

(c) Applicability

This AD applies to Cirrus Design Corporation Model SR20, SR22, and SR22T airplanes, certificated in any category, that are equipped with upper power lever part number (P/N) 19181-001, 19181-002, or 46505-001.

(d) Subject

Joint Aircraft System Component (JASC) Code 7603, Power Lever.

(e) Unsafe Condition

This AD was prompted by a report of failure of the upper power lever. The FAA is issuing this AD to detect and address cracks in the upper power lever. The unsafe condition, if not addressed, could result in loss of engine thrust control and reduced control of the airplane.

(f) Compliance

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

(g) Required Actions

(1) Initially, at whichever time occurs latest in paragraphs (g)(1)(i) through (iii) of this AD and thereafter at intervals not to exceed 110 hours time-in-service (TIS), visually inspect the upper power lever in accordance with paragraphs A. through F. of the Accomplishment Instructions in Cirrus SR2X Service Bulletin SB2X-76-05, dated October 29, 2024 (Cirrus SB2X-76-05).

(i) Before any upper power lever identified in paragraph (c) of this AD accumulates 1,200 hours TIS,

Note 1 to paragraph (g)(1)(i): These parts are not serialized. If by checking the logbook, you cannot determine how many hours the upper power lever has since installation, then you may use the hours TIS of the airplane.

(ii) Within 10 hours TIS on the upper power lever after the effective date of this AD; or

(iii) Within 15 days after the effective date of this AD.

(2) If any crack(s) are found during any inspection required by paragraph (g)(1) of this AD, before further flight, replace the upper power lever with a new (zero hours TIS) upper power lever and do the actions in accordance with paragraphs L. through N. of the Accomplishment Instructions in Cirrus SB2X-76-05, as applicable.

(3) If no crack(s) are found during any inspection required by (g)(1) of this AD, before further flight, perform a fluorescent penetrant inspection in accordance with paragraphs G. through J. of the Accomplishment Instructions in Cirrus SB2X-76-05.

(i) If any crack(s) are found during any inspection required by paragraph (g)(3) of this AD, before further flight, replace the upper power lever with a new (zero hours TIS) upper power lever and do the actions in accordance with paragraphs L. through N. of the Accomplishment Instructions in Cirrus SB2X-76-05, as applicable.

(ii) If no crack(s) are found during any inspection required by paragraph (g)(3) of this AD, reinstall the existing upper power

lever and do the actions in accordance with paragraphs L. through N. of the Accomplishment Instructions in Cirrus SB2X-76-05, as applicable.

(4) Cirrus SB2X-76-05 specifies to return cracked (damaged) upper power levers to Cirrus, this AD does not require that action but requires removing any cracked (damaged) upper power lever from service.

(h) Reporting Requirement

Within 5 days after the inspections required by paragraphs (g)(1) and (3) of this AD or within 5 days after the effective date of this AD, whichever occurs later, report all inspection results to the FAA at the address specified in paragraph (j) of this AD. The report must include the airplane registration and serial number, results of each inspection, the airplane's hours TIS, and any additional operator/mechanic comments.

(i) Alternative Methods of Compliance (AMOCs)

The Manager, Central Certification 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 Central Certification Branch, send it to the attention of the person identified in paragraph (j) of this AD. Information may be emailed to: AMOC@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.

(j) Additional Information

For more information about this AD, contact Gregory Koenig, Aviation Safety Engineer, FAA, 1801 S Airport Road, Wichita, KS 67209; phone: (847) 294-7127; email: gregory.l.koenig@faa.gov.

(k) 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) Cirrus SR2X Service Bulletin SB2X-76-05, dated October 29, 2024.

(ii) [Reserved]

(3) For Cirrus material identified in this AD, contact Cirrus Design Corporation, 4515 Taylor Circle, Duluth, MN 55811; phone: (218) 788-3000; fax: (218) 788-3525; email: fieldservice@cirrusaircraft.com; website: cirrusaircraft.com.

(4) You may view this material at the FAA, Airworthiness Products Section, Operational Safety Branch, 901 Locust, Kansas City, MO 64106. 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 27, 2024.

