

**(l) Exception to Paragraphs (h) and (i) of This AD**

An airplane embodying Airbus Modification 161202 (Evolution (EV) MLG) is not affected by the requirements of paragraphs (h) and (i) of this AD, provided it is determined that no affected parts are installed on that airplane. A review of airplane delivery and/or maintenance records is acceptable to make this determination, provided those records can be relied upon for that purpose and the part number and serial number of the MLG sliding tube can be positively identified from that review.

**(m) Parts Installation**

(1) For Group 1 airplanes: From the effective date of this AD, it is allowed to install on any airplane an affected part, or an MLG equipped with an affected part, provided that, within the last 500 flight cycles before installation, the part passed an inspection specified in paragraph (h) of this AD, and that, following installation, the part is inspected as required by this AD.

(2) For Group 2 airplanes: From the effective date of this AD, do not install on any airplane an affected part.

**(n) 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 (o)(2) of this AD. Information may be emailed to: [9-ANM-116-AMOC-REQUESTS@faa.gov](mailto: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 corrective actions from a manufacturer, the action must be accomplished using a method approved by The Manager, International Section, Transport Standards Branch, FAA; or EASA; or Airbus SAS's EASA DOA. If approved by the DOA, the approval must include the DOA-authorized signature.

(3) *Required for Compliance (RC)*: If any service information contains procedures or tests that are identified as RC, those 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.

(4) *Reporting Requirements*: A federal agency may not conduct or sponsor, and a person is not required to respond to, nor shall a person be subject to a penalty for failure to comply with a collection of information subject to the requirements of the Paperwork Reduction Act unless that collection of information displays a current valid OMB Control Number. The OMB Control Number for this information collection is 2120-0056. Public reporting for this collection of information is estimated to be approximately 1 hour per response, including the time for reviewing instructions, completing and reviewing the collection of information. All responses to this collection of information are mandatory. Comments concerning the accuracy of this burden and suggestions for reducing the burden should be directed to the FAA at: 800 Independence Ave. SW, Washington, DC 20591, Attn: Information Collection Clearance Officer, AES-200.

**(o) Related Information**

(1) Refer to Mandatory Continuing Airworthiness Information (MCAI) EASA AD 2018-0136, dated June 26, 2018, for related information. This MCAI may be found in the AD docket on the internet at <http://www.regulations.gov> by searching for and locating Docket No. FAA-2018-0957.

(2) For more information about this AD, contact Sanjay Ralhan, Aerospace Engineer, International Section, Transport Standards Branch, FAA, 2200 South 216th St., Des Moines, WA 98198; telephone and fax 206-231-3223.

**(p) Material Incorporated by Reference**

(1) The Director of the Federal Register approved the incorporation by reference (IBR) 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) Airbus Service Bulletin A320-32-1461, dated April 11, 2018.

(ii) [Reserved]

(3) For service information identified in this AD, contact Airbus, Airworthiness Office—EIAS, 1 Rond Point Maurice Bellonte, 31707 Blagnac Cedex, France; telephone +33 5 61 93 36 96; fax +33 5 61 93 44 51; email [account.airworth-eas@airbus.com](mailto:account.airworth-eas@airbus.com); internet <http://www.airbus.com>.

(4) You may view this service information 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.

(5) You may view this service information that is incorporated by reference at the National Archives and Records Administration (NARA). For information on the availability of this material at NARA, call 202-741-6030, or go to: <http://www.archives.gov/federal-register/cfr/ibr-locations.html>.

Issued in Des Moines, Washington, on February 14, 2019.

**Michael Kaszycki,**

*Acting Director, System Oversight Division, Aircraft Certification Service.*

[FR Doc. 2019-03414 Filed 3-4-19; 8:45 am]

**BILLING CODE 4910-13-P**

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

**[Docket No. FAA-2017-0347; Airspace Docket No. 17-AAL-3]**

**RIN 2120-AA66**

**Modification of Class E Airspace for the Following Alaska Towns; Hooper Bay, AK; Kaltag, AK; King Salmon, AK; Kodiak, AK; Manokotak, AK; and Middleton Island, AK**

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

**ACTION:** Final rule.

**SUMMARY:** This action modifies Class E airspace extending upward from 1,200 feet above the surface at Hooper Bay Airport, AK; Kaltag Airport, AK; King Salmon Airport, AK; Kodiak Airport, AK; Manokotak Airport, AK; and Middleton Island Airport, AK. This action adds exclusionary language to the legal descriptions of these airports to exclude Class E airspace extending beyond 12 miles from the shoreline and ensures the safety and management of aircraft within the National Airspace System. Also, an editorial change is made in the airspace designation for King Salmon Airport. This action also corrects an error in the coordinates of Kodiak Airport and the Middleton Island VOR/DME.

**DATES:** Effective 0901 UTC, June 20, 2019. The Director of the Federal Register approves this incorporation by reference action under Title 1 Code of Federal Regulations part 51, subject to the annual revision of FAA Order 7400.11 and publication of conforming amendments.

