

Proposed Rules

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This section of the FEDERAL REGISTER contains notices to the public of the proposed issuance of rules and regulations. The purpose of these notices is to give interested persons an opportunity to participate in the rule making prior to the adoption of the final rules.

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. FAA-2022-0516; Project Identifier AD-2022-00262-E]

RIN 2120-AA64

Airworthiness Directives; General Electric Company Turbofan Engines

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Notice of proposed rulemaking (NPRM).

SUMMARY: The FAA proposes to adopt a new airworthiness directive (AD) for all General Electric Company (GE) GE90-110B1 and GE90-115B model turbofan engines and certain GE90-76B, GE90-85B, GE90-90B, and GE90-94B model turbofan engines. This proposed AD was prompted by the detection of melt-related freckles in the forgings and billets, which may reduce the life of certain rotating compressor discharge pressure (CDP) high-pressure turbine (HPT) seals (rotating CDP seals), interstage HPT rotor seals, and HPT rotor stage 2 disks. This proposed AD would require revising the airworthiness limitations section (ALS) of the applicable GE90-100 Engine Manual (EM) and the operator's existing approved maintenance program or inspection program, as applicable, to incorporate reduced life limits for these parts. This proposed AD would also require the removal and replacement of certain interstage HPT rotor seals, identified by serial number (S/N), installed on GE90-76B, GE90-85B, GE90-90B, and GE90-94B model turbofan engines. The FAA is proposing this AD to address the unsafe condition on these products.

DATES: The FAA must receive comments on this proposed AD by July 11, 2022.

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:** Deliver to Mail address above between 9 a.m. and 5 p.m., Monday through Friday, except Federal holidays.

For service information identified in this NPRM, contact General Electric Company, 1 Neumann Way, Cincinnati, OH 45215; phone: (513) 552-3272; email: aviation.fleetsupport@ge.com; website: <https://www.ge.com>. You may view this 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 (817) 222-5110.

Examining the AD Docket

You may examine the AD docket at <https://www.regulations.gov> by searching for and locating Docket No. FAA-2022-0516; 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 NPRM, any comments received, and other information. The street address for Docket Operations is listed above.

FOR FURTHER INFORMATION CONTACT: Alexei Marqueen, Aviation Safety Engineer, ECO Branch, FAA, 1200 District Avenue, Burlington, MA 01803; phone: (781) 238-7178; email: Alexei.T.Marqueen@faa.gov.

SUPPLEMENTARY INFORMATION:

Comments Invited

The FAA invites you to send any written relevant data, views, or arguments about this proposal. Send your comments to an address listed under **ADDRESSES**. Include "Docket No. FAA-2022-0516; Project Identifier AD-2022-00262-E" at the beginning of your comments. The most helpful comments reference a specific portion of the proposal, explain the reason for any recommended change, and include supporting data. The FAA will consider all comments received by the closing date and may amend this proposal 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 agency will also post a report summarizing each substantive verbal contact received about this NPRM.

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 NPRM 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 NPRM, 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 NPRM. Submissions containing CBI should be sent to Alexei Marqueen, Aviation Safety 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.

Background

The FAA was notified by the engine manufacturer of the detection of melt-related freckles in the forgings and billets, which may reduce the life of certain rotating CDP seals, interstage HPT rotor seals, and HPT rotor stage 2 disks on GE90-110B1 and GE90-115B model turbofan engines and may reduce the life of certain interstage HPT rotor seals on GE90-76B, GE90-85B, GE90-90B, and GE90-94B model turbofan engines. The manufacturer's investigation determined that, as a result of such freckles forming in the forgings and billets, certain rotating CDP seals, interstage HPT rotor seals, and HPT rotor stage 2 disks (life-limited parts (LLPs)) may have undetected subsurface anomalies that developed during the manufacturing process,

resulting in reduced material properties and a lower fatigue life capability. Reduced material properties may cause premature LLP fracture, which could result in uncontained debris release. As a result of its investigation, the manufacturer determined the need to reduce the life limits of certain LLPs. To reflect these reduced life limits, the manufacturer revised the ALS of the affected GE90–100 EMs. Additionally, the manufacturer published service information that specifies procedures for the removal and replacement of certain interstage HPT rotor seals installed on GE90–76B, GE90–85B, GE90–90B, and GE90–94B model turbofan engines. This condition, if not addressed, could result in uncontained debris release, damage to the engine, and damage to the airplane.

