

**§ 39.13 [Amended]**

■ 2. The FAA amends § 39.13 by adding the following new airworthiness directive:

**Airbus Helicopters:** Docket No. FAA–2024–1002; Project Identifier MCAI–2022–01574–R.

**(a) Comments Due Date**

The FAA must receive comments on this airworthiness directive (AD) by May 31, 2024.

**(b) Affected ADs**

None.

**(c) Applicability**

This AD applies to Airbus Helicopters Model AS350B, AS350BA, AS350B1, AS350B2, AS350D, AS355E, AS355F, AS355F1, AS355F2, and AS355N helicopters, certificated in any category.

**(d) Subject**

Joint Aircraft Service Component (JASC) Code: 6210, Main Rotor Blades.

**(e) Unsafe Condition**

This AD was prompted by reports of debonding on the stainless steel leading edge protection of certain main rotor blades (MRBs). The FAA is issuing this AD to address the debonding of the MRB leading edge protection. The unsafe condition, if not addressed, could result in a significant unbalance of the main rotor, a high level of vibration, failure of the main rotor, failure of the main gearbox, and subsequent loss of control of the helicopter.

**(f) Compliance**

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

**(g) Requirements**

Except as specified in paragraphs (h) and (i) of this AD: Comply with all required actions and compliance times specified in, and in accordance with, European Union Aviation Safety Agency (EASA) AD 2022–0246, dated December 12, 2022 (EASA AD 2022–0246).

**(h) Exceptions to EASA AD 2022–0246**

(1) Where EASA AD 2022–0246 requires compliance in terms of flight hours, this AD requires using hours time-in-service.

(2) Where EASA AD 2022–0246 refers to its effective date, this AD requires using the effective date of this AD.

(3) Where the service information referenced in paragraphs (2) and (3) of EASA AD 2022–0246 specifies sending removed blade(s) to Airbus Helicopters, this AD does not require that action.

(4) This AD does not adopt the “Remarks” section of EASA AD 2022–0246.

**(i) No Reporting Requirement**

Although the service information referenced in EASA AD 2022–0246 specifies to submit certain information to the manufacturer, this AD does not include that requirement.

**(j) Alternative Methods of Compliance (AMOCs)**

(1) The Manager, International Validation 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 International Validation Branch, send it to the attention of the person identified in paragraph (k) of this AD. Information may be emailed to: *9-AVS-AIR-730-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**

For more information about this AD, contact Dan McCully, Aviation Safety Engineer, FAA, 1600 Stewart Ave., Suite 410, Westbury, NY 11590; telephone (404) 474–5548; email *william.mccully@faa.gov*.

**(l) Material Incorporated by Reference**

(1) The Director of the Federal Register approved the incorporation by reference 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 this AD specifies otherwise.

(i) European Union Aviation Safety Agency (EASA) AD 2022–0246, dated December 12, 2022.

(ii) [Reserved]

(3) For EASA AD 2022–0246, contact EASA, Konrad-Adenauer-Ufer 3, 50668 Cologne, Germany; telephone +49 221 8999 000; email *ADs@easa.europa.eu*; internet *easa.europa.eu*. You may find the EASA material on the EASA website *ad.easa.europa.eu*.

(4) You may view this material at the FAA, Office of the Regional Counsel, Southwest Region, 10101 Hillwood Parkway, Room 6N–321, Fort Worth, TX 76177. For information on the availability of this material at the FAA, call (817) 222–5110.

(5) You may view this material at the National Archives and Records Administration (NARA). For information on the availability of this material at NARA, visit *www.archives.gov/federal-register/cfr/ibr-locations* or email *fr.inspection@nara.gov*.

Issued on April 9, 2024.

**James D. Foltz,**

*Deputy Director, Compliance & Airworthiness Division, Aircraft Certification Service.*

[FR Doc. 2024–07878 Filed 4–15–24; 8:45 am]

**BILLING CODE 4910–13–P**

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

[Docket No. FAA–2024–0438; Airspace Docket No. 23–AAL–13]

RIN 2120–AA66

**Amendment of United States Area Navigation (RNAV) Route T–399 in the Vicinity of Clear, AK**

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

**ACTION:** Notice of proposed rulemaking (NPRM).

**SUMMARY:** This action proposes to amend United States Area Navigation Route (RNAV) T–399 in the vicinity of Clear, AK. The FAA is proposing this amendment to increase the lateral separation between T–399 and Restricted Area R–2206.

