

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:

■ a. Removing Airworthiness Directive 2024–06–06, Amendment 39–22711 (89 FR 26755, April 16, 2024); and

■ b. Adding the following new airworthiness directive:

Rolls-Royce Deutschland Ltd & Co KG:
Docket No. FAA–2024–2544; Project Identifier MCAI–2024–00569–E.

(a) Comments Due Date

The FAA must receive comments on this airworthiness directive (AD) by January 16, 2025.

(b) Affected ADs

This AD replaces AD 2024–06–06, Amendment 39–22711 (89 FR 26755, April 16, 2024).

(c) Applicability

This AD applies to Rolls-Royce Deutschland Ltd & Co KG Model Trent7000–72 and Trent7000–72C engines.

(d) Subject

Joint Aircraft System Component (JASC) Code 7200, Engine (Turbine/Turboprop).

(e) Unsafe Condition

This AD was prompted by the manufacturer revising the engine time limits manual to introduce new or more restrictive tasks and limitations and associated thresholds and intervals for life-limited parts. The FAA is issuing this AD to prevent failure of critical rotating parts. The unsafe condition, if not addressed, could result in failure of one or more engines, loss of thrust control, and loss of the airplane.

(f) Compliance

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

(g) Required Actions

Except as specified in paragraph (h) of this AD: Perform all required actions within the compliance times specified in, and in accordance with, European Union Aviation Safety Agency AD 2024–0041, dated February 9, 2024 (EASA AD 2024–0041).

(h) Exceptions to EASA AD 2024–0041

(1) Where EASA AD 2024–0041 defines the AMP as the approved Aircraft Maintenance Programme containing the tasks on the basis of which the scheduled maintenance is conducted to ensure the continuing airworthiness of each operated engine, this AD defines the AMP as the aircraft maintenance program containing the tasks on the basis of which the scheduled maintenance is conducted to ensure the continuing airworthiness of each operated airplane.

(2) Where EASA AD 2024–0041 refers to its effective date, this AD requires using the effective date of this AD.

(3) This AD does not require compliance with paragraphs (1), (2), (4), and (5) of EASA AD 2024–0041.

(4) Where paragraph (3) of EASA AD 2024–0041 specifies “Within 12 months after the effective date of this AD, revise the approved AMP,” replace that text with “Within 30 days after the effective date of this AD, revise the airworthiness limitation section (ALS) of the existing approved engine maintenance or inspection program, as applicable.”

(5) This AD does not adopt the Remarks paragraph of EASA AD 2024–0041.

(i) Provisions for Alternative Actions and Intervals

After performing the actions required by paragraph (g) of this AD, no alternative actions and associated thresholds and intervals, including life limits, are allowed unless they are approved as specified in the provisions of the “Ref. Publications” section of EASA AD 2024–0041.

(j) Alternative Methods of Compliance (AMOCs)

(1) The Manager, AIR–520 Continued Operational Safety 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 AIR–520 Continued Operational Safety Branch, send it to the attention of the person identified in paragraph (k) 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.

(k) Additional Information

For more information about this AD, contact Barbara Caufield, Aviation Safety Engineer, FAA, 2200 South 216th Street, Des Moines, WA 98198; phone: (781) 238–7146; email: barbara.caufield@faa.gov.

(l) 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 2024–0041, dated February 9, 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 FAA, Operational Safety Branch, 1200 District Avenue, Burlington, MA 01803. 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 November 22, 2024.

Peter A. White,

Deputy Director, Integrated Certificate Management Division, Aircraft Certification Service.

[FR Doc. 2024–28073 Filed 11–29–24; 8:45 am]

BILLING CODE 4910–13–P

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

[Docket No. FAA–2024–2511; Airspace Docket No. 24–ASW–21]

RIN 2120–AA66

Amendment of Class E Airspace; Austin, TX; Establishment of Class E Airspace; Austin, Lago Vista, and Lakeway, TX

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Notice of proposed rulemaking (NPRM).

