

actions and compliance times specified in, and in accordance with, European Union Aviation Safety Agency (EASA) AD 2023–0090, dated May 4, 2023 (EASA AD 2023–0090).

(h) Exceptions to EASA AD 2023–0090

(1) Where paragraph (1) of EASA AD 2023–0090 requires compliance within 165 flight hours, this AD requires accomplishing paragraph (1) of EASA AD 2023–0090 within 100 hours time-in-service.

(2) Where EASA AD 2023–0090 refers to its effective date, this AD requires using the effective date of this AD.

(3) Where the service information referenced in EASA AD 2023–0090 specifies discarding parts, this AD requires removing those parts from service.

(4) This AD does not adopt the “Remarks” section of EASA AD 2023–0090.

(i) No Reporting Requirement

Although the service information referenced in EASA AD 2023–0090 specifies to submit certain information to the manufacturer, this AD does not include that requirement.

(j) 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 (k) of this AD. Information may be emailed to: 9-AVS-AIR-730-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) Related Information

For more information about this AD, contact Dan McCully, Program Manager, International Validation Branch, FAA, 1600 Stewart Ave., Suite 410, Westbury, NY 11590; phone: (404) 474–5548; email: william.mccully@faa.gov.

(l) Material Incorporated by Reference

(1) The Director of the Federal Register approved the incorporation by reference 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 the AD specifies otherwise.

(i) European Union Aviation Safety Agency (EASA) AD 2023–0090, dated May 4, 2023.

(ii) [Reserved]

(3) For EASA AD 2023–0090, contact EASA, Konrad-Adenauer-Ufer 3, 50668 Cologne, Germany; telephone +49 221 8999 000; email ADs@easa.europa.eu; internet easa.europa.eu. You may find the EASA material on the EASA website at ad.easa.europa.eu.

(4) You may view this service information at the FAA Office of the Regional Counsel, Southwest Region, 10101 Hillwood Pkwy., 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 May 15, 2024.

Victor Wicklund,

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

[FR Doc. 2024–13348 Filed 6–17–24; 8:45 am]

BILLING CODE 4910–13–P

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 71

[Docket No. FAA–2023–2493; Airspace Docket No. 23–AGL–25]

RIN 2120–AA66

Amendment of Jet Route J–89 and VOR Federal Airway V–161, and Establishment of Canadian RNAV Route Q–834; Northcentral United States

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Final rule.

SUMMARY: This action amends Jet Route J–89 and Very High Frequency Omnidirectional Range (VOR) Federal Airway V–161 and establishes Canadian Area Navigation (RNAV) Route Q–834 in United States (U.S.) airspace. The FAA is taking this action due to the planned decommissioning of the Winnipeg, Manitoba (MB), Canada, VOR/Tactical Air Navigation (VORTAC) navigational aid (NAVAID). This action is in support of NAV CANADA’s NAVAID Modernization Program.

DATES: Effective date 0901 UTC, September 5, 2024. 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 7400.11H, 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:

Colby Abbott, Rules and Regulations Group, Office of Policy, 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 modifies the Air Traffic Service (ATS) route structure as necessary to preserve the safe and efficient flow of air traffic within the National Airspace System.

History

The FAA published a notice of proposed rulemaking for Docket No. FAA–2023–2493 in the **Federal Register** (89 FR 1851; January 11, 2024), proposing to amend Jet Route J–89 and VOR Federal Airway V–161, and establish Canadian RNAV Routes Q–834 and T–765 in U.S. airspace due to the planned decommissioning of the Winnipeg, MB, Canada, VORTAC NAVAID in support of NAV CANADA’s NAVAID Modernization Program. Interested parties were invited to participate in this rulemaking effort by submitting written comments on the proposal.

One non-substantive comment, outside the scope of this action, was received.

