

Bulletin PC-757-53A0005, Revision 2, dated May 7, 2024, specifies in Condition 2 Option 1 to repetitively inspect if no cracks are found, this AD does not allow repetitive inspections and requires installing reinforcement within 2,000 flight cycles after the initial inspection in accordance with Paragraph III, Part 3, Reinforcement, of Precision Conversions Service Bulletin PC-757-53A0005, Revision 2, dated May 7, 2024.

(3) Where Precision Conversions Service Bulletin PC-757-53A0005, Revision 2, dated May 7, 2024, specifies contacting Precision Engineering for instructions when specific conditions are found, this AD requires complying with those instructions by using a method approved in accordance with the procedures specified in paragraph (i) of this AD.

#### (i) Alternative Methods of Compliance (AMOCs)

(1) The Manager, West 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 responsible Flight Standards Office, as appropriate. If sending information directly to the manager of the certification office, send it to the attention of the person identified in paragraph (j) of this AD. Information may be emailed to: [AMOC@faa.gov](mailto:AMOC@faa.gov).

(2) Before using any approved AMOC, notify your appropriate principal inspector, or lacking a principal inspector, the manager of the responsible Flight Standards Office.

(3) An AMOC that provides an acceptable level of safety may be used for any repair, modification, or alteration required by this AD if it is approved by The Boeing Company Organization Designation Authorization (ODA) that has been authorized by the Manager, AIR-520, Continued Operational Safety Branch, FAA, to make those findings. To be approved, the repair method, modification deviation, or alteration deviation must meet the certification basis of the airplane, and the approval must specifically refer to this AD.

(4) Except as required by paragraph (h) of this AD: For material that contains steps that are labeled as Required for Compliance (RC), the provisions of paragraphs (i)(4)(i) and (ii) of this AD apply.

(i) The steps labeled as RC, including substeps under an RC step and any figures identified in an RC step, must be done to comply with the AD. If a step or substep is labeled "RC Exempt," then the RC requirement is removed from that step or substep. An AMOC is required for any deviations to RC steps, including substeps and identified figures.

(ii) Steps not labeled 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 RC steps, including substeps and identified figures, can still be done as specified, and the airplane can be put back in an airworthy condition.

#### (j) Related Information

For more information about this AD, contact Joseph Zuklic, Aviation Safety Engineer, FAA, 2200 South 216th Street, Des Moines, WA 98198; phone 206-231-3858; email [joseph.r.zuklic@faa.gov](mailto:joseph.r.zuklic@faa.gov).

#### (k) 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 material as applicable to do the actions required by this AD, unless the AD specifies otherwise.

(i) Precision Conversions Service Bulletin PC-757-53A0005, Revision 2, dated May 7, 2024.

(ii) [Reserved]

(3) For Precision Conversions LLC material, contact Precision Conversions LLC, 9800 SW Nimbus Ave, Beaverton, OR 97008; ATTN: Brent VanFossen; phone 503-601-3001; email [brent.vanfossen@precisionaircraft.com](mailto:brent.vanfossen@precisionaircraft.com).

(4) You may view this material at the FAA, Airworthiness Products Section, Operational Safety Branch, 2200 South 216th Street, Des Moines, WA. For information on the availability of this material at the FAA, call 206-231-3195.

(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](http://www.archives.gov/federal-register/cfr/ibr-locations) or email [fr.inspection@nara.gov](mailto:fr.inspection@nara.gov).

Issued on June 11, 2024.

**Suzanne Masterson,**

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

[FR Doc. 2024-13936 Filed 6-21-24; 11:15 am]

**BILLING CODE 4910-13-P**

## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### 14 CFR Part 71

[Docket No. FAA-2023-2567; Airspace Docket No. 23-ANM-32]

**RIN 2120-AA66**

#### Establishment of United States Area Navigation Routes Q-143 and T-467 in Southern Utah

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

**ACTION:** Final rule.

**SUMMARY:** This action establishes United States Area Navigation Routes (RNAV) Q-143 and T-467 in southern Utah. The FAA is taking this action to provide alternative routing around the TIPET and SEVIER Air Traffic Control Assigned Airspaces (ATCAA) and the

White Elk and Gandy Military Operations Areas (MOA).

**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](http://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/](http://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:** Steven Roff, 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 would increase the efficiency and safety of the flow of air traffic within the National Airspace System (NAS).

