

(d) Unsafe Condition

This AD was prompted by reports of two failures of TGBs which resulted in in-flight shutdowns (IFSDs). We are issuing this AD to prevent additional IFSDs of one or more engines, loss of thrust control, and damage to the airplane.

(e) Compliance

(1) Comply with this AD within the compliance time specified, unless already done.

(2) Before further flight, do not operate the airplane if more than one installed engine has a TGB S/N listed in Figure 1 to paragraph (c) of this AD.

(f) Alternative Methods of Compliance (AMOCs)

The Manager, Engine Certification Office, FAA, may approve AMOCs for this AD. Use the procedures found in 14 CFR 39.19 to make your request.

(g) Related Information

(1) For further information about this AD, contact: Jason Yang, Aerospace Engineer, Engine Certification Office, FAA, Engine & Propeller Directorate, 12 New England Executive Park, Burlington, MA 01803; phone: 781-238-7747; fax: 781-238-7199; email: jason.yang@faa.gov.

(2) GE GE90-100 Series Alert Service Bulletin (ASB) No. GE90-100 S/B 72-A0558, Revision 1, dated May 14, 2013, and GE90-100 Series ASB No. GE90-100 S/B 72-A0559, dated May 14, 2013, pertain to the subject of this AD.

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

(4) You may view this service information at the FAA, Engine & Propeller Directorate, 12 New England Executive Park, Burlington, MA. For information on the availability of this material at the FAA, call 781-238-7125.

Issued in Burlington, Massachusetts, on June 13, 2013.

Frank P. Paskiewicz,

Acting Director, Aircraft Certification Service.

[FR Doc. 2013-15001 Filed 6-25-13; 8:45 am]

BILLING CODE 4910-13-P

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

[Docket FAA No. FAA-2013-0505; Airspace Docket No. 13-AWP-4]

Amendment of Class D Airspace; El Monte, CA

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Final rule; correction.

SUMMARY: This action corrects a final rule published in the **Federal Register**

of May 14, 2013, that amends Class D airspace at El Monte Airport, El Monte, CA. In that rule, the legal description references the airport bearing incorrectly.

DATES: *Effective Date:* 0901 UTC, August 22, 2013. The Director of the Federal Register approves this incorporation by reference action under 1 CFR part 51, subject to the annual revision of FAA Order 7400.9 and publication of conforming amendments.

FOR FURTHER INFORMATION CONTACT: Rick Roberts, Federal Aviation Administration, Operations Support Group, Western Service Center, 1601 Lind Avenue SW., Renton, WA 98057; telephone (425) 203-4517.

SUPPLEMENTARY INFORMATION:**History**

The FAA published a final rule in the **Federal Register** amending Class D airspace at El Monte Airport, El Monte, CA (78 FR 28132, May 14, 2013). In the regulatory text, the El Monte Airport 097° bearing was incorrect, and is now corrected to the 111° bearing.

Correction to Final Rule

■ Accordingly, pursuant to the authority delegated to me, the legal description as published in the **Federal Register** on May 14, 2013 (78 FR 28132), Airspace Docket No. 11-AWP-16, FR Doc. 2013-11182, is corrected as follows:

§ 71.1 [Amended]

■ On page 28133, column 1, line 41, remove ‘097° bearing’, and insert ‘111° bearing’.

Issued in Seattle, Washington, on June 17, 2013.

Clark Desing,

Manager, Operations Support Group, Western Service Center.

[FR Doc. 2013-15137 Filed 6-25-13; 8:45 am]

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

[Docket No. FAA-2012-0926; Airspace Docket No. 12-ANM-24]

Establishment of Class E Airspace; Port Townsend, WA

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Final rule.

SUMMARY: This action establishes Class E airspace at Jefferson County International Airport, Port Townsend,

WA, to accommodate aircraft using a new Area Navigation (RNAV) Global Positioning System (GPS) standard instrument approach procedures at Jefferson County International Airport. This improves the safety and management of Instrument Flight Rules (IFR) operations at the airport.

DATES: Effective date, 0901 UTC, August 22, 2013. The Director of the Federal Register approves this incorporation by reference action under 1 CFR Part 51, subject to the annual revision of FAA Order 7400.9 and publication of conforming amendments.

FOR FURTHER INFORMATION CONTACT: Eldon Taylor, Federal Aviation Administration, Operations Support Group, Western Service Center, 1601 Lind Avenue SW., Renton, WA 98057; telephone (425) 203-4537.

SUPPLEMENTARY INFORMATION:**History**

On April 29, 2013, the FAA published in the **Federal Register** a notice of proposed rulemaking (NPRM) to establish controlled airspace at Port Townsend, WA (78 FR 25005). Interested parties were invited to participate in this rulemaking effort by submitting written comments on the proposal to the FAA. No comments were received.

Class E airspace designations are published in paragraph 6005, of FAA Order 7400.9W dated August 8, 2012, and effective September 15, 2012, 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.

The Rule

This action amends Title 14 Code of Federal Regulations (14 CFR) part 71 by establishing Class E airspace extending upward from 700 feet above the surface within a 9.3-mile radius of Jefferson County International Airport, with a segment extending from the radius of the airport to 10.1 miles west of the airport, and from 1,200 feet above the surface within stated geographic coordinates of the airport, to accommodate IFR aircraft executing new RNAV (GPS) standard instrument approach procedures. This action is necessary for the safety and management of IFR operations.

The FAA has determined this regulation only involves an established body of technical regulations for which frequent and routine amendments are necessary to keep them operationally current. Therefore, this regulation: (1) Is not a “significant regulatory action” under Executive Order 12866; (2) is not