**DATES:** Comments must be received on or before May 31, 2024.

**ADDRESSES:** Send comments identified by FAA Docket No. FAA–2024–0438 and Airspace Docket No. 23–AAL–13 using any of the following methods:

\* *Federal eRulemaking Portal:* Go to *www.regulations.gov* and follow the online instructions for sending your comments electronically.

\* *Mail:* Send comments to Docket Operations, M–30; U.S. Department of Transportation, 1200 New Jersey Avenue SE, Room W12–140, West Building Ground Floor, Washington, DC 20590–0001.

\* *Hand Delivery or Courier:* Take comments to Docket Operations in Room W12–140 of the West Building Ground Floor at 1200 New Jersey Avenue SE, Washington, DC, between 9 a.m. and 5 p.m., Monday through Friday, except Federal holidays.

\* *Fax:* Fax comments to Docket Operations at (202) 493–2251.

*Docket:* Background documents or comments received may be read at *www.regulations.gov* at any time. Follow the online instructions for accessing the docket or go to the Docket Operations in Room W12–140 of the West Building Ground Floor at 1200 New Jersey Avenue SE, Washington, DC, between 9 a.m. and 5 p.m., Monday through Friday, except Federal holidays.

FAA Order JO 7400.11H, Airspace Designations and Reporting Points, and subsequent amendments can be viewed online at *www.faa.gov/air\_traffic/publications/*. You may also contact the Rules and Regulations Group, Office of Policy, Federal Aviation Administration, 800 Independence

Avenue SW, Washington DC 20591; telephone: (202) 267-8783.

**FOR FURTHER INFORMATION CONTACT:**

Steven Roff, 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 would amend the airway structure as necessary to preserve the safe and efficient flow of air traffic within the National Airspace System.

**Comments Invited**

The FAA invites interested persons to participate in this rulemaking by submitting written comments, data, or views. Comments are specifically invited on the overall regulatory, aeronautical, economic, environmental, and energy-related aspects of the proposal. The most helpful comments reference a specific portion of the proposal, explain the reason for any recommended change, and include supporting data. To ensure the docket does not contain duplicate comments, commenters should submit only one time if comments are filed electronically, or commenters should send only one copy of written comments if comments are filed in writing.

The FAA will file in the docket all comments it receives, as well as a report summarizing each substantive public contact with FAA personnel concerning this proposed rulemaking. Before acting on this proposal, the FAA will consider all comments it receives on or before the closing date for comments. The FAA will consider comments filed after the comment period has closed if it is possible to do so without incurring expense or delay. The FAA may change this proposal in light of the comments it receives.

*Privacy:* In accordance with 5 U.S.C. 553(c), DOT solicits comments from the

public to better inform its rulemaking process. DOT posts these comments, without edit, including any personal information the commenter provides, to [www.regulations.gov](http://www.regulations.gov), as described in the system of records notice (DOT/ALL-14 FDMS), which can be reviewed at [www.dot.gov/privacy](http://www.dot.gov/privacy).

**Availability of Rulemaking Documents**

An electronic copy of this document may be downloaded through the internet at [www.regulations.gov](http://www.regulations.gov). Recently published rulemaking documents can also be accessed through the FAA's web page at [www.faa.gov/air\\_traffic/publications/airspace\\_amendments/](http://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 Operations office (see **ADDRESSES** section for address, phone number, and hours of operations). An informal docket may also be examined during normal business hours at the office of the Western Service Center, Federal Aviation Administration, 2200 South 216th St., Des Moines, WA 98198.

**Incorporation by Reference**

United States Area Navigation Routes are published in paragraph 6011 of FAA Order JO 7400.11, Airspace Designations and Reporting Points, which is incorporated by reference in 14 CFR 71.1 on an annual basis. This document proposes to amend the current version of that order, FAA Order JO 7400.11H, dated August 11, 2023, and effective September 15, 2023. These updates would be published in the next update to FAA Order JO 7400.11. That order is publicly available as listed in the **ADDRESSES** section of this document.