**ADDRESSES:** FAA Order 7400.11C, Airspace Designations and Reporting Points, and subsequent amendments can be viewed online at [http://www.faa.gov/air\\_traffic/publications/](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 this material 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:** Bonnie Malgarini, Federal Aviation Administration, Operations Support Group, Western Service Center, 2200 S 216th Street, Des Moines, WA 98198; telephone (206) 231-2329.

**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 amends Class E airspace extending upward from 1,200 feet above the surface at Kaltag Airport, AK, King Salmon Airport, AK, Kodiak Airport, AK, Manokotak Airport, AK, Middleton Island Airport, AK, and Hooper Bay Airport, AK, to support IFR operations in standard instrument approach and departure procedures at these airports.

**History**

The FAA published a notice of proposed rulemaking (NPRM) in the **Federal Register** (83 FR 64491; December 17, 2018) for Docket No. FAA-2017-0347 to modify Class E Airspace for the following Alaska Towns: Hooper Bay, AK; Kaltag, AK; King Salmon, AK; Kodiak, AK; Manokotak, AK; and Middleton Island, AK. Interested parties were invited to participate in this rulemaking effort by submitting written comments on the proposal to the FAA. No comments were received.

Subsequent to publication, typographical error were discovered in the coordinates of the Kodiak Airport and the Middleton Island VOR/DME. The latitude coordinate of "lat. 57°45'00" N" for Kodiak Airport is amended to "lat. 57°44'59" N" and the latitude coordinate of "lat. 59°25'19" N" for Middleton Island VOR/DME is

amended to "lat. 59°25'18" N" to correct the errors.

Class E airspace designations are published in paragraph 6005 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 Class E airspace designation listed in this document will be published subsequently in the Order.

**Availability and Summary of Documents for Incorporation by Reference**

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

**The Rule**

This amendment to Title 14 Code of Federal Regulations (14 CFR) part 71 modifies Class E airspace extending upward from 1,200 feet above the surface at Hooper Bay Airport, AK; Kaltag Airport, AK; King Salmon Airport, AK; Kodiak Airport, AK; Manokotak Airport, AK; and Middleton Island Airport, AK. This action adds language to the legal descriptions of these airports that reads "excluding that airspace that extends beyond 12 miles from the shoreline."

**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, is non-controversial and unlikely to result in adverse or negative comments. 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, will 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 5-6.5a. 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).

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

\* \* \* \* \*

**AAL AK E5 Hooper Bay, AK [Amended]**

Hooper Bay Airport, AK  
(Lat. 61°31'26" N, long. 166°08'48" W)

That airspace extending upward from 700 feet above the surface within a 6.3-mile radius of Hooper Bay Airport; and that airspace extending upward from 1,200 feet above the surface within a 45-mile radius of Hooper Bay Airport, excluding that airspace extending beyond 12 miles from the shoreline.

**AAL AK E5 Kaltag, AK [Amended]**

Kaltag Airport, AK  
(Lat. 64°19'08" N, long. 158°44'29" W)

That airspace extending upward from 700 feet above the surface within a 7.6-mile radius of Kaltag Airport, and that airspace extending upward from 1,200 feet above the surface within a 72-mile radius of the Kaltag Airport, excluding that airspace extending beyond 12 miles from the shoreline.

**AAL AK E5 King Salmon, AK [Amended]**

King Salmon, King Salmon Airport, AK  
(Lat. 58°40'35" N, long. 156°38'55" W)  
King Salmon VORTAC  
(Lat. 58°43'29" N, long. 156°45'08" W)

That airspace extending upward from 700 feet above the surface within a 6.9-mile

radius of King Salmon Airport, AK, and within 5 miles north and 9 miles south of the 132° radial of the King Salmon VORTAC, AK, extending from the King Salmon VORTAC, AK, to 36 miles southeast of the King Salmon VORTAC, AK, and within 3.9 miles either side of the 312° radial of the King Salmon VORTAC, AK, extending from the 6.9-mile radius to 13.9 miles northwest of the King Salmon VORTAC, AK; and that airspace extending upward from 1,200 feet above the surface within a 73-mile radius of the King Salmon Airport, AK, excluding that airspace extending beyond 12 miles of the shoreline.

#### AAL AK E5 Kodiak, AK [Amended]

Kodiak Airport, AK

(Lat. 57°44'59" N, long. 152°29'38" W)

That airspace extending upward from 700 feet above the surface within an 6.9-mile radius of Kodiak Airport, AK, and within 3.1 miles either side of the 072° bearing from Kodiak Airport, AK, extending from the 6.9-mile radius from the airport, to 12.2 miles east of the airport, and within 1 mile either side of the 091° bearing from Kodiak Airport, AK, extending from the 6.9-mile radius from the airport, to 8.2 miles east of the airport, and that airspace extending upward from 1,200 feet above the surface within a 73-mile radius of the Kodiak Airport, AK, excluding that airspace extending beyond 12 miles of the shoreline.

#### AAL AK E5 Manokotak, AK [Amended]

Manokotak Airport, AK

(Lat. 58°55'55" N, long. 158°54'07" W)

That airspace extending upward from 700 feet above the surface within a 6.4-mile radius of Manokotak Airport, AK; and that airspace extending upward from 1,200 feet above the surface within a 74-mile radius of Manokotak Airport, AK, excluding that airspace extending beyond 12 miles of the shoreline.