SUMMARY: This action proposes to amend the Class E airspace at Austin, TX, and establish Class E airspace at Austin, Lago Vista, and Lakeway, TX. The FAA is proposing this action as the result of biennial airspace reviews. This action will bring the airspace into compliance with FAA orders and support instrument flight rule (IFR) procedures and operations.

DATES: Comments must be received on or before January 16, 2025.

ADDRESSES: Send comments identified by FAA Docket No. FAA–2024–2511 and Airspace Docket No. 24–ASW–21 using any of the following methods:

* *Federal eRulemaking Portal:* Go to www.regulations.gov and follow the online instruction 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 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 7400.11J, 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: Jeffrey Claypool, Federal Aviation Administration, Operations Support Group, Central Service Center, 10101 Hillwood Parkway, Fort Worth, TX 76177; telephone (817) 222–5711.

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 establish Class E airspace designated as an extension to the Class C surface area at Austin-Bergstrom International Airport, Austin, TX; amend the Class E airspace extending upward from 700 feet above the surface at Austin-Bergstrom International Airport and

Austin Executive Airport, Austin, TX; and establish Class E airspace extending upward from 700 feet above the surface at Lago Vista TX/Rusty Allen Airport, Lago Vista, TX, and Lakeway Airpark, Lakeway, TX, to bring the airspace into compliance with FAA orders and support IFR operations at these airports.

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 received 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 post these comments, without edit, including any personal information the commenter provides, to www.regulations.gov as described in the system of records notice (DOT/ALL–14FDMS), which can be reviewed at www.dot.gov/privacy.

Availability of Rulemaking Documents

An electronic copy of this document may be downloaded through the internet at 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/.

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, phone number, and hours of

operations). An informal docket may also be examined during normal business hours at the Federal Aviation Administration, Air Traffic Organization, Central Service Center, Operations Support Group, 10101 Hillwood Parkway, Fort Worth, TX 76177.

Incorporation by Reference

Class E airspace is published in paragraphs 6003 and 6005 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 7400.11J, dated July 31, 2024, and effective September 15, 2024. These updates would be published subsequently 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 7400.11J 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 14 CFR part 71 by:

Establishing Class E airspace extending upward from the surface designated as an extension to a Class C surface area within 2.2 miles each side of the 359° bearing from the Austin-Bergstrom INTL: RWY 18R–LOC extending from the 5-mile radius to 7.1 miles north of the Austin-Bergstrom INTL: RWY 18R–LOC; and within 2 miles each side of the 359° bearing from the Austin-Bergstrom International Airport, Austin, TX, extending from the 5-mile radius of Austin-Bergstrom International Airport to 6 miles north of the Austin-Bergstrom International Airport;

Modifying the Class E airspace extending upward from 700 feet above the surface at Austin, TX, by removing the point of origin reference and the associated airspace as it is no longer required; removing Lakeway Airpark and the Lago-Vista Rusty Allen Airport and the associated airspace as the airspace will no longer adjoin the Austin, TX, Class E airspace and separate Class E airspace is being established for these airports; adding within a 7.5-mile radius of the Austin-Bergstrom International Airport; adding within 4 miles either side of the 179° bearing from the Austin-Bergstrom INTL: RWY 36R–GS extending from the 7.5-mile radius of Austin-Bergstrom International Airport to 7.7 miles south of the Austin-Bergstrom INTL: RWY 36R–GS; within a 6.6-mile (increased from a 6.3-mile) radius of the Austin

Executive Airport, Austin, TX; within 2 miles each side of the 131° bearing from Austin Executive Airport extending from the 6.6-mile (previously 6.3-mile) radius of Austin Executive Airport to 11.2 (decreased from 11.3) miles southeast of the Austin Executive Airport; and within 2 miles each side of the 311° bearing from the Austin Executive Airport extending from the 6.6-mile (previously 6.3-mile) radius of Austin Executive Airport to 10.9 (increased from 10.5) miles northwest of the Austin Executive Airport; Establishing Class E airspace extending upward from 700 feet above the surface within a 7-mile radius of Lago Vista TX/Rusty Allen Airport, Lago Vista, TX;

And establishing Class E airspace extending upward from 700 feet above the surface within a 6.8-mile radius of Lakeway Airport, Lakeway, TX.

