less than 625 HPT blade FCs	Before exceeding 650 HPT blade FCs since new or since last in-service HPT blade set replacement.
625 HPT blade FCs or greater	Within 25 HPT blade FCs after the effective date of this AD.

(2) Within 10 engine FCs after in-flight shutdown (IFSD) of an engine, perform an on-wing BSI of the HPT blades, P/N KH10575 (pre-mod/SB 72-J550), or P/N KH64485 (post-mod/SB 72-J550), for cracks on the not-affected (no IFSD) engine installed on that airplane.

(i) Use Accomplishment Instructions, paragraph 3.C., of RR Alert NMSB Trent 1000 72-AK316, Revision 3, dated July 16, 2019.

(ii) [Reserved]

(3) Remove the full set of HPT blades if any individual HPT blade is found cracked during the on-wing BSI required by

paragraph (g)(1) or (2) and replace with a full HPT blade set eligible for installation within the compliance time specified in Table 2 to paragraph (g)(3) of this AD.

**Table 2 to Paragraph (g)(3) – Compliance Times**

<b>Affected Part Finding(s)</b>	<b>Compliance Time</b>
Cracks exceeding 4 mm (0.16 inch) in length	Before further flight after the effective date of this AD.
Cracks up to and including 4 mm (0.16 inch) in length	Before exceeding 10 HPT blade FCs after the inspection detecting crack(s).

(4) Remove the full set of HPT blades, P/N KH10575 (pre-mod/SB 72-J550), or P/N KH64485 (post-mod/SB 72-J550), after the effective date of this AD, as follows.

(i) Before accumulating 1,000 HPT blade FCs on any engine, or

(ii) Before both engines installed on the airplane accumulate a combined total of 1,400 HPT blade FCs.

#### **(h) Definitions**

For the purpose of this AD, “HPT blade FCs” are the FCs accumulated by the engine since first flight, or since the last installation of a full set of new HPT blades, whichever occurs later.

#### **(i) Credit for Previous Actions**

You may take credit for any initial or repetitive BSI of the HPT blades required by paragraph (g) of this AD if you performed the initial or repetitive BSI before the effective date of this AD using RR Alert NMSB Trent 1000 72-AK316, Revision 2, dated April 30, 2019, or earlier versions.

#### **(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 certification office, 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](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.

#### **(k) Related Information**

(1) For more information about this AD, contact Stephen Elwin, Aerospace Engineer, ECO Branch, FAA, 1200 District Avenue, Burlington, MA 01803; phone: 781-238-7750; fax: 781-238-7236; email: [stephen.l.elwin@faa.gov](mailto:stephen.l.elwin@faa.gov).

(2) Refer to European Union Aviation Safety Agency (EASA) AD 2019-0099R2, dated September 6, 2019, for more information. You may examine the EASA AD in the AD docket on the internet at <https://www.regulations.gov> by searching for and locating it in Docket No. FAA-2020-0179.

#### **(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 plc (RR) Alert Non-Modification Service Bulletin Trent 1000 72-AK316, Revision 3, dated July 16, 2019.

(ii) [Reserved]

(3) For RR service information identified in this AD, contact Rolls-Royce Deutschland Ltd & Co KG, Eschenweg 11, 15827 Blankenfelde-Mahlow, Germany; phone: +49 (0) 33 708 6 0; email: <https://www.rolls-royce.com/contact-us.aspx>.

(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](mailto:fedreg.legal@nara.gov), or go to: <http://www.archives.gov/federal-register/cfr/ibr-locations.html>.

Issued in Burlington, Massachusetts, on February 24, 2020.

**Karen M. Grant,**

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

[FR Doc. 2020-04808 Filed 3-9-20; 8:45 am]

BILLING CODE 4910-13-P

## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### 14 CFR Part 71

[Docket No. FAA-2018-1028; Airspace Docket No. 17-ASO-6]

RIN 2120-AA66

#### Amendment of VOR Federal Airway V-18 in the Vicinity of Talladega, AL

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

**ACTION:** Final rule.

**SUMMARY:** This action modifies VHF Omnidirectional Range (VOR) Federal airway V-18, in the vicinity of Talladega, AL. This action is necessary due to the planned decommissioning of the Talladega, AL, VOR/DME navigation aid which provides navigation guidance for segments of the route. Additionally, this action removes the compulsory reporting point requirement for the HEFIN, AL, navigation fix.

**DATES:** Effective date 0901 UTC, May 21, 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 Rules and Regulations 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:** Paul Gallant, Rules and Regulations Group, Office of Policy, 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 modifies the National Airspace System as necessary to preserve the safe and efficient flow of air traffic.

##### History

The FAA published a notice of proposed rulemaking for Docket No. FAA-2018-1028 in the **Federal Register** (83 FR 67165; December 28, 2018), amending VOR Federal airway V-18 due to planned decommissioning of the Talladega, AL, VOR/DME navigation aid. Interested parties were invited to participate in this rulemaking effort by submitting written comments on the proposal. No comments were received.

##### Differences From the NPRM

Subsequent to the issuance of the above NPRM, in a separate action, the FAA amended V-18 due to the planned decommissioning of the Guthrie, TX, VOR/DME (Docket No. FAA-2018-0769; 84 FR 27937; June 17, 2019). That amendment, became effective on August 15, 2019, removed the segments of V-18 between Guthrie, TX, and the Millsap, TX, VORTAC. Consequently, the V-18 description published in the NPRM on December 28, 2018 differs from the airway description in this rule since the Guthrie to Millsap segment has been removed.

Therefore, this final rule amends V-18, by removing the airway segments between the Vulcan, AL, VORTAC, and the Colliers, SC, VORTAC, due to the

planned decommissioning of the Talladega, AL, VOR/DME.

In addition, this rule removes the compulsory reporting point requirement for the HEFIN, AL, navigation fix as published in FAA Order 7400.11D. Pursuant to 14 CFR 71.5, Subpart H of FAA Order 7400.11D lists those geographic locations at which the position of an aircraft must be reported to air traffic control (ATC). The FAA determined that ATC no longer has a compulsory requirement for pilots to report crossing the HEFIN fix and removed the requirement from the National Airspace System database. Therefore, an editorial change is being made to remove the HEFIN fix from the compulsory reporting point list in Subpart H—Reporting Points as published in Order 7400.11D. The HEFIN fix will continue to be depicted on aeronautical charts as a non-compulsory reporting point.

VOR Federal airways are published in paragraph 6010(a); and low altitude reporting points are published in paragraph 7001, respectively, 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 VOR Federal airway and reporting point listed in this document will be subsequently published in, or removed from, 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, 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 amending the description of VOR Federal airway V-18, due to the planned decommissioning of the Talladega, AL, VOR/DME. The airway change is outlined below.

V-18: V-18 currently extends between the Millsap, TX, VORTAC and the Charleston, SC, VORTAC. Due to the planned decommissioning of the Talladega, AL, VOR/DME, the FAA is removing the airway segments between the Vulcan, AL, VORTAC and the