

322, and A330–323 airplanes, certificated in any category, all manufacturer serial numbers.

(d) Subject

Air Transport Association (ATA) of America Code 78, Engine exhaust.

(e) Reason

This AD was prompted by a report of fatigue cracking in the latch beam gussets on a certain thrust reverser (T/R). We are issuing this AD to address this condition, which, if not detected and corrected, could lead to crack propagation until part failure and potential departure of the T/R cascade during T/R operation, which could result in damage to the airplane and hazards to persons or property on the ground.

(f) Compliance

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

(g) Requirements

Except as specified in paragraph (h) of this AD: Comply with all required actions and compliance times specified in, and in accordance with, the European Aviation Safety Agency (EASA) AD 2018–0227, dated October 22, 2018 (“EASA AD 2018–0227”).

(h) Exceptions to EASA AD 2018–0227

(1) For purposes of determining compliance with the requirements of this AD: Where EASA AD 2018–0227 refers to its effective date, this AD requires using the effective date of this AD.

(2) The “Remarks” section of EASA AD 2018–0227 does not apply to this AD.

(i) Other FAA AD Provisions

The following provisions also apply to this AD:

(1) *Alternative Methods of Compliance (AMOCs)*: The Manager, International Section, Transport Standards 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 International Section, send it to the attention of the person identified in paragraph (j)(2) of this AD. Information may be emailed to: 9-ANM-116-AMOC-REQUESTS@faa.gov. 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.

(2) *Contacting the Manufacturer*: For any requirement in this AD to obtain instructions from a manufacturer, the instructions must be accomplished using a method approved by the Manager, International Section, Transport Standards Branch, FAA; or EASA; or Airbus SAS’s EASA Design Organization Approval (DOA). If approved by the DOA, the approval must include the DOA-authorized signature.

(3) *Required for Compliance (RC)*: For any service information referenced in EASA AD 2018–0227 that contain RC procedures and

tests: Except as required by paragraph (i)(2) of this AD, RC procedures and tests must be done to comply with this AD; any procedures or tests that are not identified as RC are recommended. Those procedures and tests that are not identified as RC may be deviated from using accepted methods in accordance with the operator’s maintenance or inspection program without obtaining approval of an AMOC, provided the procedures and tests identified as RC can be done and the airplane can be put back in an airworthy condition. Any substitutions or changes to procedures or tests identified as RC require approval of an AMOC.

(j) Related Information

(1) For information about EASA AD 2018–0227, contact EASA, Konrad-Adenauer-Ufer 3, 50668 Cologne, Germany; telephone +49 221 89990 6017; email ADs@easa.europa.eu; internet www.easa.europa.eu. You may find this EASA AD on the EASA website at <https://ad.easa.europa.eu>. You may view this EASA AD at the FAA, Transport Standards Branch, 2200 South 216th St., Des Moines, WA. For information on the availability of this material at the FAA, call 206–231–3195. EASA AD 2018–0227 may be found in the AD docket on the internet at <http://www.regulations.gov> by searching for and locating Docket No. FAA–2018–1063.

(2) For more information about this AD, contact Vladimir Ulyanov, Aerospace Engineer, International Section, Transport Standards Branch, FAA, 2200 South 216th St., Des Moines, WA 98198; telephone and fax 206–231–3229.

Issued in Des Moines, Washington, on December 18, 2018.

Michael Kasychi,

Acting Director, System Oversight Division, Aircraft Certification Service.

[FR Doc. 2018–28079 Filed 12–27–18; 8:45 am]

BILLING CODE 4910–13–P

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 71

[Docket No. FAA–2018–1025; Airspace Docket No. 18–AEA–7]

RIN 2120–AA66

Proposed Amendment of Area Navigation (RNAV) Route T–299, and Establishment of T–318 and T–360; Eastern United States.

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Notice of proposed rulemaking (NPRM).

SUMMARY: This action proposes to modify low altitude RNAV route T–299, and establish routes T–318 and T–360 in the eastern United States. The proposal would expand the availability of RNAV routing in support of

transitioning the National Airspace System (NAS) from ground-based to satellite-based navigation.

DATES: Comments must be received on or before February 11, 2019.

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–2018–1025; Airspace Docket No. 18–AEA–7 at the beginning of your comments. You may also submit comments through the internet at <http://www.regulations.gov>.

FAA Order 7400.11C, 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 7400.11C at NARA, call (202) 741–6030, or go to <http://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: Paul Gallant, Airspace Policy Group, Office of Airspace Services, 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 expand the availability of RNAV in the eastern United States to improve the

efficiency of the NAS by lessening the dependency on ground-based navigation.