##### History

The FAA published a NPRM for Docket No. FAA-2023-2567 in the **Federal Register** (89 FR 1854; January 11, 2024), proposing to establish RNAV routes Q-143 and T-467 in southern Utah. Interested parties were invited to participate in this rulemaking effort by submitting comments on the proposal. One comment was received which

expressed several concerns, most of which are beyond the scope of this action. However, the commentor did raise a specific issue with regards to aircraft overflying wilderness areas. The FAA conducted an environmental review in accordance with Department of Transportation Order 5610.1, Procedures for Considering Environmental Impacts, FAA Order 1050.1, Environmental Impacts: Policies and Procedures, and FAA Order JO 7400.2, Procedures for Handling Airspace Matters. Impacts to wilderness areas are a type of extraordinary circumstance found in FAA Order 1050.1F. The proposed airways were found to fly over three wilderness areas. The review determined that: regarding Q-143, it will have no impact on these wilderness areas due to Q routes are flown at flight level 180 or higher. regarding T-467, T routes are flown between 1,200 ft Above Ground Level (AGL) and up to, but not including, 18,000 ft AGL. Past flight data shows that 19 aircraft per year fly a similar path the three wilderness areas, any effects due to noise or visual impacts will be insignificant and therefore the proposed action does not constitute an extraordinary circumstance. Since the FAA does not expect an increase in operations from a similar path, the FAA projects same number of aircraft to fly T-467. Additionally, none of the Minimum Enroute Altitudes for this route are lower than 2,000 ft AGL. Considering this small number of aircraft per year flying over the three wilderness areas, any effects due to noise or visual impacts will be insignificant, and therefore the proposed action does not constitute an extraordinary circumstance.

This meets the current guidance for aircraft operating over charted United States wildlife refuges, parks and forest areas as published in section 7-5-6(b) of the Aeronautical Information Manual (AIM).

#### **Incorporation by Reference**

United States Area Navigation routes are published in paragraph 2006 (Q routes) and paragraph 6011 (T routes) 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 establishing RNAV routes Q-143 and T-467 in southern Utah. The FAA is taking this action to provide alternative routing around the TIPET and SEVIER ATCAAs and the White Elk and Gandy MOAs when active. The amendment is described below.

**Q-143:** Q-143 extends between the WINEN, UT WP to the BROPH, ID, WP and provides alternate routing to Q-73 when the TIPET and SEVIER ATCAAs are active.

**T-467:** T-467 extends between the BERYL, UT, Fix and the BROPH, ID, WP and provides alternative routing when the White Elk and Gandy MOAs are active.

#### **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 airspace action of establishing RNAV routes Q-143 and T-467 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 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. Accordingly, the FAA has determined that no extraordinary circumstances exist that warrant preparation of an environmental assessment or environmental impact statement.

#### **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 2006 United States Area  
Navigation Routes

\* \* \* \* \*

<b>Q-143 WINEN, UT to BROPH, ID [New]</b>		
WINEN, UT	WP	(Lat. 37°56'00.00" N, long. 113°30'00.00" W)
TESSA, NV	WP	(Lat. 39°39'15.04" N, long. 115°16'15.97" W)
RUBII, NV	WP	(Lat. 40°27'03.58" N, long. 115°16'15.97" W)
CLEIN, NV	WP	(Lat. 41°53'37.36" N, long. 114°52'51.96" W)
BROPH, ID	WP	(Lat. 42°43'15.71" N, long. 114°52'31.80" W)

\* \* \* \* \*

Paragraph 6011 United States Area  
Navigation Routes.

<b>T-467 BERYL, UT to BROPH, ID [New]</b>		
BERYL, UT	FIX	(Lat. 37°54'00.17" N, long. 113°23'08.58" W)
ELY, NV (ELY)	VOR/DME	(Lat. 39°17'53.25" N, long. 114°50'53.90" W)
TESSA, NV	WP	(Lat. 39°39'15.04" N, long. 115°16'15.97" W)
RUBII, NV	WP	(Lat. 40°27'03.58" N, long. 115°16'15.97" W)
WELLS, NV (LWL)	VOR/DME	(Lat. 41°08'41.29" N, long. 114°58'39.04" W)
YIKUK, NV	FIX	(Lat. 41°59'05.16" N, long. 114°51'49.12" W)
BROPH, ID	WP	(Lat. 42°43'15.71" N, long. 114°52'31.80" W)

