

York Aircraft Certification Office (ACO), FAA, or Transport Canada Civil Aviation (TCCA) (or its delegated agent), or install new or serviceable cam assembly in accordance with paragraph C) of Bombardier Repair Drawing 8/4-32-0160, Issue 2, dated January 18, 2011.

**Credit for Actions Accomplished in Accordance With Previous Service Information**

(h) Actions done before the effective date of this AD in accordance with Bombardier 8/4-32-0160, Issue 1, dated January 14, 2011, are acceptable for compliance with the corresponding requirements of this AD.

**FAA AD Differences**

**Note 1:** This AD differs from the MCAI and/or service information as follows: No difference.

**Other FAA AD Provisions**

(i) The following provisions also apply to this AD:

(1) *Alternative Methods of Compliance (AMOCs):* The Manager, ANE-170, New York ACO, 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 ACO, send it to *Attn:* Program Manager, Continuing Operational Safety, FAA, New York ACO, 1600 Stewart Avenue, Suite 410, Westbury, New York 11590; telephone 516-228-7300; fax 516-794-5531. 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. The AMOC approval letter must specifically reference this AD.

(2) *Airworthy Product:* For any requirement in this AD to obtain corrective actions from a manufacturer or other source, use these actions if they are FAA-approved. Corrective

actions are considered FAA-approved if they are approved by the State of Design Authority (or their delegated agent). You are required to assure the product is airworthy before it is returned to service.

**Related Information**

(j) Refer to MCAI Canadian Emergency Airworthiness Directive CF-2011-01, dated January 17, 2011; and Bombardier Repair Drawing 8/4-32-0160, Issue 2, dated January 18, 2011; for related information.

**Material Incorporated by Reference**

(k) You must use Bombardier Repair Drawing 8/4-32-0160, Issue 2, dated January 18, 2011, to do the actions required by this AD, unless the AD specifies otherwise. Bombardier Repair Drawing 8/4-32-0160, Issue 2, dated January 18, 2011, contains the following effective pages:

Sheet number shown on page	Issue level shown on page	Date shown on page
1 .....	2	January 18, 2011
2, 3, 11 .....	2	None shown *
4-10 .....	1	None shown *

(\* The issue date of this document is found only on the first page of the document; no other page of this document contains this information.)

(1) The Director of the Federal Register approved the incorporation by reference of this service information under 5 U.S.C. 552(a) and 1 CFR part 51.

(2) For service information identified in this AD, contact Bombardier, Inc., Q-Series Technical Help Desk, 123 Garratt Boulevard, Toronto, Ontario M3K 1Y5, Canada; telephone 416-375-4000; fax 416-375-4539; e-mail [thd.qseries@aero.bombardier.com](mailto:thd.qseries@aero.bombardier.com); Internet <http://www.bombardier.com>.

(3) You may review copies of the service information at the FAA, Transport Airplane Directorate, 1601 Lind Avenue, SW., Renton, Washington. For information on the availability of this material at the FAA, call 425-227-1221.

(4) You may also review copies of the service information that is incorporated by reference at the National Archives and Records Administration (NARA). For information on the availability of this material at NARA, call 202-741-6030, or go to: [http://www.archives.gov/federal\\_register/code\\_of\\_federal\\_regulations/ibr\\_locations.html](http://www.archives.gov/federal_register/code_of_federal_regulations/ibr_locations.html).

Issued in Renton, Washington, on February 22, 2011.

**Kalene C. Yanamura,**

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

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**DEPARTMENT OF TRANSPORTATION**

**Federal Aviation Administration**

**14 CFR Part 71**

**[Docket No. FAA-2011-0009; Airspace Docket No. 10-AWP-20]**

**RIN 2120-AA66**

**Amendment of VOR Federal Airways V-1, V-7, V-11 and V-20; Kona, HI**

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

**ACTION:** Final rule.

**SUMMARY:** This action amends four VHF Omnidirectional Range (VOR) Federal airways in the vicinity of Kona, HI; V-1, V-7, V-11 and V-20 to bring them in concert with the FAA's Aeronautical Products. These VOR Federal airways are being impacted due to the relocation of the Kona VHF Omnidirectional Radio Range and Tactical Air Navigation Aids (VORTAC).