FAA's Determination

The FAA is issuing this NPRM after determining that the unsafe condition

described previously is likely to exist or develop on other products of the same type design.

Related Service Information

The FAA reviewed GE GE90–100 Service Bulletin (SB) 72–0851 R00, dated August 17, 2021. This SB provides the reduced life limits for certain LLPs. The FAA also reviewed GE GE90 SB 72–1211 R00, dated March 9, 2022. This SB describes procedures for removing and replacing certain interstage HPT rotor seals.

Proposed AD Requirements in This NPRM

This proposed AD would require revising the ALS of the applicable GE90–100 EM and the operator's existing approved maintenance program or inspection program, as applicable, to incorporate reduced life limits for certain LLPs. This proposed AD would also require the removal and

replacement of certain interstage HPT rotor seals.

Differences Between This Proposed AD and the Service Information

GE90–100 SB 72–0851 R00, dated August 17, 2021, uses the term “HPT rotor interstage seals,” while this proposed AD uses the term “interstage HPT rotor seals.”

Costs of Compliance

The FAA estimates that this AD, if adopted as proposed, would affect 248 engines installed on airplanes of U.S. registry. The FAA estimates that zero engines installed on airplanes of U.S. registry would require replacement of the interstage HPT rotor seal.

The FAA estimates the following costs to comply with this proposed AD:

ESTIMATED COSTS

Action	Labor cost	Parts cost	Cost per product	Cost on U.S. operators
Revise ALS of EM and the operator's existing approved maintenance program or inspection program.	1 work-hour × \$85 per hour = \$85	\$0	\$85	\$21,080
Replace interstage HPT rotor seal	1,500 work-hours × \$85 per hour = \$127,500	286,331	413,831	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.

Regulatory Findings

The FAA determined that this proposed AD would not have federalism implications under Executive Order 13132. This proposed AD would 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 proposed regulation:

- (1) Is not a “significant regulatory action” under Executive Order 12866,
- (2) Would not affect intrastate aviation in Alaska, and
- (3) Would not have a significant economic impact, positive or negative, on a substantial number of small entities under the criteria of the Regulatory Flexibility Act.

List of Subjects in 14 CFR Part 39

Air transportation, Aircraft, Aviation safety, Incorporation by reference, Safety.

The Proposed Amendment

Accordingly, under the authority delegated to me by the Administrator, the FAA proposes to amend 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:

General Electric Company: Docket No. FAA–2022–0516; Project Identifier AD–2022–00262–E.

(a) Comments Due Date

The FAA must receive comments on this airworthiness directive (AD) by July 11, 2022.

(b) Affected ADs

None.

(c) Applicability

This AD applies to:

- (1) General Electric Company (GE) GE90–110B1 and GE90–115B model turbofan engines; and
- (2) GE GE90–76B, GE90–85B, GE90–90B, and GE90–94B model turbofan engines with an installed interstage high-pressure turbine (HPT) rotor seal with part number (P/N) 2629M47P01 and serial number (S/N) NCU5430D.

(d) Subject

Joint Aircraft System Component (JASC) Code 7230, Turbine Engine Compressor Section, and JASC Code 7250, Turbine Section.

(e) Unsafe Condition

This AD was prompted by the detection of melt-related freckles in the forgings and

billets, which may reduce the life of certain rotating compressor discharge pressure (CDP) HPT seals (rotating CDP seal), interstage HPT rotor seals, and HPT rotor stage 2 disks. The FAA is issuing this AD to prevent failure of the rotating CDP seal, interstage HPT rotor seal, and HPT rotor stage 2 disk. The unsafe condition, if not addressed, could result in uncontained debris release, damage to the engine, and damage to the airplane.