Issued in Washington, DC, on June 18, 2024.  
**Frank Lias,**  
*Manager, Rules and Regulations Group.*  
[FR Doc. 2024–13784 Filed 6–25–24; 8:45 am]  
**BILLING CODE 4910–13–P**

**DEPARTMENT OF HOMELAND  
SECURITY**

**Coast Guard**

**33 CFR Part 165**

**[Docket Number USCG–2024–0530]**

**RIN 1625–AA00**

**Safety Zone; Provincetown Harbor,  
Provincetown, MA**

**AGENCY:** Coast Guard, DHS.  
**ACTION:** Temporary final rule.

**SUMMARY:** The Coast Guard is establishing a temporary safety zone for a fireworks display on certain waters of the Provincetown Harbor near Provincetown, MA. The safety zone is needed to protect personnel, spectators, and vessels from potential hazards created by the fireworks display. This rulemaking will prohibit persons and vessels from entering the safety zone unless authorized by the Captain of the Sector Southeastern New England or a designated representative.

**DATES:** This rule is effective from 9 p.m. on July 4, 2024, through 10 p.m. on July 5, 2024. The rule will be enforced from 9 p.m. through 10 p.m. on July 4, 2024, unless the event time is changed because of weather conditions in which case it may be subject to enforcement those same hours on July 5, 2024.

**ADDRESSES:** To view documents mentioned in this preamble as being

available in the docket, go to <https://www.regulations.gov>, type USCG–2024–0530 in the search box and click “Search.” Next, in the Document Type column, select “Supporting & Related Material.”

**FOR FURTHER INFORMATION CONTACT:** If you have questions about this rule, call or email MST2 Christopher Matthews, Waterways Management Division, Sector Southeastern New England, U.S. Coast Guard; telephone 571–610–4969, email [SENEWWM@uscg.mil](mailto:SENEWWM@uscg.mil).

**SUPPLEMENTARY INFORMATION:**

**I. Table of Abbreviations**

CFR Code of Federal Regulations  
COTP Captain of the Port Sector Southeastern New England  
DHS Department of Homeland Security  
FR Federal Register  
NPRM Notice of proposed rulemaking  
§ Section  
U.S.C. United States Code

**II. Background Information and  
Regulatory History**

On April 24, 2024, the City of Provincetown notified the Coast Guard that they will be conducting a firework show from 9 p.m. through 10 p.m. on July 4, 2024. The firework show will take place in the vicinity of the Provincetown Harbor near Provincetown, MA.

The Captain of the Port Sector Southeastern New England (COTP) has determined that potential hazards associated with the firework show will be a safety concern for anyone attempting to transit the Provincetown Harbor. The Coast Guard is issuing this temporary rule under the authority in 5 U.S.C. 553(b)(B). This statutory provision authorizes an agency to issue a rule without prior notice and opportunity to comment when the

agency for good cause finds that those procedures are “impracticable, unnecessary, or contrary to the public interest.” The Coast Guard finds that good cause exists for not publishing a notice of proposed rulemaking (NPRM) with respect to this rule because doing so would be impracticable and contrary to the public interest. We must establish the temporary safety zone by July 4, 2024, to ensure the safety of spectators and the general public from hazards associated with the fireworks display.

Also, under 5 U.S.C. 553(d)(3), the Coast Guard finds that good cause exists for making this rule effective less than 30 days after publication in the **Federal Register**. Delaying the effective date of this rule would be impracticable and contrary to the public interest because the temporary safety zone must be established by July 4, 2024, to ensure the safety of spectators and vessels during the fireworks display.

**III. Legal Authority and Need for Rule**

The Coast Guard is issuing this rule under the authority in 46 U.S.C. 70034. The COTP has determined that potential hazards associated with the fireworks event occurring July 4, 2024, will be a safety concern for anyone within 500 yards of the pier where the fireworks will be launched. This rule is needed to protect personnel, vessels, and the marine environment in the navigable waters within the safety zone while the fireworks event occurs.

**IV. Discussion of the Rule**

This rule establishes a temporary safety zone on the navigable waters of the Provincetown Harbor during fireworks display from a pier. The event is scheduled to take place between 9 p.m. and 10 p.m. on July 4, 2024, unless the event is delayed because of weather