

1. Flight-safety related control, communication, and navigation systems (Aircraft Control Domain),
2. Airline business and administrative support (Airline Information Domain),
3. Passenger information and entertainment systems (Passenger Entertainment Domain), and
4. The capability to allow access to or by external network sources.

#### Discussion

The proposed Model 747-8 integrated network configuration may allow increased connectivity with external network sources and will have more interconnected networks and systems, such as passenger entertainment and information services, than previous 747-8 airplane models. This may allow the exploitation of network security vulnerabilities and increase risks potentially resulting in unsafe conditions for the airplane and its occupants. This potential exploitation of security vulnerabilities may result in intentional or unintentional destruction, disruption, degradation, or exploitation of data and systems critical to the safety and maintenance of the airplane. The existing regulations and guidance material did not anticipate these types of system architectures. Furthermore, 14 CFR regulations and current system safety assessment policy and techniques do not address potential security vulnerabilities which could be exploited by unauthorized access to airplane networks and servers. Therefore, these special conditions and a means of compliance are proposed to ensure that the security (*i.e.*, confidentiality, integrity, and availability) of airplane systems is not compromised by unauthorized wired or wireless electronic connections between airplane systems and networks and the passenger domain.

#### Applicability

As discussed above, these proposed special conditions are applicable to Boeing Model 747-8 airplanes. Should Boeing apply at a later date for a change to the type certificate to include another model incorporating the same novel or unusual design features, these proposed special conditions would apply to that model as well under the provisions of § 21.101.

#### Conclusion

This action affects only certain novel or unusual design features of the Boeing Model 747-8 airplane. It is not a rule of general applicability.

#### List of Subjects in 14 CFR Part 25

Aircraft, Aviation safety, Reporting and recordkeeping requirements.

The authority citation for these Special Conditions is as follows:

**Authority:** 49 U.S.C. 106(g), 40113, 44701, 44702, 44704.

#### The Proposed Special Conditions

Accordingly, the Federal Aviation Administration (FAA) proposes the following special condition as part of the type certification basis for the Boeing Model 747-8 airplane.

The design must prevent all inadvertent or malicious changes to, and all adverse impacts upon, all systems, networks, hardware, software, and data in the Aircraft Control Domain and in the Airline Information Domain from all points within the Passenger Information and Entertainment Domain.

Issued in Renton, Washington, on November 30, 2010.

**Jeffrey E. Duven,**

*Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.*

[FR Doc. 2010-30993 Filed 12-8-10; 8:45 am]

**BILLING CODE 4910-13-P**

## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### 14 CFR Part 71

[Docket No. FAA-2010-1180; Airspace Docket No. 10-AWP-15]

#### Proposed Establishment of Area Navigation (RNAV) Routes; Western United States

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

**ACTION:** Notice of proposed rulemaking.

**SUMMARY:** This action proposes to establish seven High Altitude Area Navigation (RNAV) routes in the Western United States (U.S.). These new routes would provide pilots and air traffic controllers with efficient direct routes enhancing safety and improving the efficient use of the National Airspace System (NAS).

**DATES:** Comments must be received on or before January 24, 2011.

**ADDRESSES:** Send comments on the proposal to the U.S. Department of Transportation, Docket Operations, M-30, 1200 New Jersey Avenue, SE., West Building Ground Floor, Room W12-140, Washington, DC 20590-0001; *telephone:* (202) 366-9826. You must identify FAA Docket No. FAA-2010-1180 and Airspace Docket No. 10-AWP-15 at the beginning of your comments. You may

also submit comments through the Internet at <http://www.regulations.gov>.

**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:

#### Comments Invited

Interested parties are invited to participate in this proposed rulemaking by submitting such written data, views, or arguments as they may desire. Comments that provide the factual basis supporting the views and suggestions presented are particularly helpful in developing reasoned regulatory decisions on the proposal. Comments are specifically invited on the overall regulatory, aeronautical, economic, environmental, and energy-related aspects of the proposal.

Communications should identify both docket numbers (FAA Docket No. FAA-2010-1180 and Airspace Docket No. 10-AWP-15) and be submitted in triplicate to the Docket Management Facility (*see ADDRESSES* section for address and phone number). You may also submit comments through the Internet at <http://www.regulations.gov>.

Commenters wishing the FAA to acknowledge receipt of their comments on this action must submit with those comments a self-addressed, stamped postcard on which the following statement is made: "Comments to FAA Docket No. FAA-2010-1180 and Airspace Docket No. 10-AWP-15." The postcard will be date/time stamped and returned to the commenter.

All communications received on or before the specified closing date for comments will be considered before taking action on the proposed rule. The proposal contained in this action may be changed in light of comments received. All comments submitted will be available for examination in the public docket both before and after the closing date for comments. A report summarizing each substantive public contact with FAA personnel concerned with this rulemaking will be filed in the docket.

