

Discussion

On April 23, 1998, the FAA Engine & Propeller Directorate issued engine AD 98-09-27 (63 FR 24911, May 6, 1998). On April 30, 2001, the FAA Transport Airplane Directorate issued airplane AD 2001-09-14 (66 FR 23838, May 10, 2001). Those ADs both require the same initial and repetitive visual inspections of Rolls-Royce plc RB211-Trent 768 and 772 series turbofan engine thrust reverser hinge lugs and attachment ribs for cracks, and, if necessary, removal from service and replacement with serviceable parts.

Since we issued engine AD 98-09-27 and airplane AD 2001-09-14, we determined that duplicate ADs to address the same unsafe condition were unnecessary. We issued a notice of proposed rulemaking (NPRM) to amend 14 CFR part 39 to include an AD that would apply to the specified products. That NPRM was published in the **Federal Register** on November 15, 2010 (75 FR 69611), and proposed to rescind AD 98-09-27, Amendment 39-10508 (63 FR 24911, May 6, 1998).

Examining the AD Docket

You may examine the AD docket on the Internet at <http://www.regulations.gov>; or in person at the Docket Operations office between 9 a.m. and 5 p.m., Monday through Friday, except Federal holidays. The AD docket contains this AD, the regulatory evaluation, any comments received, and other information. The street address for the Docket Operations office (telephone (800) 647-5527) is provided in the **ADDRESSES** section. Comments will be available in the AD docket shortly after receipt.

Comments

We provided the public the opportunity to participate in the development of this AD. We received no comments on the proposal.

Conclusion

We reviewed the available data and determined that air safety and the public interest require adopting the AD as proposed.

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.

We are 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

We have determined that this AD will not have federalism implications under Executive Order 13132. This AD will 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 that this AD:

- (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) Will not have a significant economic impact, positive or negative, on a substantial number of small entities under the criteria of the Regulatory Flexibility Act.

We prepared a summary of the costs to comply with this AD and placed it in the AD Docket. You may get a copy of this summary at the address listed under **ADDRESSES**.

List of Subjects in 14 CFR Part 39

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

Adoption of the Amendment

Accordingly, under the authority delegated to me by the Administrator, the Federal Aviation Administration amends 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 rescinding airworthiness directive (AD) 98-09-27, Amendment 39-10508 (63 FR 24911, May 6, 1998):

98-09-27R1 Rolls-Royce plc: Amendment 39-16620. Docket No. FAA-2010-0960; Directorate Identifier 98-ANE-09-AD.

Effective Date

- (a) This AD becomes effective April 11, 2011.

Affected ADs

- (b) This AD rescinds AD 98-09-27.

Applicability

- (c) This AD applies to Rolls-Royce plc RB211-Trent 768, 772, and 772B turbofan engines. These engines are installed on, but not limited to, Airbus A330-341 and A330-342 series airplanes.

Issued in Burlington, Massachusetts, on February 24, 2011.

Peter A. White,

Acting Manager, Engine and Propeller Directorate, Aircraft Certification Service.

[FR Doc. 2011-4831 Filed 3-4-11; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 71

[Docket No. FAA-2011-0018; Airspace Docket No. 10-AWP-18]

Amendment to and Revocation of Reporting Points; Hawaii

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Final rule, technical amendment.

SUMMARY: This action amends and removes, several Hawaiian Reporting Points. Specifically, the FAA is revising the description of EELIC, and TOADS to address recent technical adjustments to their actual locations. Additionally, the FAA is renaming the SILVA reporting point to SYVAD, and has determined that the LULUS, NIEMO, and PADDI reporting points are no longer needed. This action ensures the safe and efficient management of aircraft within the National Airspace System (NAS). **DATES:** Effective date 0901 UTC, May 5, 2011. 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 7400.9 and publication of conforming amendments.

FOR FURTHER INFORMATION CONTACT: Ken McElroy, Airspace Regulation and ATC Procedures Group, Office of Mission Support Services, Federal Aviation Administration, 800 Independence Avenue, SW., Washington, DC 20591; telephone: (202) 267-8783.