Difference From the NPRM

Prior to publishing the NPRM for this action, the FAA published a NPRM for Docket No. FAA–2023–2326 in the **Federal Register** (88 FR 85519; December 8, 2023) which also proposed to establish two Canadian RNAV Route

T-765 segments in U.S. airspace. That proposed action was being taken due to NAV CANADA's planned decommissioning of the Thunder Bay, Ontario, Canada, VOR. The proposed new T-765 route segments in that action were to mitigate the removal of the affected VOR Federal Airway V-133 segments; whereas the proposed T-765 routes segments in this action were proposed to mitigate the removal of the VOR Federal Airway V-161 segments affected by the planned decommissioning of the Winnipeg, MB, Canada, VORTAC. Both actions would provide route continuity and cross border connectivity with the T-765 route segments being established by NAV CANADA within Canadian airspace.

The FAA has decided to establish all Canadian RNAV Route T-765 route segments in a single docket action and selected Docket No. FAA-2023-2326 to accomplish that. Therefore, the proposed T-765 route segments being established by this action are removed and will be incorporated in the final rule for Docket No. FAA-2023-2326 accordingly. This rule only amends Jet Route J-89 and VOR Federal Airway V-161, and establishes Canadian RNAV Route Q-834 in U.S. airspace.

Incorporation by Reference

Jet Routes are published in paragraph 2004, Canadian Area Navigation Routes (Q-routes) are published in paragraph 2007, and VOR Federal Airways are published in paragraph 6010(a) 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 7400.11H, dated August 11, 2023, and effective September 15, 2023. FAA Order JO 7400.11H 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 7400.11H 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 amending Jet Route J-89 and VOR Federal Airway V-161, and by establishing Canadian RNAV Route Q-834 in U.S. airspace. This action is necessary due to the planned decommissioning of the Winnipeg, MB, Canada, VORTAC in support of NAV CANADA's NAVAID Modernization Program. The ATS route actions are described below.

J-89: Prior to this final rule, J-89 extended between the Louisville, KY, VORTAC and the Winnipeg, MB, Canada, VORTAC, excluding the airspace within Canada. The route segment between the Duluth, MN, VORTAC and the Winnipeg VORTAC is removed. As amended, the route is changed to now extend between the Louisville VORTAC and the Duluth VORTAC.

Q-834: Q-834 is a new Canadian RNAV route established within U.S. airspace extending between the Duluth, MN, VORTAC and the ALBNG, MN, waypoint (WP) that replaces the "CFHBZ" Computer Navigation Fix (CNF) on the U.S./Canada border. The new RNAV route mitigates the J-89 route segment removal and provides route continuity and cross-border connectivity with the Q-834 route being established by NAV CANADA within Canadian airspace between the ALBNG WP and the Winnipeg, MB, Canada, area.

V-161: Prior to this final rule, V-161 extended between the Three Rivers, TX, VORTAC and the Tulsa, OK, VORTAC; between the Butler, MO, VORTAC and the Gopher, MN, VORTAC; and between the International Falls, MN, VOR/Distance Measuring Equipment (VOR/DME) and the Winnipeg, MB, Canada, VORTAC, excluding the airspace within Canada. The airway segment between the International Falls VOR/DME and the Winnipeg VORTAC is removed. As amended, the airway is changed to now extend between the Three Rivers VORTAC and the Tulsa VORTAC, and between the Butler VORTAC and the Gopher VORTAC.

The NAVAID radials listed in the VOR Federal Airway V-161 description in the regulatory text of this final rule are unchanged and stated in degrees True north.

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 (42 U.S.C. 4321 *et seq.*) and its implementing regulations at 40 CFR part 1500, and in accordance with FAA Order 1050.1F, Environmental Impacts: Policies and Procedures, paragraph 5-6.5a, which categorically excludes from further environmental impact review rulemaking actions that designate or modify classes of airspace areas, airways, routes, and reporting points (see 14 CFR part 71, Designation of Class A, B, C, D, and E Airspace Areas; Air Traffic Service Routes; and Reporting Points). As such, this action is not expected to result in any potentially significant environmental impacts. In accordance with FAA Order 1050.1F, paragraph 5-2 regarding Extraordinary Circumstances, the FAA has reviewed this action for factors and circumstances in which a normally categorically excluded action may have a significant environmental impact requiring further analysis. The FAA has determined that no extraordinary circumstances exist that warrant preparation of an environmental assessment or environmental impact study.