This action is the result of biennial airspace reviews and to bring the airspace into compliance with FAA orders and support IFR operations at these airports.

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 7400.11J, Airspace Designations and Reporting Points, dated July 31, 2024, and effective September 15, 2024, is amended as follows:

Paragraph 6003 Class E Airspace Areas Designated as an Extension.

* * * * *

ASW TX E3 Austin, TX [Establish]

Austin-Bergstrom International Airport, TX
(Lat 30°11'40" N, long 97°40'12" W)
Austin-Bergstrom INTL: RWY 18R–LOC, TX
(Lat 30°11'36" N, long 97°40'42" W)

That airspace extending upward from the surface within 2.2 miles each side of the 359° bearing from the Austin-Bergstrom INTL: RWY 18R–LOC extending from the 5-mile radius to 7.1 miles north of the Austin-Bergstrom INTL: RWY 18R–LOC; and within 2 miles each side of the 359° bearing from the Austin-Bergstrom International Airport extending from the 5-mile radius of Austin-Bergstrom International Airport to 6 miles north of the Austin-Bergstrom International Airport.

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

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ASW TX E5 Austin, TX [Amended]

Austin-Bergstrom International Airport, TX
(Lat 30°11'40" N, long 97°40'12" W)
Austin-Bergstrom INTL: RWY 36R–GS, TX
(Lat 30°10'54" N, long 97°39'22" W)
Austin Executive Airport, TX
(Lat 30°23'51" N, long 97°33'59" W)

That airspace extending upward from 700 feet above the surface within a 7.5-mile radius of the Austin-Bergstrom International Airport; and within 4 miles either side of the 179° bearing from the Austin-Bergstrom INTL: RWY 36R–GS extending from the 7.5-mile radius of Austin-Bergstrom International Airport to 7.7 miles south of the Austin-Bergstrom INTL: RWY 36R–GS; and within a 6.6-mile radius of Austin Executive Airport; and within 2 miles each side of the 131° bearing from Austin Executive Airport extending from the 6.6-mile radius of Austin Executive Airport to 11.2 miles southeast of Austin Executive Airport; and within 2 miles each side of the 311° bearing from Austin Executive Airport extending from the 6.6-mile radius of Austin Executive Airport to

10.9 miles northwest of Austin Executive Airport.

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ASW TX E5 Lago Vista, TX [Establish]

Lago Vista TX/Rusty Allen Airport, TX
(Lat 30°29'55" N, long 97°58'10" W)

That airspace extending upward from 700 feet above the surface within a 7-mile radius of the Lago Vista TX/Rusty Allen Airport.

* * * * *

ASW TX E5 Lakeway, TX [Establish]

Lakeway Airpark, TX
(Lat 30°21'27" N, long 97°59'40" W)

That airspace extending upward from 700 feet above the surface within a 7-mile radius of the Lakeway Airpark.

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Issued in Fort Worth, Texas, on November 26, 2024.

Steven T. Phillips,

*Acting Manager, Operations Support Group,
ATO Central Service Center.*

[FR Doc. 2024–28149 Filed 11–29–24; 8:45 am]

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DEPARTMENT OF HEALTH AND HUMAN SERVICES

Office of Inspector General

42 CFR Parts 1000 and 1001

RIN 0936–AA12

Health Care Programs: Fraud and Abuse; Revisions to the Office of Inspector General’s Exclusion Authorities

AGENCY: Office of Inspector General (OIG), Department of Health and Human Services (HHS).

ACTION: Proposed rule.

SUMMARY: This proposed rule proposes to amend the regulations relating to exclusion authorities under the authority of the Office of Inspector General (OIG) of the Department of Health and Human Services (HHS or the Department). The proposed rule would codify changes made by the Medicaid Services Investment and Accountability Act of 2019 (MSIAA), that added exclusion authorities related to misclassification and false information about outpatient drugs. The proposed rule would also update and clarify OIG’s procedures for excluding individuals and entities from participation in the Federal health care programs, including the factors that will be considered in determining the length of exclusions, the provisions governing notices of exclusions, and certain provisions related to reinstatement into the programs.