(f) Compliance

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

(g) Required Actions

(1) For affected GE90–110B1 and GE90–115B model turbofan engines, within 90 days after the effective date of this AD, revise the airworthiness limitations section (ALS) of the

existing GE90–100 Engine Manual (EM) and the operator's existing approved maintenance program or inspection program, as applicable, by inserting the following information:

(i) For rotating CDP seal P/N 2479M03P01, insert the information in Table 1 to paragraph (g)(1)(i) of this AD.

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Table 1 to Paragraph (g)(1)(i) – Rotating CDP Seal P/N 2479M03P01

Part Name	Part Number	Life Cycles
Seal, CDP	2479M03P01 For part serial numbers NOT listed in SB 72-0851, latest revision	15,000
Seal, CDP	2479M03P01 For part serial numbers listed in SB 72-0851, latest revision APPENDIX A Table 11	5,300
Seal, CDP	2479M03P01 For part serial numbers listed in SB 72-0851, latest revision APPENDIX A Table 12	10,400
Seal, CDP	2479M03P01 For part serial numbers listed in SB 72-0851, latest revision APPENDIX A, Table 13	13,900

(ii) For interstage HPT rotor seal P/N 2505M72P01, insert the information in Table 2 to paragraph (g)(1)(ii) of this AD.

Table 2 to Paragraph (g)(1)(ii) – Interstage HPT Rotor Seal P/N 2505M72P01

Part Name	Part Number	Life Cycles
Seal, Interstage	2505M72P01 For part serial numbers NOT listed in SB 72-0851, latest revision	15,000
Seal, Interstage	2505M72P01 For part serial numbers listed in SB 72-0851, latest revision APPENDIX A Table 8	5,500
Seal, Interstage	2505M72P01 For part serial numbers listed in SB 72-0851, latest revision APPENDIX A Table 9	10,900
Seal, Interstage	2505M72P01 For part serial numbers listed in SB 72-0851, latest revision APPENDIX A Table 10	14,300

(iii) For HPT rotor stage 2 disk P/N 2505M73P03, insert the information in Table 3 to paragraph (g)(1)(iii) of this AD.

Table 3 to Paragraph (g)(1)(iii) – HPT Rotor Stage 2 Disk P/N 2505M73P03

Part Name	Part Number	Life Cycles
Disk, Stage 2	2505M73P03 For part serial numbers NOT listed in SB 72-0851, latest revision	15,000
Disk, Stage 2	2505M73P03 For part serial numbers listed in SB 72-0851, latest revision APPENDIX A Table 1	3,500
Disk, Stage 2	2505M73P03 For part serial numbers listed in SB 72-0851, latest revision APPENDIX A Table 2	5,100
Disk, Stage 2	2505M73P03 For part serial numbers listed in SB 72-0851, latest revision APPENDIX A Table 3	5,800
Disk, Stage 2	2505M73P03 For part serial numbers listed in SB 72-0851, latest revision APPENDIX A Table 4	7,200
Disk, Stage 2	2505M73P03 For part serial numbers listed in SB 72-0851, latest revision APPENDIX A Table 5	8,000
Disk, Stage 2	2505M73P03 For part serial numbers listed in SB 72-0851, latest revision APPENDIX A Table 6	8,300
Disk, Stage 2	2505M73P03 For part serial numbers listed in SB 72-0851, latest revision APPENDIX A Table 7	8,800

(2) For affected GE90–76B, GE90–85B, GE90–90B, and GE90–94B model turbofan engines, before the interstage HPT rotor seal, P/N 2629M47P01 and S/N NCU5430D, accumulates 7,400 cycles since new, remove the affected interstage HPT rotor seal from service and replace with a part eligible for installation.