SUPPLEMENTARY INFORMATION:

History

The Honolulu Control Center conducted a review of their airspace and

has identified two reporting points that need to be amended to align with their actual locations. No changes to the routing or procedures are being made. Several reporting points are no longer needed for air traffic control and are being removed, and one reporting point is being renamed. Accordingly, since this is an administrative change and does not involve a change in the dimension or operating requirements of this airspace, notice and public procedures under 5 U.S.C. 553 (b) are unnecessary.

Hawaiian Reporting Points are listed in paragraph 7006 of FAA Order 7400.9U dated August 18, 2010, and effective September 15, 2010, which is incorporated by reference in 14 CFR 71.1. The Reporting Points listed in this document will be published subsequently in the Order.

The Rule

This action amends Title 14 Code of Federal Regulations (14 CFR) part 71 by amending two Reporting Points (EELIC and TOADS) to reflect their actual locations. Additionally, the SILVA reporting point will be renamed SYVAD, and adjusted to reflect its actual location. The LULUS, NIEMO, and PADDI Reporting Points will be removed.

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. Therefore, this regulation: (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 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.

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 amends Reporting Points in Hawaii.

Environmental Review

The FAA has determined that this action qualifies for categorical exclusion under the National Environmental Policy Act in accordance with FAA Order 1050.1E, Environmental Impacts: Policies and Procedures, paragraph 311a. 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.

List 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(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 7400.9U, Airspace Designations and Reporting Points, dated August 18, 2010, and effective September 15, 2010, is amended as follows:

Paragraph 7006—Hawaiian reporting points.

* * * * *

EELIC [Amended]

Lat. 19°27′26″ N., long. 153°18′23″ W. (INT Hilo, HI, 099° radial and the Honolulu CTA/FIR boundary).

TOADS [Amended]

Lat. 22°46′09″ N., long. 156°41′46″ W. (INT Mollkai, HI, 015° radial and the Honolulu CTA/FIR boundary).

SYVAD [Amended]

INT South Kauai, HI, 271° radial and long. 162°45′29″ W.

LULUS: [Removed]

NIEMO: [Removed]

PADDI: [Removed]

SILVA: [Removed]

Issued in Washington, DC, on February 28, 2011.

Edith V. Parish,

Manager, Airspace, Regulation and ATC Procedures Group.

[FR Doc. 2011–4925 Filed 3–4–11; 8:45 am]

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DEPARTMENT OF COMMERCE

Bureau of Industry and Security

15 CFR Part 750

[Docket No. 110224164–1168–02]

RIN 0694–AF16

Amendment to the Export Administration Regulations: Application Processing, Issuance, and Denial

AGENCY: Bureau of Industry and Security, Commerce.

ACTION: Final rule.

SUMMARY: In this final rule, the Bureau of Industry and Security (BIS) amends the Export Administration Regulations (EAR) by clarifying the Application Processing, Issuance, and Denial provisions concerning BIS’s authority to revise, suspend or revoke licenses.

DATES: This rule is effective March 2, 2011.

FOR FURTHER INFORMATION CONTACT:

Sheila Quartermann, Bureau of Industry and Security, Regulatory Policy Division, by phone at 202–482–2440, or by e-mail at rpd2@bis.doc.gov.

SUPPLEMENTARY INFORMATION:

Amendment to the Export Administration Regulations: Part 750—Application Processing, Issuance, and Denial

Part 750 of the EAR provides for the revision, suspension or revocation of licenses whenever it is known that the EAR have been violated or that a violation is about to occur. In this final rule, BIS revises the first sentence in paragraph (a) of Section 750.8 (Revocation or suspension of licenses) by removing the phrase “whenever it is known that the EAR have been violated or that a violation is about to occur.” Harmonization is an objective for agencies under Executive Order 13563, which states: “In developing regulatory actions and identifying appropriate approaches, each agency shall attempt