#### Availability of NPRMs

An electronic copy of this document may be downloaded through the Internet at <http://www.regulations.gov>. Recently published rulemaking documents can also be accessed through the FAA's Web page at [http://www.faa.gov/air\\_traffic/publications/airspace\\_amendments/](http://www.faa.gov/air_traffic/publications/airspace_amendments/).

You may review the public docket containing the proposal, any comments received, and any final disposition in person in the Dockets Office (see ADDRESSES section for address and phone number) between 9 a.m. and 5 p.m., Monday through Friday, except Federal holidays. An informal docket may also be examined during normal business hours at the office of the Western Service Center, Federal Aviation Administration, 1601 Lind Ave., SW., Renton, WA 98057.

Persons interested in being placed on a mailing list for future NPRMs should contact the FAA's Office of Rulemaking, (202) 267-9677, for a copy of Advisory Circular No. 11-2A, Notice of Proposed Rulemaking Distribution System, which describes the application procedure.

**The Proposal**

The FAA is proposing an amendment to Title 14 Code of Federal Regulations (14 CFR) part 71 to establish seven RNAV Q-routes in the Western United States. The RNAV routes described in this NPRM would enhance safety, and facilitate more flexible and efficient use of the navigable airspace for en route Instrument Flight Rules (IFR) operations within the NAS. Specifically these proposed routes would improve departure flow from the San Francisco/Oakland, CA, Terminal area by providing additional parallel departure routings and improve arrival flow from Salt Lake ARTCC to Reno, NV, and Sacramento, CA.

The High Altitude RNAV Routes are published in paragraph 2006 in FAA Order 7400.9U, Airspace Designations and Reporting Points, dated August 18, 2010, and effective September 15, 2010,

which is incorporated by reference in 14 CFR 71.1. The airspace designations listed in this document would be published subsequently in the Order.

The FAA has determined that this proposed regulation only involves an established body of technical regulations for which frequent and routine amendments are necessary to keep them operationally current. Therefore, this proposed 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 proposed 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 proposes to establish RNAV routes in the Western United States.

**Environmental Review**

This proposal will be subject to an environmental analysis in accordance with FAA Order 1050.1E, "Environmental Impacts: Policies and Procedures," prior to any FAA final regulatory action.

**List of Subjects in 14 CFR Part 71**

Airspace, Incorporation by reference, Navigation (air).

**The Proposed Amendment**

In consideration of the foregoing, the Federal Aviation Administration proposes to amend 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 2006 United States Area Navigation Routes.*

\* \* \* \* \*

**Q-120 SAC to RWF [New]**

SAC .....	VORTAC .....	(Lat. 38°26'37" N., long. 121°33'06" W.)
ZORUN .....	WP .....	(Lat. 39°59'00" N., long. 118°55'00" W.)
GALLI .....	WP .....	(Lat. 40°19'10" N., long. 118°07'18" W.)
BPI .....	VOR/DME .....	(Lat. 42°34'46" N., long. 110°06'33" W.)
FOSIG .....	WP .....	(Lat. 43°49'03" N., long. 101°25'18" W.)
RWF .....	VOR/DME .....	(Lat. 44°28'02" N., long. 095°07'42" W.)

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**Q-122 MOGEE to FOD [New]**

MOGEE .....	WP .....	(Lat. 38°20'10" N., long. 121°23'23" W.)
MACUS .....	WP .....	(Lat. 39°53'00" N., long. 118°48'00" W.)
MCORD .....	WP .....	(Lat. 40°12'00" N., long. 118°01'00" W.)
LCU .....	VORTAC .....	(Lat. 41°21'47" N., long. 113°50'26" W.)
BEARR .....	FIX .....	(Lat. 41°31'51" N., long. 112°29'18" W.)
KURSE .....	WP .....	(Lat. 42°04'30" N., long. 105°09'36" W.)
ONL .....	VORTAC .....	(Lat. 42°28'14" N., long. 098°41'13" W.)
FOD .....	VORTAC .....	(Lat. 42°36'40" N., long. 094°17'41" W.)

\* \* \* \* \*

**Q-124 MOGEE to WAATS [New]**

MOGEE .....	WP .....	(Lat. 38°20'10" N., long. 121°23'23" W.)
MACUS .....	WP .....	(Lat. 39°53'00" N., long. 118°48'00" W.)
MCORD .....	WP .....	(Lat. 40°12'00" N., long. 118°01'00" W.)
SLOWN .....	WP .....	(Lat. 40°34'00" N., long. 116°24'00" W.)

FASTE .....	WP .....	(Lat. 40°42'00" N., long. 114°30'00" W.)
BVL .....	VORTAC .....	(Lat. 40°43'34" N., long. 113°45'27" W.)
WAATS .....	FIX .....	(Lat. 40°43'10" N., long. 112°31'48" W.)

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**Q-126 TIPRE to EKR [New]**

TIPRE .....	WP .....	(Lat. 38°12'21" N., long. 121°02'09" W.)
INSLO .....	WP .....	(Lat. 38°40'45" N., long. 117°17'53" W.)
GAROT .....	WP .....	(Lat. 39°18'00" N., long. 113°15'00" W.)
EKR .....	VOR/DME .....	(Lat. 40°04'03" N., long. 107°55'30" W.)

