

(f) Compliance

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

(g) Required Actions

(1) For affected engines that have not operated exclusively under the Hawaiian Flight Mission:

(i) Before exceeding 10,000 flight cycles (FCs) since the first installation of an affected HPT stage 1 blade, or within 50 FCs after the effective date of this AD, whichever occurs later, remove the affected HPT stage 1 blade and the affected HPT stage 1 blade damper from service and replace with parts eligible for installation using the Accomplishment Instructions, paragraph 3.R. to T., of RRD Alert Non-Modification Service Bulletin (NMSB) SB-BR700-72-A900640, dated August 31, 2018 (“NMSB SB-BR700-72-A900640”).

(ii) If an HPT stage 1 blade has been cleaned and examined before the effective date of this AD using RRD NMSB SB-BR700-72-900118, dated June 6, 2017, within 1,500 FCs from the last cleaning and examination, or within 10 FCs after the effective date of this AD, whichever occurs later, remove the affected HPT stage 1 blade and affected HPT stage 1 blade damper from service and replace with parts eligible for installation using Accomplishment Instructions, paragraph 3.R. to T., of RRD NMSB SB-BR700-72-A900640.

(2) For affected engines operated exclusively under the Hawaiian Flight Mission:

(i) At the next change of the flight mission after the effective date of this AD, replace the affected HPT stage 1 blade and affected HPT stage 1 blade damper in accordance with paragraphs (g)(1)(i) and (ii) of this AD.

(ii) [Reserved]

(h) Installation Prohibition

After the effective date of this AD, do not install any HPT stage 1 blade, P/N BRH17133, BRH19984, BRH20011, BRH20237, BRH20351, FW35594, FW45914, FW64379, or FW75735, with any HPT stage 1 blade damper, P/N BRH10943, BRH20353, or FW45770, in any engine.

(i) Definitions

(1) For the purpose of this AD, “parts eligible for installation” are an HPT stage 1 blade, P/N FW75735, installed with HPT stage 1 blade damper, P/N KH82098.

(2) For the purpose of this AD, the “Hawaiian Flight Mission” are flights operated by Hawaiian Airlines.

(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 Related Information. 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 Barbara Caufield, Aviation Safety Engineer, ECO Branch, FAA, 1200 District Avenue, Burlington, MA 01803; phone: (781) 238-7146; fax: (781) 238-7199; email: barbara.caufield@faa.gov.

(2) Refer to European Aviation Safety Agency (EASA) AD 2018-0194, dated September 4, 2018, for more information. You may examine the EASA AD in the AD docket at <https://www.regulations.gov> by searching for and locating it in Docket No. FAA-2020-1025.

(3) For 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; website: <https://www.rolls-royce.com/contact-us.aspx>. You may view this referenced service information at the FAA, Airworthiness Products Section, Operational Safety Branch, 1200 District Avenue, Burlington, MA 01803. For information on the availability of this material at the FAA, call (781) 238-7759.

Issued on November 6, 2020.

Lance T. Gant,

Director, Compliance & Airworthiness Division, Aircraft Certification Service.

[FR Doc. 2020-25014 Filed 11-12-20; 8:45 am]

BILLING CODE 4910-13-P

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

[Docket No. FAA-2020-0942; Airspace Docket No. 20-AWP-12]

RIN 2120-AA66

Proposed Amendment of Class D and E Airspace; Palmdale, CA

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Notice of proposed rulemaking (NPRM).

SUMMARY: This action proposes to modify the Class E airspace, designated as an extension to a Class D or Class E surface area, at Palmdale USAF Plant 42 Airport. This action also proposes to modify the Class E airspace, extending upward from 700 feet above the surface. Additionally, this action proposes to revoke the Class E airspace, extending upward from 1,200 feet above the surface. Further, this action proposes to remove the Palmdale VORTAC from the Class E4 and the Class E5 legal descriptions. Also, this action proposes

to remove the Lancaster, Gen. William J. Fox Airfield, CA, from the Class E5 legal description. Lastly, this action proposes several administrative corrections to the airspace legal descriptions. This action would ensure the safety and management of instrument flight rules (IFR) operations at the airport.