(h) Definitions

For the purpose of this AD, a “part eligible for installation” is any interstage HPT rotor seal that does not have P/N 2629M47P01 and S/N NCU5430D.

(i) 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 (j)(1) of this AD and email 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.

(j) Related Information

(1) For more information about this AD, contact Alexei Marqueen, Aviation Safety Engineer, ECO Branch, FAA, 1200 District Avenue, Burlington, MA 01803; phone: (781) 238–7178; email: *Alexei.T.Marqueen@faa.gov*.

(2) For service information identified in this AD, contact General Electric Company, 1 Neumann Way, Cincinnati, OH 45215; phone: (513) 552-3272; email: aviation.fleetsupport@ge.com; website: <https://www.ge.com>. 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 (817) 222-5110.

Issued on May 5, 2022.

Lance T. Gant,

Director, Compliance & Airworthiness Division, Aircraft Certification Service.

[FR Doc. 2022-11346 Filed 5-26-22; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 71

[Docket No. FAA-2022-0545; Airspace Docket No. 22-AEA-9]

RIN 2120-AA66

Proposed Amendment of Class D and Class E Airspace; Baltimore, MD

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Notice of proposed rulemaking (NPRM).

SUMMARY: This action proposes to amend Class D airspace, Class E Surface airspace, and Class E Airspace Designated as an Extension to Class D airspace at Martin State Airport, Baltimore, MD. This action would replace the Baltimore Very High Frequency Omnidirectional Range Collocated Tactical Air Navigation (VORTAC) with the term Point of Origin. Also, this action would remove unnecessary verbiage from the descriptor header. In addition, this action would also make an editorial change replacing the term Airport/Facility Directory with the term Chart Supplement in the legal descriptions of associated Class D and E airspace and make the editorial change replacing the term Notice to Airmen with the term Notice to Air Missions. Controlled airspace is necessary for the safety and management of instrument flight rules (IFR) operations in the area.

DATES: Comments must be received on or before July 11, 2022.

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 20590-0001;

Telephone: (800) 647-5527, or (202) 366-9826. You must identify the Docket No. FAA-2022-0545; Airspace Docket No. 22-AEA-9 at the beginning of your comments. You may also submit comments through the internet at <https://www.regulations.gov>.

FAA Order JO 7400.11F 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.

FOR FURTHER INFORMATION CONTACT: John Goodson, Operations Support Group, Eastern Service Center, Federal Aviation Administration, 1701 Columbia Avenue, College Park, GA 30337; Telephone (404) 305-5966.

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 airspace in Baltimore, MD, to support IFR operations in the area.

Comments Invited

Interested persons are invited to comment on 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 (Docket No. FAA-2022-0545 and Airspace Docket No. 22-AEA-9) and be submitted in triplicate to DOT Docket Operations (see **ADDRESSES** section for the address and phone number). You may also submit comments through the internet at <https://www.regulations.gov>.

Persons wishing the FAA to acknowledge receipt of their comments on this action must submit with those comments a self-addressed stamped postcard on which the following statement is made: "Comments to FAA Docket No. FAA-2022-0545, Airspace Docket No. 22-AEA-9." 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 document may be changed in light of the comments received. All comments submitted will be available for examination in the public docket both before and after the comment closing date. 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 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 between 8:00 a.m. and 4:30 p.m., Monday through Friday, except on federal holidays, at the office of the Eastern Service Center, Federal Aviation Administration, Room 350, 1701 Columbia Avenue, College Park, GA 30337.

Availability and Summary of Documents for Incorporation by Reference

This document proposes to amend FAA Order JO 7400.11F, Airspace Designations and Reporting Points, dated August 10, 2021, and effective September 15, 2021. FAA Order JO 7400.11F is publicly available as listed in the **ADDRESSES** section of this document. FAA Order JO 7400.11F lists Class A, B, C, D, and E airspace areas, air traffic service routes, and reporting points.

The Proposal

The FAA proposes an amendment to 14 CFR part 71 to amend Class D