FAA Order JO 7400.11H lists Class A, B, C, D, and E airspace areas, air traffic service routes, and reporting points.

**Background**

On December 29, 2022, the FAA expanded Restricted Area R-2206 in the vicinity of Clear, AK. The expansion of this restricted area impeded the airway structure in the area at the time. Due to these impediments, the FAA amended several airways and established others to provide routing around the expanded restricted area. RNAV route T-399 was one of these routes and was established on December 29, 2022. Although the current design of T-399 does provide the appropriate separation between the route and R-2206, air traffic controllers at the Anchorage Air Route Traffic Control Center (ZAN ARTCC) have identified that additional lateral separation is needed, especially during

periods when the ARTCC surveillance radar is limited. The SEAHK, AK, waypoint (WP) on T-399 is a turn point where northbound aircraft change from a northern flight path to a northeastern flight path and where southbound aircraft change from a southwest path to south. At times, aircraft initiate this turn prior to the SEAHK WP, causing air traffic controllers to intervene to ensure proper separation is maintained. This proposed amendment would relocate the SEAHK waypoint approximately 2.3 nautical miles (NM) to the west. Doing so would increase this segment of T-399s lateral spacing from R-2206, providing a 5 NM buffer from all areas of R-2206. This proposed route amendment would also require the inclusion of the EVIEE, AK, WP in the route description. The waypoint EVIEE is currently on T-399 but due to it not being a turning point, it is not included in the route description. This proposed amendment would make the EVIEE WP a turning point, thus requiring its inclusion in the route description. The EVIEE WP would be added to the route description between the PAWWW, AK, WP and the SEAHK, AK, WP.

**The Proposal**

The FAA is proposing an amendment to 14 CFR part 71 to amend RNAV Route T-399 in the vicinity of Clear, AK. This proposed amendment would increase the lateral separation between the RNAV route and Restricted Area R-2206. Specifically, the SEAHK, AK, WP would be relocated approximately 2.3 NM west from its current location. The SEAHK WP would be renamed to the WHYTT, AK, WP.

T-399: T-399 currently extends between the Talkeetna, AK (TKA), Very High Frequency Omnidirectional Range/Distance Measuring Equipment (VOR/DME) and the Nenana, AK (ENN), VOR/Tactical Air Navigation (VORTAC). The FAA proposes to move the SEAHK, AK, WP approximately 2.3 NM to the west and rename the route point to the WHYTT, AK, WP. Additionally, the FAA proposes to include the EVIEE, AK, WP in the route description. The EVIEE WP would be added between the PAWWW, AK, WP and the SEAHK, AK, WP.

**Regulatory Notices and Analyses**

The FAA has determined that this proposed 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 will only affect air traffic procedures and air navigation, it is certified that this proposed rule, when promulgated, will 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**

In consideration of the foregoing, 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 JO 7400.11H, Airspace Designations and Reporting Points, dated August 11, 2023, and effective September 15, 2023, is amended as follows:

*Paragraph 6011 United States Area Navigation Routes.*

\* \* \* \* \*

**T-399 TALKKEETNA, AK (TKA) TO NENANA, AK (ENN) [AMENDED]**

|                     |         |                                              |
|---------------------|---------|----------------------------------------------|
| Talkeetna, AK (TKA) | VOR/DME | (Lat. 62°17'54.16" N, long. 150°06'18.90" W) |
| AILEE, AK           | FIX     | (Lat. 63°36'00.04" N, long. 149°32'23.46" W) |
| PAWWW, AK           | WP      | (Lat. 63°58'06.62" N, long. 149°35'19.10" W) |
| EVIEE, AK           | WP      | (Lat. 64°08'04.02" N, long. 149°34'14.27" W) |
| WHYTT, AK           | WP      | (Lat. 64°22'23.27" N, long. 149°37'54.53" W) |
| Nenana, AK (ENN)    | VORTAC  | (Lat. 64°35'24.04" N, long. 149°04'22.34" W) |

\* \* \* \* \*

Issued in Washington, DC, on April 9, 2024.

