

(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 AD 2024–0160, dated August 16, 2024 (EASA AD 2024–0160).

(h) Exceptions to EASA AD 2024–0160

(1) Where EASA AD 2024–0160 requires compliance in terms of flight hours, this AD requires using hours time-in-service.

(2) Where EASA AD 2024–0160 refers to April 15, 2020 (the effective date of EASA AD 2020–0079, dated April 1, 2020), this AD requires using December 4, 2020 (the effective date of AD 2020–23–02, Amendment 39–21318 (85 FR 73607, November 19, 2020)).

(3) Where EASA AD 2024–0160 refers to December 16, 2020 (the effective date of EASA AD 2020–0264, dated December 2, 2020), this AD requires using March 25, 2021 (the effective date of AD 2021–04–18).

(4) Where EASA AD 2024–0160 refers to its effective date, this AD requires using the effective date of this AD.

(5) Where the material referenced in EASA AD 2024–0160 specifies “work steps associated with the check are described in a video”, this AD requires a complete rotation of the swashplate in both directions using a rate of one revolution per minute.

(6) Where paragraph (2) of EASA AD 2024–0160 states “any discrepancy is detected, as defined in the ASB” this AD requires replacing that text with “there is any bearing race damage, which may be indicated by a hard point (ratcheting or blocking) or sensitive axial play on the ball bearing.”

Note 1 to paragraph (h)(6): A hard point sensation that disappears after back-and-forth motions is not considered a hard point.

(7) Where the material referenced in EASA AD 2024–0160 specifies to send certain parts to Airbus Helicopters, this AD does not require that action.

(8) The AD does not adopt the “Remarks” section of EASA AD 2024–0160.

(i) No Reporting Requirement

Although the material referenced in EASA AD 2024–0160 specifies to submit certain information to the manufacturer, this AD does not require that action.

(j) Special Flight Permits

Special flight permits are prohibited.

(k) 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 (l) of this AD and email to: 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.

(l) Additional Information

For more information about this AD, contact Tara Lucas, Aviation Safety Engineer, FAA, 1600 Stewart Avenue, Suite 410, Westbury, NY 11590; phone: (206) 231–3189; email: Tara.Lucas@faa.gov.

(m) Material Incorporated by Reference

(1) The Director of the Federal Register approved the incorporation by reference (IBR) of the material listed in this paragraph under 5 U.S.C. 552(a) and 1 CFR part 51.

(2) You must use this material as applicable to do the actions required by this AD, unless the AD specifies otherwise.

(i) European Union Aviation Safety Agency (EASA) AD 2024–0160, dated August 16, 2024.

(ii) [Reserved]

(3) For EASA material identified in this AD, contact EASA, Konrad-Adenauer-Ufer 3, 50668 Cologne, Germany; phone: +49 221 8999 000; email: ADs@easa.europa.eu; website: easa.europa.eu. You may find this material on the EASA website at 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 February 10, 2025.

Victor Wicklund,

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

[FR Doc. 2025–02703 Filed 2–12–25; 11:15 am]

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

[Docket No. FAA–2024–2443; Airspace Docket No. 24–AWP–87]

RIN 2120–AA66

Modification of Class D Airspace; Torrance Airport, Torrance, CA

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Final rule.

SUMMARY: This action modifies the Class D airspace at Torrance Airport, Torrance, CA. This action will more appropriately contain instrument flight rules (IFR) and visual flight rules (VFR) operations at the airport. Additionally, the airport’s name and legal description

is modified to match the FAA’s database.

DATES: Effective date 0901 UTC, June 12, 2025. The Director of the Federal Register approves this incorporation by reference action under 1 CFR part 51, subject to the annual revision of FAA Order JO 7400.11 and publication of conforming amendments.

ADDRESSES: A copy of the Notice of Proposed Rulemaking (NPRM), all comments received, this final rule, and all background material may be viewed online at www.regulations.gov using the FAA Docket number. Electronic retrieval help and guidelines are available on the website. It is available 24 hours each day, 365 days each year.

FAA Order JO 7400.11], 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, 600 Independence Avenue SW, Washington, DC 20597; telephone: (202) 267–8783.

FOR FURTHER INFORMATION CONTACT:

Keith T. Adams, Federal Aviation Administration, Western Service Center, Operations Support Group, 2200 S 216th Street, Des Moines, WA 98198; telephone (206) 231–3460.