DATES: Comments must be received on or before December 28, 2020.

ADDRESSES: Send comments on this proposal to the U.S. Department of Transportation, Docket Operations, 1200 New Jersey Avenue SE, West Building Ground Floor, Room W12-140, Washington, DC 20590; telephone: 1-800-647-5527, or (202) 366-9826. You must identify FAA Docket No. FAA-2020-0942; Airspace Docket No. 20-AWP-12, at the beginning of your comments. You may also submit comments through the internet at <https://www.regulations.gov>.

FAA Order 7400.11E, Airspace Designations and Reporting Points, and subsequent amendments can be viewed online at <https://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 7400.11E at NARA, email fedreg.legal@nara.gov or go to <https://www.archives.gov/federal-register/cfr/ibr-locations.html>.

FOR FURTHER INFORMATION CONTACT: Matthew Van Der Wal, Federal Aviation Administration, Western Service Center, Operations Support Group, 2200 S. 216th Street, Des Moines, WA 98198; telephone (206) 231-3695.

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 would

amend the Class D and Class E airspace at Palmdale USAF Plant 42 Airport, Palmdale, CA, to support IFR operations at the airport.

Comments Invited

Interested parties are invited to participate in this proposed rulemaking by submitting such written data, views, or arguments, as they may desire. Comments that provide the factual basis supporting the views and suggestions presented are particularly helpful in developing reasoned regulatory decisions on the proposal. Comments are specifically invited on the overall regulatory, aeronautical, economic, environmental, and energy-related aspects of the proposal. Communications should identify both docket numbers and be submitted in triplicate to the address listed above. Persons wishing the FAA to acknowledge receipt of their comments on this notice must submit with those comments a self-addressed, stamped postcard on which the following statement is made: "Comments to Docket No. FAA-2020-0942; Airspace Docket No. 20-AWP-12". The postcard will be date/time stamped and returned to the commenter.

All communications received before the specified closing date for comments will be considered before taking action on the proposed rule. The proposal contained in this notice may be changed in light of the comments received. A report summarizing each substantive public contact with FAA personnel concerned with this rulemaking will be filed in the docket.

Availability of NPRMs

An electronic copy of this document may be downloaded through the internet at <https://www.regulations.gov>. Recently published rulemaking documents can also be accessed through the FAA's web page at https://www.faa.gov/air_traffic/publications/airspace_amendments/.

You may review the public docket containing the proposal, any comments received, and any final disposition in person in the Dockets Office (see the **ADDRESSES** section for the address and phone number) between 9:00 a.m. and 5:00 p.m., Monday through Friday, except federal holidays. An informal docket may also be examined during normal business hours at the Northwest Mountain Regional Office of the Federal Aviation Administration, Air Traffic Organization, Western Service Center, Operations Support Group, 2200 S. 216th Street, Des Moines, WA 98198.

Availability and Summary of Documents for Incorporation by Reference

This document proposes to amend FAA Order 7400.11E, Airspace Designations and Reporting Points, dated July 21, 2020, and effective September 15, 2020. FAA Order 7400.11E is publicly available as listed in the **ADDRESSES** section of this document. FAA Order 7400.11E lists Class A, B, C, D, and E airspace areas, air traffic service routes, and reporting points.

The Proposal

The FAA is proposing an amendment to Title 14 Code of Federal Regulations Part 71 by modifying the Class E airspace, designated as an extension to a Class D or Class E surface area, at Palmdale USAF Plant 42 Airport, Palmdale, CA. The Class E extension east of the airport is not required and it should be removed. However, to properly contain IFR aircraft descending below 1,000 feet above the surface on the RNAV (GPS) RWY 07 approach, a new Class E extension should be added west of the airport. The new Class E extension to the Class D airspace area would be described as follows: That airspace extending upward from the surface within 1 mile each side of the 270° bearing from the airport, extending from the 4.3-mile radius to 7.5 miles west of Palmdale USAF Plant 42 Airport. This Class E airspace area is effective during the specific dates and times established, in advance, by a Notice to Airmen. The effective date and time will thereafter be continuously published in the Chart Supplement.