Steven W. Thompson,

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

[FR Doc. 2024-28552 Filed 12-3-24; 11:15 am]

BILLING CODE 4910-13-P

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

[Docket No. FAA-2024-1396; Airspace Docket No. 24-AEA-3]

RIN 2120-AA66

Amendment of VOR Federal Airways V-258, V-519, and RNAV Route T-426; and Revocation of Jet Routes J-213 and J-526, and VOR Federal Airway V-59 in the Vicinity of Beckley, WV

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Final rule.

SUMMARY: This action amends Very High Frequency Omnidirectional Range (VOR) Federal Airways V-519 and Area Navigation (RNAV) Route T-426; and revokes Jet Routes J-213 and J-526, and VOR Federal Airways V-59 and V-258. The FAA is taking this action due to the planned decommissioning of the VOR portion of the Beckley, WV (BKW), VOR/Distance Measuring Equipment (VOR/DME) navigational aid (NAVAID). The Beckley VOR is being decommissioned in support of the FAA's VOR Minimum Operational Network (MON) program.

DATES: Effective date 0901 UTC, February 20, 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 7400.11J, 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, 600 Independence Avenue SW, Washington, DC 20597; telephone: (202) 267-8783.

FOR FURTHER INFORMATION CONTACT:

Colby Abbott, Rules and Regulations Group, Office of Policy, Federal Aviation Administration, 600 Independence Avenue SW, Washington, DC 20597; 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 National Airspace System as necessary to preserve the safe and efficient flow of air traffic.

History

The FAA published a notice of proposed rulemaking for Docket No. FAA-2024-1396 in the **Federal Register** (89 FR 42824; May 16, 2024), proposing to amend VOR Federal Airways V-258 and V-519, and RNAV Route T-426; and revoke Jet Routes J-213 and J-526, and VOR Federal Airway V-59. The FAA proposed this action due to the planned decommissioning of the VOR portion of the Beckley, WV, VOR/DME NAVAID. Interested parties were invited to participate in this rulemaking effort by submitting written comments on the proposal. No comments were received.

Differences From the NPRM

Subsequent to the NPRM, the FAA published a final rule for Docket No. FAA-2023-2314 in the **Federal Register** (89 FR 52357; June 24, 2024), amending VOR Federal Airway V-258 by removing the airway segment between the Roanoke, VA, VOR/DME and the Danville, VA, VOR. That airway amendment, effective September 5, 2024, is included in this rule.

Incorporation by Reference

Jet Routes are published in paragraph 2004, VOR Federal Airways are published in paragraph 6010(a), and United States Area Navigation Routes are published in paragraph 6011 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 amending VOR Federal Airway V-519 and RNAV Route T-426; and revoking Jet Routes J-213 and J-526, and VOR Federal Airways V-59 and V-258 due to the planned decommissioning of the VOR portion of the Beckley, WV, VOR/DME NAVAID. The Air Traffic Service route actions are described below.

J-213: Prior to this final rule, J-213 extended between the Armel, VA, VOR/DME and the Beckley, WV, VOR/DME. The route is removed in its entirety.

J-526: Prior to this final rule, J-526 extended between the Beckley, WV, VOR/DME and the Louisville, KY, VOR/Tactical Air Navigation (VORTAC). The route is removed in its entirety.

V-59: Prior to this final rule, V-59 extended between the Pulaski, VA, VORTAC and the Parkersburg, WV, VOR/DME. The airway is removed in its entirety.

V-258: Prior to this final rule, V-258 extended between the Charleston, WV, VOR/DME and the Roanoke, VA, VOR/DME due to the final rule for Docket No. FAA-2023-2314 that published previously in the **Federal Register** (89 FR 52357; June 24, 2024). This action removes the airway segment between the Charleston VOR/DME and the Roanoke VOR/DME, resulting in the airway being removed in its entirety.

V-519: Prior to this final rule, V-519 extended between the Volunteer, TN, VORTAC and the Beckley, WV, VOR/DME. The airway segment between the Bluefield, WV, VOR/DME and the Beckley VOR/DME is removed. As amended, the airway is changed to now extend between the Volunteer VORTAC and the Bluefield VOR/DME.