List 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), 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 7400.11H, Airspace Designations and Reporting Points, dated August 11, 2023, and effective September 15, 2023, is amended as follows:

Paragraph 2004 Jet Routes.

* * * * *

J-89 [Amended]

From Louisville, KY; Boiler, IN;
Northbrook, IL; Badger, WI; to Duluth, MN.

* * * * *

*Paragraph 2007 Canadian Area Navigation
Routes.*

* * * * *

Q-834 Duluth, MN (DLH) to ALBNG, MN [New]

Duluth, MN (DLH)	VORTAC	(Lat. 46°48'07.79" N, long. 092°12'10.33" W)
ALBNG, MN	WP	(Lat. 48°59'58.05" N, long. 095°38'10.41" W)

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Paragraph 6010(a) VOR Federal Airways.

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V-161 [Amended]

From Three Rivers, TX; Center Point, TX;
Llano, TX; INT Llano 026° and Millsap, TX,
193° radials; Millsap; Bowie, TX; Ardmore,
OK; Okmulgee, OK; to Tulsa, OK. From
Butler, MO; Napoleon, MO; Lamoni, IA; Des
Moines, IA; Mason City, IA; Rochester, MN;
Farmington, MN; to Gopher, MN.

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Issued in Washington, DC, on June 11,
2024.

Frank Lias,

Manager, Rules and Regulations Group.

[FR Doc. 2024-13209 Filed 6-17-24; 8:45 am]

BILLING CODE 4910-13-P

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

[Docket No. FAA-2024-1226; Airspace
Docket No. 23-AGL-40]

RIN 2120-AA66

Revocation of VOR Federal Airway V-360; Northcentral United States

AGENCY: Federal Aviation
Administration (FAA), DOT.

ACTION: Final rule.

SUMMARY: This action revokes Very High Frequency Omnidirectional Range (VOR) Federal Airway V-360. The FAA is taking this action due to the Midland, Ontario (ON), Canada, VOR/Distance Measuring Equipment (VOR/DME) navigational aid (NAVAID) having been decommissioned in 2022. This action supports NAV CANADA's NAVAID Modernization Program efforts by removing unusable airway segments within United States airspace affected by NAV CANADA's programmatic actions.

DATES: Effective date 0901 UTC, September 5, 2024. 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 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 7400.11H, 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: Colby Abbott, Rules and Regulations Group, Office of Policy, 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 modifies the Air Traffic Service (ATS) route structure as necessary to preserve the safe and efficient flow of air traffic within the National Airspace System.

History

NAV CANADA, which operates Canada's civil air navigation service, has been implementing changes to Canada's instrument flight rules navigational infrastructure as part of their NAVAID Modernization Program. This

modernization program is designed to enhance the efficiency of Canada's flying operations by taking advantage of performance-based navigation and area navigation avionics capabilities. As part of that modernization program, NAV CANADA decommissioned the Midland, ON, VOR/DME, which provided course guidance for V-360 cross-border connectivity between the United States and Canada, effective December 29, 2022.

After the Midland, ON, VOR/DME was decommissioned by NAV CANADA in 2022, the affected V-360 airway segment within Canadian airspace was removed from the aeronautical charts; however, the rulemaking action to remove the remaining portion of V-360 within United States airspace was not accomplished concurrently. The portion of V-360 that remains within United States airspace is an eight nautical mile segment that extends between the Sault Ste Marie, MI, VOR/DME and the "CFHMH" Computer Navigation Fix (CNF) which is located on the United States/Canada border. The remaining V-360 airway segment is no longer usable for cross-border connectivity between the United States and Canada since there is no Canadian airway for the airway segment to connect to. Additionally, CNFs are not used for any air traffic control purpose and are not available for pilots to use for point-to-point navigation (proceed direct), filing a flight plan, or in communications between aircraft and air traffic control (ATC).

As such, the remaining portion of V-360 within United States airspace between the Sault Ste Marie, MI, VOR/DME and the "CFHMH" CNF located on the United States/Canada border serves no useful purpose for ATC or pilots.

Incorporation by Reference

VOR Federal airways are published in paragraph 6010(a) 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 7400.11H, dated August 11, 2023, and effective September 15, 2023. FAA Order JO 7400.11H is publicly