This action also proposes to modify the Class E airspace, extending upward from 700 feet above the surface. This airspace area is not properly sized to contain IFR departures until reaching 1,200 feet above the surface, and IFR arrivals descending below 1,500 feet above the surface. The area would be described as follows: That airspace extending upward from 700 feet above the surface within a 6.8-mile radius of the airport, and within 6.1 miles each side of the 080° bearing from the airport, extending from the 6.8-mile radius to 12.9 miles east of the airport, and within 4 miles north and 8 miles south of the 086° bearing from the airport, extending from the airport to 14.3 miles east of the airport, and within 2 miles each side of the 274° bearing from the airport, extending from the 6.8-mile radius to 13.4 miles west of Palmdale USAF Plant 42 Airport.

Additionally, this action proposes to remove the Class E airspace, extending

upward from 1,200 feet above the surface. This airspace area is wholly contained with the Los Angeles en route airspace area and duplication is not necessary.

Further, this action proposes to remove the Palmdale VORTAC from the Class E4 and the Class E5 legal descriptions. The navigational aid is not needed to describe the airspace. Additionally, removal of the navigational aid allows the airspace to be defined from a single reference point, simplifying how the airspace is described.

Also, this action proposes to remove the Lancaster, Gen. William J. Fox Airfield, CA, from the Class E5 legal description. The airport is not needed to describe the airspace. Additionally, removal of the airport allows the airspace to be defined from a single reference point, simplifying how the airspace is described.

Lastly, this action proposes several administrative corrections to the airspace legal descriptions. The airport name in the Class D, Class E4, and Class E5 text header's second line is incorrect. The airport name should be updated to "Palmdale USAF Plant 42 Airport, CA." The last sentence of the Class D and Class E4 airspace descriptions contain outdated verbiage. The term Airport/Facility Directory" should be updated to "Chart Supplement."

Class D, E4, and E5 airspace designations are published in paragraphs 5000, 6004, and 6005, respectively, of FAA Order 7400.11E, dated July 21, 2020, and effective September 15, 2020, 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.

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

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 will only affect air

traffic procedures and air navigation, it is certified that this rule, when promulgated, would not have a significant economic impact on a substantial number of small entities under the criteria of the Regulatory Flexibility Act.

Environmental Review

This proposal will be subject to an environmental analysis in accordance with FAA Order 1050.1F, "Environmental Impacts: Policies and Procedures" prior to any FAA final regulatory action.

List of Subjects in 14 CFR Part 71

Airspace, Incorporation by reference, Navigation (air).

The Proposed Amendment

Accordingly, pursuant to the authority delegated to me, the Federal Aviation Administration proposes to amend 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 14 CFR 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 7400.11E, Airspace Designations and Reporting Points, dated July 21, 2020, and effective September 15, 2020, is amended as follows:

Paragraph 5000. Class D Airspace.

* * * * *

AWP CA D Palmdale, CA [Amended]

Palmdale USAF Plant 42 Airport, CA
(Lat. 34°37'46" N., long. 118°05'04" W.)

That airspace extending upward from the surface to and including 5,000 feet MSL within a 4.3-mile radius of Palmdale USAF Plant 42 Airport. This Class D airspace area is effective during the specific dates and times established, in advance, by a Notice to Airmen. The effective date and time will thereafter be continuously published in the Chart Supplement.

Paragraph 6004. Class E Airspace Designated as an Extension to a Class D or a Class E Surface Area.

* * * * *

AWP CA E4 Palmdale, CA [Amended]

Palmdale USAF Plant 42 Airport, CA
(Lat. 34°37'46" N., long. 118°05'04" W.)