**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:**

**Background**

The FAA has relocated the Kona VORTAC current location 3.92 nautical miles north northwest to the Kona International Airport property. As a part of this effort, the FAA realigned V-1, V-7, V-11 and V-20, and changed the VORTAC identification from IAI to KOA.

**The Rule**

This action amends Title 14 Code of Federal Regulations (14 CFR) part 71 by modifying Hawaiian VOR Federal Airways V-1, V-7, V-11 and V-20. Specifically, this action realigns the airways north northwest of the current VORTAC site to reflect the new radials of the relocated Kona VORTAC (KOA) onto Kona International Keahole Airport property Kailua-Kona, HI. This will enhance the management of aircraft operations over Hawaii. This action does not affect the boundaries, altitudes, or operating requirements of the airspace. The FAA's Aeronautical Products has correctly charted the airspace, therefore, notice and public comment under 5 U.S.C. 553(b) are unnecessary.

Hawaiian VOR airways are published in paragraph 6010(c) 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 VOR airways listed in this document will be published subsequently in the Order.

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 revises multiple Federal airways in Hawaii.

#### Environmental Review

The FAA has determined that this action qualifies for categorical exclusion under the National Environmental Policy Act in accordance with 311a, FAA Order 1050.1E, "Environmental Impacts: Policies and Procedures." 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, signed August 18, 2010 and effective September 15, 2010 amended as follows:

*Paragraph 6010(c) Hawaiian VOR federal airways.*

\* \* \* \* \*

#### V-1 [Amended]

From Kona, HI, INT Kona 321° and Maui, HI, 180° radials; INT Maui 180° and Upolu Point, HI, 305° radials; INT Maui 199° and Upolu Point 305° radials; to Maui.

\* \* \* \* \*

#### V-7 [Amended]

From Kona, HI, INT Kona 321° and Lanai, HI, 140° radials; Lanai; Molokai, HI. From Koko Head 050° and Molokai 358° radials; to INT Molokai 358° radial and lat. 24°19'00" N.

\* \* \* \* \*

#### V-11 [Amended]

From INT Kona, HI, 321° and Upolu Point, HI, 211° radials; via Upolu Point; INT Upolu Point 349° and Maui, HI, 080° radials; to Maui.

\* \* \* \* \*

#### V-20 [Amended]

From Honolulu, HI, INT Honolulu 136° and Kona, HI, 305° radials; Kona.

Issued in Washington, DC, on March 1, 2011.

**Rodger A. Dean,**

*Acting Manager, Airspace, Regulations and ATC Procedures Group.*

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#### DEPARTMENT OF TRANSPORTATION

#### Federal Aviation Administration

#### 14 CFR Part 71

[Docket No. FAA-2011-0024; Airspace Docket No. 11-ASW-1]

RIN 2120-AA66

#### Amendment to VOR Federal Airway V-358; TX

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

**ACTION:** Final rule; technical amendment.

**SUMMARY:** This action amends a final rule published by the FAA in the **Federal Register**, that inadvertently extended VOR Federal airway V-358 to the wrong end point. This action reflects the correct end point and coincides with the FAA's aeronautical database.

**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:** Colby Abbott, Airspace, Regulations and ATC Procedures Group, Office of Airspace Services, Federal Aviation Administration, 800 Independence Avenue, SW., Washington, DC 20591; *telephone:* (202) 267-8783.

#### SUPPLEMENTARY INFORMATION:

#### Background

On October 16, 2000, the FAA published a final rule in the **Federal Register** amending thirteen Federal airways in the vicinity of Dallas/Fort Worth, TX (65 FR 61087). That action simplified the airway structure and enhanced the management of aircraft operations in the area. VOR Federal airway V-358 was one of the thirteen airways included in the rule, changing its end point from Will Rogers, OK to Waco, TX.

On October 2, 2001, the FAA published a final rule in the **Federal Register** realigning a portion of V-358 to prevent instrument flight rules (IFR) aircraft navigating on the airway from encroaching on the newly established Prohibited Area 49 (P-49), Crawford, TX (66 FR 50101). The realignment around P-49 was necessary to assist the United States Secret Service in providing security for the President of the United States and preventing IFR aircraft from flying through P-49. However, the airway description contained in the rule inadvertently extended the V-358 end