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 (FAA Docket No. FAA-2018-1025; Airspace Docket No. 18-AEA-7 and be submitted in triplicate to the Docket Management Facility (see **ADDRESSES** section for address and phone number). You may also submit comments through the internet at <http://www.regulations.gov>.

Commenters 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-2018-1025; Airspace Docket No. 18-AEA-7". The postcard will be date/time stamped and returned to the commenter.

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

Availability of NPRM's

An electronic copy of this document may be downloaded through the internet at <http://www.regulations.gov>. Recently published rulemaking documents can also be accessed through the FAA's web page at 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 Office (see **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 during normal business hours at the office of the Eastern Service Center, Federal Aviation Administration, Room 210,

1701 Columbia Ave, College Park, GA 30337.

Availability and Summary of Documents for Incorporation by Reference

This document proposes to amend FAA Order 7400.11C, Airspace Designations and Reporting Points, dated August 13, 2018 and effective September 15, 2018. FAA Order 7400.11C is publicly available as listed in the **ADDRESSES** section of this proposed rule. FAA Order 7400.11C 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 (14 CFR) part 71 to amend RNAV route T-299 and establish T-318 and T-360. The proposed route changes are described below.

T-299: T-299 currently extends between the UCERK, VA, waypoint (WP), (located south of Staunton, VA), and the SCAPE, PA, fix (located east of Chambersburg, PA). The proposed change would extend the route to the OBEPE, VA, fix (approximately 11 NM southwest of the UCERK WP) providing connectivity to VOR Federal airway V-290.

T-318: T-318 is a proposed new route that would extend between the JARLO, WV, WP and the SHERL, NY, WP. This would provide RNAV routing from the Charleston, WV, area, eastward to Virginia, then northeastward to the New York City area.

T-360: T-360 is a proposed new route that would extend between West Virginia and the Richmond, VA, area. It would also provide connectivity to routes T-299 and T-318.

United States Area Navigation Routes are published in paragraph 6011 of FAA Order 7400.11C, dated August 13, 2018, and effective September 15, 2018, which is incorporated by reference in 14 CFR 71.1. The RNAV routes listed in this document would be subsequently published in the Order.

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 Department of Transportation (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 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 7400.11C, Airspace Designations and Reporting Points, dated August 13, 2018, and effective September 15, 2018, is amended as follows:

Paragraph 6011 United States Area Navigation Routes.

* * * * *

T299 OBEPE, VA to SCAPE, PA [Amended]

OBEPE, VA Fix (Lat. 37°54'23.03" N, long. 079°13'21.04" W)
UCERK, VA WP (Lat. 38°01'33.17" N, long. 079°02'56.23" W)
KAJJE, VA WP (Lat. 38°44'34.79" N, long. 078°42'48.47" W)
BAMMY, WV WP (Lat. 39°24'33.13" N, long. 078°25'45.64" W)
REEES, PA WP (Lat. 39°47'51.75" N, long. 077°45'56.31" W)
SCAPE, PA Fix (Lat. 39°56'41.76" N, long. 077°32'12.33" W)

T318 JARLO, WV to SHERL, NY [New]

JARLO, WV WP (Lat. 38°20'58.85" N, long. 081°46'11.68" W)
MONTS, WV Fix (Lat. 38°12'48.00" N, long. 081°24'55.89" W)