#### AAL AK E5 Middleton Island, AK [Amended]

Middleton Island Airport, AK

(Lat. 59°27'00" N, long. 146°18'26" W)

Middleton Island VOR/DME

(Lat. 59°25'18" N, long. 146°21'00" W)

That airspace extending upward from 700 feet above the surface within a 6.5-mile radius of Middleton Island Airport, and within 4 miles either side of the 038° radial of the Middleton Island VOR/DME extending from the 6.5-mile radius to 12 miles northeast of the VOR/DME, and that airspace extending upward from 1,200 feet above the surface within a 42-mile radius of the Middleton Island VOR/DME, excluding that airspace extending beyond 12 miles of the shoreline.

Issued in Seattle, Washington, on February 20, 2019.

**Shawn M. Kozica,**

*Group Manager, Operations Support Group, Western Service Center.*

[FR Doc. 2019-03837 Filed 3-4-19; 8:45 am]

**BILLING CODE 4910-13-P**

## DEPARTMENT OF DEFENSE

### Office of the Secretary

#### 32 CFR Part 48

[Docket ID: DOD-2018-OS-0058]

RIN 0790-AK31

#### Retired Serviceman's Family Protection Plan (RSFPP)

**AGENCY:** Under Secretary of Defense (Personnel and Readiness), DoD.

**ACTION:** Final rule.

**SUMMARY:** The final rule removes Department of Defense (DoD) regulations regarding the Retired Serviceman's Family Protection Plan (RSFPP). The part contains information for enrollment, designation of beneficiaries, and general guidance for the RSFPP program, which has been closed to new applicants since 1972. The only remaining relevant aspect of the RSFPP program is the application for benefits upon the death of a participating retiree, which is accomplished by completing the necessary forms that are published on a public website. This collection of information is tied to statute, and thus does not require an authorizing CFR part. Accordingly, this part is outdated and unnecessary and may be removed from the CFR.

**DATES:** This rule is effective on March 5, 2019.

**FOR FURTHER INFORMATION CONTACT:** Andrew Corso, (703) 693-1059.

**SUPPLEMENTARY INFORMATION:** This rule was published on July 18, 1969. RSFPP (authorized by 10 U.S.C. Chapter 73, Subchapter I) was terminated as the military retired pay annuity protection plan on September 21, 1972, and replaced by the Survivor Benefit Plan. All elections under RSFPP are complete. Upon the death of the Service member, a qualified annuitant can apply for the RSFPP annuity. This application is done through the completion of two forms (DD Form 2656-7 "Verification for Survivor Annuity," and SF 1174 "Claim for Unpaid Compensation of Deceased Member of the Uniformed Services"). No other requirements are made of the annuitants. The forms are publicly available on the DFAS website (<https://www.dfas.mil/retiredmilitary/survivors/Retiree-death.html>). The public is provided notice in the **Federal Register** of changes to these forms, and given the opportunity to comment in accordance with the requirements of the Paperwork Reduction Act.

This rule is not significant under Executive Order (E.O.) 12866,

"Regulatory Planning and Review;" therefore, E.O. 13771, "Reducing Regulation and Controlling Regulatory Costs" does not apply.

#### List of Subjects in 32 CFR Part 48

Military personnel, Pensions.

#### PART 48—[REMOVED]

■ Accordingly, by the authority of 5 U.S.C. 301, 32 CFR part 48 is removed.

Dated: February 27, 2019.

**Shelly E. Finke,**

*Alternate OSD Federal Register Liaison Officer, DoD.*

[FR Doc. 2019-03889 Filed 3-4-19; 8:45 am]

**BILLING CODE 5001-06-P**

## DEPARTMENT OF HOMELAND SECURITY

### Coast Guard

#### 33 CFR Parts 100, 110, 147, and 165

[Docket No. USCG-2018-1049]

#### Navigation and Navigable Waters; Technical, Organizational, and Conforming Amendments

**AGENCY:** Coast Guard, DHS.

**ACTION:** Final rule.

**SUMMARY:** This final rule makes non-substantive technical and conforming amendments to existing Coast Guard regulations. The Coast Guard is issuing this technical amendment to conform to the changes made by the Frank LoBiondo Coast Guard Authorization Act of 2018, which redesignated existing United States Code provisions into new Titles and sections. This technical amendment updates the statutory authority citations for Coast Guard regulations that establish safety zones, security zones, special local regulations, regulated navigation areas, and anchorages. This rule will have no substantive effect on the regulated public.

**DATES:** This final rule is effective March 5, 2019.

**ADDRESSES:** Documents mentioned in this preamble as being available in the docket are part of docket number USCG-2018-1049, which is available at <https://www.regulations.gov>.

**FOR FURTHER INFORMATION CONTACT:** For information about this document call or email Kate Sergent, Coast Guard; telephone 202-372-3752, email [kate.e.sergent@uscg.mil](mailto:kate.e.sergent@uscg.mil).

**SUPPLEMENTARY INFORMATION:**