

Figure 1 to paragraphs (i) and (k) – Thrust reverser upper locking actuator integrity test

Critical steps contained in the locking actuator integrity test:

- **Secure the thrust reverser for ground maintenance ensuring the control valve module manual isolation valve handle is pinned in bypass mode**
- **Do a check of the thrust reverser upper locking actuator**
 - From the fully stowed position, attempt to manually extend the thrust reverser through the synchronization lock manual drive in the deploy direction
 - Gradually apply torque up to 50 in-lbs or until you hear the override clutch on the synchronization lock manual drive making the “ratcheting” sound
 - Verify that the thrust reverser does not deploy

Note 1 to paragraph (i): Additional guidance for the integrity test can be found in Boeing 737 AMM Task 78–31–03.

(j) Repetitive Test Interval

After the initial integrity test required by paragraph (i) of this AD, repeat the test thereafter at intervals not to exceed 750 flight hours.

(k) Corrective Action for Failed Integrity Test

If, during any integrity test required by paragraph (i) or (j) of this AD, the movement of the thrust reverser exceeds the acceptable “slight movement” described in paragraph (i) of this AD, replace the locking actuator before further flight.

(l) Parts Installation Prohibition

For airplanes identified in paragraph (c) of this AD, excluding Model 737–600, –700, –700C, –800, –900, and –900ER series airplanes: As of the effective date of this AD, no person may install a thrust reverser upper locking actuator part number 315A2801–1, –2, –3, –4, or –5.

(m) 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 (n) 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.

(n) Related Information

For more information about this AD, contact Christopher Baker, Aerospace Engineer, Propulsion Section, FAA, Seattle ACO Branch, 2200 South 216th St., Des Moines, WA 98198; phone and fax: 206–231–3552; email: Christopher.R.Baker@faa.gov.

(o) Material Incorporated by Reference

None.

Issued in Des Moines, Washington, on September 11, 2019.

Dionne Palermo,

Acting Director, System Oversight Division, Aircraft Certification Service.

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 71

[Docket No. FAA–2019–0502; Airspace Docket No. 19–ASO–13]

RIN 2120–AA66

Amendment of the Class E Airspace; Haleyville, AL, and Hamilton, AL

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Final rule.

SUMMARY: This action amends the Class E airspace extending upward from 700 feet above the surface at Posey Field Airport, Haleyville, AL, and Marion County-Rankin Fite Airport, Hamilton, AL. This action is due to an airspace review caused by the decommissioning of the Hamilton VHF omnidirectional range (VOR) navigation aid, which provided navigation information for the instrument procedures at these airports, as part of the VOR Minimum Operational Network (MON) Program. The name and geographic coordinates of Marion County-Rankin Fite Airport are also being updated to coincide with the FAA’s aeronautical database. Airspace redesign is necessary for the safety and management of instrument flight rules (IFR) operations at these airports.

DATES: Effective 0901 UTC, December 5, 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 7400.11D, 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 7400.11D at NARA, email fedreg.legal@nara.gov 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: Jeffrey Claypool, Federal Aviation Administration, Operations Support Group, Central Service Center, 10101 Hillwood Parkway, Fort Worth, TX 76177; telephone (817) 222-5711.

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 Posey Field Airport, Haleyville, AL, and Marion County-Rankin Fite Airport, Hamilton, AL, to support IFR operations at these airports.

History

The FAA published a notice of proposed rulemaking in the **Federal Register** (84 FR 33022; July 11, 2019) for Docket No. FAA-2019-0502 to amend the Class E airspace extending upward from 700 feet above the surface at Posey Field Airport, Haleyville, AL, and Marion County-Rankin Fite Airport, Hamilton, AL. 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 7400.11D, 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 the Order.

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

This amendment to Title 14 Code of Federal Regulations (14 CFR) part 71:

Amends the Class E airspace extending upward from 700 feet above the surface to within a 6.5-mile radius (increased from a 6.4-mile radius) at Posey Field Airport, Haleyville, AL; removes the city associated with the airport in the airspace legal description to comply with a change in FAA Order 7400.2M, Procedures for Handling Airspace Matters; removes the Hamilton VORTAC and associated extension from the airspace legal description; and adds an extension 2 miles each side of the 002° bearing from the airport extending from the 6.5-mile radius to 11 miles north of the airport;

And amends the Class E airspace extending upward from 700 feet above the surface to within a 6.5-mile radius (reduced from a 6.6-mile radius) of Marion County-Rankin Fite Airport, Hamilton, AL; removes the city associated with the airport in the airspace legal description to comply with a change in FAA Order 7400.2M; removes the Hamilton VORTAC and associated extension from the airspace legal description; adds an extension 4 miles each side of the 002° bearing from the airport extending from the 6.5-mile radius to 11.8 miles north of the airport; adds an extension 4 miles each side of the 182° bearing from the airport extending from the 6.5-mile radius to 11.4 miles south of the airport; and updates the name and geographic coordinates of the Marion County-Rankin Fite Airport (formerly Marion County Airport) to coincide with the FAA's aeronautical database.