GAULE, WV Fix (Lat. 38°07'09.92" N, long. 081°10'25.77" W)
 LAFOR, WV Fix (Lat. 38°04'53.03" N, long. 081°04'33.56" W)
 SPACY, WV WP (Lat. 37°58'31.15" N, long. 080°48'24.34" W)
 VUTCU, WV Fix (Lat. 37°48'09.19" N, long. 080°36'12.45" W)
 TILFO, WV Fix (Lat. 37°43'53.59" N, long. 080°31'13.46" W)
 PEEBE, WV Fix (Lat. 37°43'05.10" N, long. 080°30'16.97" W)
 CASTE, VA Fix (Lat. 37°32'49.25" N, long. 080°18'20.31" W)
 DBRAH, VA WP (Lat. 37°20'34.14" N, long. 080°04'10.75" W)
 SPNKS, VA WP (Lat. 37°17'21.31" N, long. 079°33'17.14" W)
 KONRD, VA WP (Lat. 37°20'39.83" N, long. 079°01'33.27" W)
 MATTO, VA WP (Lat. 37°24'44.36" N, long. 078°33'03.77" W)
 STAFD, VA WP (Lat. 37°26'26.91" N, long. 078°20'50.17" W)
 CRUMB, VA Fix (Lat. 37°28'09.44" N, long. 078°08'27.69" W)
 WAVES, VA WP (Lat. 37°35'13.54" N, long. 077°26'52.03" W)
 TAPPA, VA Fix (Lat. 37°58'12.66" N, long. 076°50'40.62" W)
 COLIN, VA Fix (Lat. 38°05'59.23" N, long. 076°39'50.85" W)
 SHLBK, MD WP (Lat. 38°20'16.21" N, long. 076°26'10.51" W)
 QUEENS, MD WP (Lat. 38°26'04.59" N, long. 076°19'10.06" W)
 PRNCZ, MD WP (Lat. 38°37'38.10" N, long. 076°05'08.20" W)
 GARED, MD Fix (Lat. 38°41'40.41" N, long. 076°01'21.96" W)
 CHOPS, MD Fix (Lat. 38°45'41.81" N, long. 075°57'36.18" W)
 EGGRS, DE WP (Lat. 38°53'30.52" N, long. 075°30'49.95" W)
 JILLI, NJ WP (Lat. 39°00'42.22" N, long. 075°05'46.21" W)
 WNSTN, NJ WP (Lat. 39°05'43.81" N, long. 074°48'01.20" W)
 AVALO, NJ Fix (Lat. 39°16'54.52" N, long. 074°30'50.75" W)
 BRIGS, NJ Fix (Lat. 39°31'24.72" N, long. 074°08'19.67" W)
 HARBO, NJ Fix (Lat. 39°36'27.04" N, long. 074°00'26.56" W)
 DRIFT, NJ Fix (Lat. 39°48'53.56" N, long. 073°40'49.53" W)
 MANTA, NJ Fix (Lat. 39°54'07.01" N, long. 073°32'31.63" W)
 PLUME, NJ Fix (Lat. 40°07'06.67" N, long. 073°17'08.03" W)
 SHERL, NY Fix (Lat. 40°15'20.55" N, long. 073°07'18.26" W)

T360 SPACY, WV to WAVES, VA [New]

SPACY, WV WP (Lat. 37°58'31.15" N, long. 080°48'24.34" W)
 FRETT, WV Fix (Lat. 37°57'38.23" N, long. 080°25'25.03" W)
 NATTS, WV Fix (Lat. 37°56'47.15" N, long. 080°04'52.86" W)
 BOOME, VA Fix (Lat. 37°54'59.80" N, long. 079°25'46.25" W)
 OBEPE, VA Fix (Lat. 37°54'23.03" N, long. 079°13'21.04" W)
 ROMAN, VA Fix (Lat. 37°48'12.67" N, long. 078°46'03.24" W)

BRAIL, VA Fix (Lat. 37°44'24.08" N, long. 078°32'52.00" W)
 ARVON, VA Fix (Lat. 37°41'13.95" N, long. 078°21'58.75" W)
 WAVES, VA WP (Lat. 37°35'13.54" N, long. 077°26'52.03" W)

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Issued in Washington, DC, on December 17, 2018.

Scott M. Rosenbloom,

Acting Manager, Airspace Policy Group.

[FR Doc. 2018–28105 Filed 12–27–18; 8:45 am]

BILLING CODE 4910–13–P

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 71

[Docket No. FAA–2018–1026; Airspace Docket No. 18–AEA–20]

RIN 2120–AA66

Proposed Removal of Jet Route J–147; Eastern United States

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Notice of proposed rulemaking (NPRM).

SUMMARY: This action proposes to remove jet route J–147 which currently extends between Beckley, WV, and Casanova, VA. This action is necessary due to the planned decommissioning of the Greenbrier, WV, VOR/DME navigation aid which provides navigation guidance for segments of the route. The Greenbrier VOR/DME is being decommissioned as part of the FAA's VOR Minimum Operational Network (MON) program.

DATES: Comments must be received on or before February 11, 2019.

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–2018–1026; Airspace Docket No. 18–AEA–20 at the beginning of your comments. You may also submit comments through the internet at <http://www.regulations.gov>.

FAA Order 7400.11C, 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 7400.11C at NARA, call (202) 741–6030, 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: Paul Gallant, Airspace Policy Group, Office of Airspace Services, 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 modify the route structure as necessary to preserve the safe and efficient flow of air traffic within the National Airspace System.

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 (FAA Docket No. FAA–2018–1026; Airspace Docket No. 18–AEA–20) and be submitted in triplicate to the Docket Management Facility (see **ADDRESSES** section for address and phone number). You may also submit comments through the internet at <http://www.regulations.gov>.

Commenters wishing the FAA to acknowledge receipt of their comments