That airspace extending upward from the surface within 1 mile each side of the 270° bearing from the airport, extending from the

4.3-mile radius to 7.5 miles west of Palmdale USAF Plant 42 Airport. This Class E airspace area is effective during the specific dates and times established, in advance, by a Notice to Airmen. The effective date and time will thereafter be continuously published in the Chart Supplement.

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

* * * * *

AWP CA E5 Palmdale, CA [Amended]

Palmdale USAF Plant 42 Airport, CA
(Lat. 34°37'46" N., long. 118°05'04" W)

That airspace extending upward from 700 feet above the surface within a 6.8-mile radius of the airport, and within 6.1 miles each side of the 080° bearing from the airport, extending from the 6.8-mile radius to 12.9 miles east of the airport, and within 4 miles north and 8 miles south of the 086° bearing from the airport, extending from the airport to 14.3 miles east of the airport, and within 2 miles each side of the 274° bearing from the airport, extending from the 6.8-mile radius to 13.4 miles west of Palmdale USAF Plant 42 Airport.

Issued in Seattle, Washington, on November 5, 2020.

B.G. Chew,

Acting Group Manager, Operations Support Group, Western Service Center.

[FR Doc. 2020–25053 Filed 11–12–20; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 71

[Docket No. FAA–2020–0944; Airspace Docket No. 20–ACE–26]

RIN 2120–AA66

Proposed Amendment of V–67, V–190, and V–429; Establishment of T–312; and Revocation of V–125 and V–335 in the Vicinity of Marion, IL

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Notice of proposed rulemaking, correction.

SUMMARY: The FAA is correcting the airspace docket number listed in a notice of proposed rulemaking (NPRM) that published in the **Federal Register** of November 5, 2020. That NPRM proposing to amend VHF Omnidirectional Range (VOR) Federal airways V–67, V–190, and V–429; establish Area Navigation (RNAV) route T–312; and remove VOR Federal airways V–125 and V–335 in the vicinity of Marion, IL. This action reflects the correct airspace docket number.

DATES: Comments for the NPRM published on November 5, 2020 (85 FR 70532), continue to be accepted on or before December 21, 2020, to be considered in the formulation of a rule determination.

FOR FURTHER INFORMATION CONTACT:

Colby Abbott, Rules and Regulations Group, Office of Policy, Federal Aviation Administration, 800 Independence Avenue SW, Washington, DC 20591; telephone: (202) 267–8783.

SUPPLEMENTARY INFORMATION:

Background

The FAA published a NPRM for Docket No. FAA–2020–0944 in the **Federal Register** (85 FR 70532; November 5, 2020), for amending VOR Federal airways V–67, V–190, and V–429; establishing RNAV route T–312; and removing VOR Federal airways V–125 and V–335 in the vicinity of Marion, IL. Subsequent to publication, it was determined that the airspace docket number for the NPRM incorrectly listed the FAA regional abbreviation for the geographic area that the airspace action falls within as "AGL" instead of "ACE". The correct airspace docket number is "20–ACE–26" and is reflected in the heading of this correction.

Need for Correction

As published, the NPRM contained an error in the airspace docket number listed in the header, **ADDRESSES**, and Comments Invited sections which is misleading and requires correction. This corrective action is necessary to avoid confusion as to the correct airspace docket number for that rulemaking, Docket No. FAA–2020–0944. The FAA will review and consider comments submitted on or before December 21, 2020, to the incorrect docket, but this action establishes what the correct airspace docket number is for this rulemaking.

Correction to NPRM

Accordingly, pursuant to the authority delegated to me, the airspace docket number reflected in Docket No. 2020–0944, as published in the **Federal Register** of November 5, 2020 (85 FR 70532, FR Doc. 2020–24489), is corrected as follows:

1. In FR Doc. 2020–24489, appearing on page 70532, in the first column, at line 5, correct "20–AGL–26" to read "20–ACE–26."

2. In FR Doc. 2020–24489, appearing on page 70532, in the first column, at line 46, correct "20–AGL–26" to read "20–ACE–26."

3. In FR Doc. 2020–24489, appearing on page 70532, in the second column,