**Frank Lias,**

*Manager, Rules and Regulations Group.*

[FR Doc. 2024-07835 Filed 4-15-24; 8:45 am]

**BILLING CODE 4910-13-P**

**FEDERAL TRADE COMMISSION**

**16 CFR Part 310**

**RIN 3084-AB19**

**Telemarketing Sales Rule**

**AGENCY:** Federal Trade Commission.

**ACTION:** Notice of proposed rulemaking.

**SUMMARY:** The Federal Trade Commission (“FTC” or “Commission”) proposes to amend the Telemarketing Sales Rule (“Rule”) to extend its coverage to inbound telemarketing calls by consumers to technical support services—*i.e.*, calls that consumers make in response to an advertisement through any medium or to a direct mail solicitation. The proposed amendment is necessary in light of the widespread deception and consumer injury caused by tech support scams. The amendment would provide the Commission with the ability to obtain stronger relief in cases involving tech support scams, including civil penalties and consumer redress.

**DATES:** Comments must be received by June 17, 2024.

**ADDRESSES:** Interested parties may file a comment online or on paper by

following the instructions in the Request for Comment part of the **SUPPLEMENTARY INFORMATION** section below. Write “Telemarketing Sales Rule (16 CFR part 310—NPRM) (Project No. R411001)” on your comment, and file your comment online at <https://www.regulations.gov>. If you prefer to file your comment on paper, mail your comment to the following address: Federal Trade Commission, Office of the Secretary, 600 Pennsylvania Avenue NW, Mail Stop H-144 (Annex T), Washington, DC 20580.

**FOR FURTHER INFORMATION CONTACT:** Benjamin R. Davidson, (202) 326-3055, [bdavidson@ftc.gov](mailto:bdavidson@ftc.gov), or Patricia Hsue, (202) 326-3132, [phsue@ftc.gov](mailto:phsue@ftc.gov), Division of Marketing Practices, Bureau of Consumer Protection, Federal Trade Commission, 600 Pennsylvania Avenue NW, Mail Stop CC-8528, Washington, DC 20580.

**SUPPLEMENTARY INFORMATION:**

**I. Introduction**

The Federal Trade Commission issues this notice of proposed rulemaking (“NPRM”) to invite public comment on a proposed amendment to the TSR that would require inbound technical support (“tech support”) calls to comply with the Rule.<sup>1</sup> The Rule is currently framed to exempt from its requirements: (1) calls initiated by a customer in response to an advertisement through any medium, and (2) calls initiated by a customer in response to a direct mail

<sup>1</sup> See 16 CFR part 310. References to the TSR will cite the section number (*e.g.*, § 310.6(b)(5)).

solicitation.<sup>2</sup> The proposal would specifically exclude tech support calls from these inbound call exemptions. The NPRM also explains the Commission’s decision to refrain from proposing changes to the TSR that would: (1) require a notice and cancellation mechanism with negative option sales or (2) further address business to business (“B2B”) calls.<sup>3</sup>

This NPRM invites written comments on all issues raised by the proposed amendment, including answers to the specific questions set forth in Section IV of this Notice. The Commission has issued a final rule—published elsewhere in this same issue of the **Federal Register**—that, among other things, will require telemarketers and sellers to maintain additional records of their telemarketing transactions and prohibit material misrepresentations and false or misleading statements in B2B telemarketing calls.

**II. Overview of the Telemarketing Sales Rule**

Congress enacted the Telemarketing and Consumer Fraud and Abuse Prevention Act (“Telemarketing Act” or “Act”) in 1994 to curb deceptive and abusive telemarketing practices and provide anti-fraud and privacy protections for consumers receiving

<sup>2</sup> See § 310.6(b)(5) and (b)(6). The exemptions currently exclude certain categories of calls that are likely to be deceptive, such as calls relating to investment opportunities and debt relief services.

<sup>3</sup> The Commission is concurrently issuing a Final Rule that would require B2B calls to comply with the TSR’s prohibitions on deception.