\* \* \* \* \*

**Q-128 LIN to MEM [New]**

LIN .....	VORTAC .....	(Lat. 38°04'29" N., long. 121°00'14" W.)
JSICA .....	WP .....	(Lat. 38°31'14" N., long. 117°17'13" W.)
EDLES .....	FIX .....	(Lat. 38°40'40" N., long. 109°56'27" W.)
FLOOD .....	FIX .....	(Lat. 38°20'24" N., long. 105°05'38" W.)
ZAROS .....	WP .....	(Lat. 37°59'22" N., long. 102°20'22" W.)
BVO .....	VOR/DME .....	(Lat. 36°50'03" N., long. 096°01'06" W.)
RZC .....	VORTAC .....	(Lat. 36°14'47" N., long. 094°07'17" W.)
PAMMO .....	WP .....	(Lat. 35°35'04" N., long. 091°49'21" W.)
MEM .....	VORTAC .....	(Lat. 35°00'54" N., long. 089°58'60" W.)

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**Q-130 LIN to PNH [New]**

LIN .....	VORTAC .....	(Lat. 38°04'29" N., long. 121°00'14" W.)
JSICA .....	WP .....	(Lat. 38°31'14" N., long. 117°17'13" W.)
REANA .....	WP .....	(Lat. 38°24'00" N., long. 114°20'00" W.)
MRRNY .....	WP .....	(Lat. 37°49'42" N., long. 111°59'60" W.)
RSK .....	VORTAC .....	(Lat. 36°44'54" N., long. 108°05'56" W.)
DIXAN .....	FIX .....	(Lat. 36°16'51" N., long. 105°57'20" W.)
MIRME .....	WP .....	(Lat. 35°47'01" N., long. 103°50'32" W.)
PNH .....	VORTAC .....	(Lat. 35°14'06" N., long. 101°41'56" W.)

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**Q-132 WEBGO to MAGPY [New]**

WEBGO .....	WP .....	(Lat. 39°28'00" N., long. 120°21'00" W.)
ANAHO .....	FIX .....	(Lat. 39°57'40" N., long. 119°24'56" W.)
MYBAD .....	WP .....	(Lat. 40°23'16" N., long. 118°22'23" W.)
ZERAM .....	WP .....	(Lat. 40°28'00" N., long. 118°07'00" W.)
MAGPY .....	WP .....	(Lat. 40°51'27" N., long. 116°12'09" W.)

Issued in Washington, DC, December 2, 2010.

**Edith V. Parish,**

*Manager, Airspace Regulation and ATC Procedures Group.*

[FR Doc. 2010-30999 Filed 12-8-10; 8:45 am]

**BILLING CODE 4910-13-P**

Navigation (RNAV) Global Positioning System (GPS) Standard Instrument Approach Procedures at Bryce Canyon Airport. The FAA is proposing this action to enhance the safety and management of Instrument Flight Rules (IFR) operations at Bryce Canyon Airport.

Lind Avenue, SW., Renton, WA 98057; telephone (425) 203-4537.

**SUPPLEMENTARY INFORMATION:**

**Comments Invited**

Interested parties are invited to participate in this proposed rulemaking by submitting such written data, views, or arguments, as they may desire. Comments that provide the factual basis supporting the views and suggestions presented are particularly helpful in developing reasoned regulatory decisions on the proposal. Comments are specifically invited on the overall regulatory, aeronautical, economic, environmental, and energy-related aspects of the proposal.

Communications should identify both docket numbers (FAA Docket No. FAA 2010-0961 and Airspace Docket No. 10-ANM-12) and be submitted in triplicate to the Docket Management System (see **ADDRESSES** section for address and phone number). You may also submit comments through the Internet at <http://www.regulations.gov>.

**DEPARTMENT OF TRANSPORTATION**

**Federal Aviation Administration**

**14 CFR Part 71**

[Docket No. FAA-2010-0961; Airspace Docket No. 10-ANM-12]

**Proposed Modification of Class E Airspace; Bryce Canyon, UT**

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

**ACTION:** Notice of proposed rulemaking (NPRM).

**SUMMARY:** This action proposes to modify Class E airspace at Bryce Canyon, UT to accommodate Area

**DATES:** Comments must be received on or before January 24, 2011.

**ADDRESSES:** Send comments on this proposal to the U.S. Department of Transportation, Docket Operations, M-30, West Building Ground Floor, Room W12-140, 1200 New Jersey Avenue, SE., Washington, DC 20590; telephone (202) 366-9826. You must identify FAA Docket No. FAA-2010-0961; Airspace Docket No. 10-ANM-12, at the beginning of your comments. You may also submit comments through the Internet at <http://www.regulations.gov>.

**FOR FURTHER INFORMATION CONTACT:** Eldon Taylor, Federal Aviation Administration, Operations Support Group, Western Service Center, 1601