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 modifies the Class D airspace to support IFR and VFR operations at Torrance Airport, Torrance, CA.

History

The FAA published a notice of proposed rulemaking for Docket No. FAA 2024–2443 in the **Federal Register** (89 FR 92871; November 25, 2024), proposing to amend the Class D airspace at Torrance Airport, Torrance, CA. Interested parties were invited to participate in this rulemaking effort by submitting written comments on the

proposal to the FAA. No comments were received.

Differences From the NPRM

The FAA is amending a text issued from a notice of proposed rulemaking action Docket No. FAA-2024-2443 in the **Federal Register** (89 FR 92871; November 25, 2024), pertaining to the airport's name change. The airport's name will be amended to Zamperini Field.

Incorporation by Reference

Class D airspace areas are published in paragraph 5000 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 amends the current version of that order, FAA Order JO 7400.11J, dated July 31, 2024 and effective September 15, 2024. FAA Order JO 7400.11J is publicly available as listed in the **ADDRESSES** section of this document. These amendments will be published in the next update to FAA Order JO 7400.11.

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

The Rule

This action amends 14 CFR part 71 by modifying Class D airspace at Zamperini Field, Torrance, CA, to support VFR and the containment of IFR operations.

The Class D airspace is modified to within a 3-mile radius between the airport's 003° bearing clockwise to the 086° bearing, and within 1.9 miles northeast and 2.1 miles southwest of the airport's 124° bearing extending 4.2 miles southeast, and within 2.1 miles southwest and 2.2 miles northeast of the airport's 304° bearing extending 4.5 miles northwest, and within 4 miles northwest of the airport's 025° bearing extending 2.8 miles northeast. The Class D airspace extends upward from the surface up to and including 2,400 feet. This rule-making action for the airport will more appropriately contain IFR arrival operations descending from 1,000 feet above the surface and departing IFR operations until reaching 700 feet above the surface or the next adjacent controlled airspace.

Additionally, the FAA made administrative amendments to Torrance Airport's legal description. The airport's name is amended from Torrance Airport to Zamperini Field. The airport's reference point geographic coordinates is amended from lat. 33°48'12" N, long. 118°20'22" W to lat. 33°48'12" N, long. 118°20'23" W. Lastly, the part-time language for the Class D airspace is updated to replace the outdated terms

Notice to Airmen with Notice to Air Missions, and Airport/Facility Directory with Chart Supplement. The Los Angeles very high frequency omnidirectional range tactical air navigation (VORTAC) is removed from the airport's legal description. The Los Angeles VORTAC and Zamperini Field's localizer are no longer needed for describing the airport's Class D airspace area boundaries. The Class D airspace description will be derived from the Zamperini Fields's airport reference point.

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. 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).

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 14 CFR part 71 continues to read as follows:

Authority: 49 U.S.C. 106(f); 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 7400.11J, Airspace Designations and Reporting Points, dated July 31, 2024, and effective September 15, 2024, is amended as follows:

Paragraph 5000 Class D Airspace.

* * * * *

AWP D Torrance, CA [Amended]

Zamperini Field, CA

(Lat. 33°48'12" N, long. 118°20'23" W)

That airspace extending upward from the surface up to and including 2,400 feet MSL within a 3-mile radius between the airport's 003° bearing clockwise to the 086° bearing, and within 1.9 miles northeast and 2.1 miles southwest of the airport's 124° bearing extending 4.2 miles southeast, and within 2.1 miles southwest and 2.2 miles northeast of the airport's 304° bearing extending 4.5 miles northwest, and within 4 miles northwest of the airport's 025° bearing extending 2.8 miles northeast. This Class D airspace area is effective during the specific dates and times established in advance by a Notice to Air Missions. The effective date and time will thereafter be continuously published in the Chart Supplement.

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Issued in Des Moines, Washington, on February 11, 2025.

B.G. Chew,

Group Manager, Operations Support Group, Western Service Center.

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 71

[Docket No. FAA–2024–2441; Airspace Docket No. 24–AWP–89]

RIN 2120–AA66

Modification of Class D Airspace and Modification of Class E Airspace; Jack Northrop Field/Hawthorne Municipal Airport, Hawthorne, CA

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Final rule.

SUMMARY: This action modifies the Class D airspace and Class E airspace designated as an extension to a Class D airspace at Jack Northrop Field/Hawthorne Municipal Airport, Hawthorne, CA. This action will more appropriately contain instrument flight rules (IFR) and visual flight rules (VFR)