T-426: Prior to this final rule, T-426 extended between the DANCO, WV, WP and the MCDON, VA, WP. The route is extended northward from the DANCO WP to the Parkersburg, WV, VOR/DME. As amended, T-426 is changed and now extends between the Parkersburg VOR/DME and the MCDON WP. The full T-426 route description is listed in the regulatory text of this final rule.

The NAVAID radials listed in the VOR Federal Airway V-519 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 amending VOR Federal Airway V-519 and RNAV Route T-426; and revoking Jet Routes J-213 and J-526, and VOR Federal Airways V-59 and V-258, due to the planned decommissioning of the VOR portion of the Beckley, WV, VOR/DME NAVAID, 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); and paragraph 5-6.5i, which categorically excludes from further environmental impact review the establishment of new or revised air traffic control procedures conducted at 3,000 feet or more above ground level (AGL); procedures conducted below 3,000 feet AGL that do not cause traffic to be routinely routed over noise sensitive areas; modifications to currently approved procedures conducted below 3,000 feet AGL that do not significantly increase noise over noise sensitive areas; and increases in minimum altitudes and landing minima. 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:

T–426 Parkersburg, WV (JPU) to MCDON, VA [Amended]

Parkersburg, WV (JPU)	VOR/DME	(Lat. 39°26′28.25″ N, long. 081°22′29.14″ W)
SITTR, WV	WP	(Lat. 37°46′49.13″ N, long. 081°07′23.70″ W)
DANCO, VA	WP	(Lat. 37°05′15.75″ N, long. 080°42′46.45″ W)
TABER, VA	FIX	(Lat. 37°02′55.04″ N, long. 080°02′55.66″ W)
PIGGS, VA	FIX	(Lat. 36°56′01.81″ N, long. 079°42′40.61″ W)
DUNCE, VA	FIX	(Lat. 36°50′52.00″ N, long. 079°29′18.20″ W)
MCDON, VA	WP	(Lat. 36°40′29.56″ N, long. 079°00′52.03″ W)

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Issued in Washington, DC, on December 3, 2024.

Richard Lee Parks,
Manager (A), Rules and Regulations Group.
[FR Doc. 2024–28577 Filed 12–5–24; 8:45 am]
BILLING CODE 4910–13–P

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 71

Docket No. FAA–2024–1934; Airspace
Docket No. 23–AAL–60

RIN 2120–AA66

Amendment of United States Area
Navigation Route Q–8 and Revocation
of United States Area Navigation Route
Q–18 in Alaska

AGENCY: Federal Aviation
Administration (FAA), DOT.

ACTION: Final rule.

SUMMARY: This action amends United States Area Navigation (RNAV) Route Q–8 and revokes RNAV Route Q–18 in Alaska. The FAA is taking these actions to resolve an issue involving rejected automated flight plans.

DATES: Effective date 0901 UTC,
February 20, 2025. The Director of the
Federal Register approves this

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 2004 Jet Routes.

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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 7400.11J, Airspace
Designations and Reporting Points, and
subsequent amendments can be viewed
online at [www.faa.gov/air_traffic/](http://www.faa.gov/air_traffic/publications/)
[publications/](http://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:
Steven Roff, Rules and Regulations
Group, Office of Policy, Federal
Aviation Administration, 600
Independence Avenue SW, Washington,
DC 20597; 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

J–213 [Removed]

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J–526 [Removed]

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Paragraph 6010(a) Domestic VOR Federal
Airways.

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V–59 [Removed]

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V–258 [Removed]

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V–519 [Amended]

From Volunteer, TN; INT Volunteer 050°
and Glade Spring, VA, 246° radials; Glade
Spring; to Bluefield, WV.

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Paragraph 6011 United States Area
Navigation Routes.

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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 NPRM for
Docket No. FAA 2024–1934 in the
Federal Register (89 FR 59862; July 24,
2024), proposing to amend Q–8 and
revoke Q–18 in Alaska. 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 NPRM published for Docket No.
FAA–2024–1934 in the Federal Register
(89 FR 59862; July 24, 2024) listed the
route points for Q8 in the incorrect
order in the regulatory text.
Additionally, the route point
coordinates in the regulatory text for Q–