This action is the result of an airspace review caused by the decommissioning of the Hamilton VOR, which provided navigation information for the instrument procedures at these airports, as part of the VOR MON Program.

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. 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 5-6.5.a. 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

* * * * *

ASO AL E5 Haleyville, AL [Amended]

Posey Field Airport, AL
(Lat. 34°16'49" N, long. 87°36'02" W)

That airspace extending upward from 700 feet above the surface within a 6.5-mile radius of Posey Field Airport, and within 2 miles each side of the 002° bearing from the airport extending from the 6.5-mile radius to 11 miles north of the airport.

ASO AL E5 Hamilton, AL [Amended]

Marion County-Rankin Fite Airport, AL
(Lat. 34°07'01" N, long. 87°59'54" W)

That airspace extending upward from 700 feet above the surface within a 6.5-mile radius of Marion County-Rankin Fite Airport, and within 4 miles each side of the 002° bearing from the airport extending from the 6.5-mile radius to 11.8 miles north of the airport, and within 4 miles each side of the 182° bearing from the airport extending from the 6.5-mile radius to 11.4 miles south of the airport.

Issued in Fort Worth, Texas, on September 11, 2019.

Johanna Forkner,

Acting Manager, Operations Support Group, ATO Central Service Center.

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 71

[Docket No. FAA-2019-0529; Airspace Docket No. 19-AGL-20]

RIN 2120-AA66

Amendment of Class E Airspace; Mattoon/Charleston, IL; and Revocation of Class E Airspace; Monticello, IL

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Final rule.

SUMMARY: This action amends the Class E airspace extending upward from 700 feet above the surface at Coles County Memorial Airport, Mattoon/Charleston, IL, and removes the Class E airspace extending upward from 700 feet above the surface at Piatt County Airport, Monticello, IL. This action is due to an airspace review caused by the decommissioning of the Mattoon VHF omnidirectional range (VOR) navigation

aid, which provided navigation information for the instrument procedures at these airports, as part of the VOR Minimum Operational Network (MON) Program; and the closure of the Piatt County Airport. The geographic coordinates of and the city associated with the Coles County Memorial Airport are also being updated to coincide with the FAA's aeronautical database. Airspace redesign is necessary for the safety and management of instrument flight rules (IFR) operations at Coles County Memorial Airport.

DATES: Effective 0901 UTC, December 5, 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 7400.11D, 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 7400.11D at NARA, email fedreg.legal@nara.gov 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: Jeffrey Claypool, Federal Aviation Administration, Operations Support Group, Central Service Center, 10101 Hillwood Parkway, Fort Worth, TX 76177; telephone (817) 222-5711.

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 Coles County Memorial Airport, Mattoon/Charleston, IL, and removes the Class E airspace extending upward from 700 feet above the surface at Piatt County Airport, Monticello, IL, to support IFR operations at the Coles County Memorial Airport.

History

The FAA published a notice of proposed rulemaking in the **Federal Register** (84 FR 33191; July 12, 2019) for Docket No. FAA-2019-0529 to amend the Class E airspace extending upward from 700 feet above the surface at Coles County Memorial Airport, Mattoon/Charleston, IL, and remove the Class E airspace extending upward from 700 feet above the surface at Piatt County Airport, Monticello, IL. 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 7400.11D, 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 the Order.

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

This amendment to Title 14 Code of Federal Regulations (14 CFR) part 71:

Amends the Class E airspace extending upward from 700 feet above the surface to within a 6.6-mile radius (decreased from a 7-mile radius) of the Coles County Memorial Airport, Mattoon, IL; updates the name of the city to Mattoon/Charleston, IL (previously Mattoon, IL) to coincide with the FAA's aeronautical database; removes the city associated with the airport in the airspace legal description to comply with FAA Order 7400.2M, Procedures for Handling Airspace Matters; and updates the geographic