

For the reasons discussed above, I certify that this AD:

- (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),
- (3) Will not affect intrastate aviation in Alaska, and
- (4) Will not have a significant economic impact, positive or negative, on a substantial number of small entities under the criteria of the Regulatory Flexibility Act.

**List of Subjects in 14 CFR Part 39**

Air transportation, Aircraft, Aviation safety, Incorporation by reference, Safety.

**Adoption of the Amendment**

Accordingly, under the authority delegated to me by the Administrator, the FAA amends 14 CFR part 39 as follows:

**PART 39—AIRWORTHINESS DIRECTIVES**

- 1. The authority citation for part 39 continues to read as follows:

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

**§ 39.13 [Amended]**

- 2. The FAA amends § 39.13 by adding the following new airworthiness directive (AD):

**2011-18-51R1 Honeywell International Inc.:** Amendment 39-16813; Docket No.

FAA-2011-0935; Directorate Identifier 2011-NE-28-AD.

**Effective Date**

- (a) This AD is effective October 19, 2011.

**Affected ADs**

- (b) This AD revises emergency AD 2011-18-51.

**Applicability**

(c) This AD applies to all Honeywell International Inc. TPE331 model turboprop engines with the serial numbers (S/Ns) of part manufacturer approval (PMA) replacement Dixie Aerospace, LLC main shaft bearings, part number (P/N) 3108098-1WD, listed by S/N in Table 1 of this AD, installed. Bearings having the P/N 3108098-1, but not the WD at the end of the P/N, are not affected by this AD.

TABLE 1—AFFECTED S/Ns OF DIXIE AEROSPACE, LLC MAIN SHAFT BEARINGS, P/N 3108098-1WD

A10-1727	A10-1762	A10-1764	A10-1770	A10-1771
A10-1775	A10-1776	A10-1780	A10-1786	A10-1789
A10-1796	A10-1798	A10-1799	A10-1800	A10-1801
A10-1803	A10-1804	A10-1805	A10-1809	A10-1810
A10-1811	A10-1814	A10-1818	A10-1822	A10-1825

**Unsafe Condition**

(d) This AD revision was prompted by the need to list the affected bearings by S/N in the AD for clarification. We are issuing this AD to prevent engine main rotor seizure resulting in engine damage, shutdown, and damage to the airplane.

**Compliance**

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

(f) For all airplanes with a Honeywell International Inc. TPE331 model turboprop engine installed, where the engine was overhauled or replaced since February 1, 2010:

(1) Within 10 operating hours, inspect the airplane records to determine if any of the S/Ns of Dixie Aerospace, LLC main shaft bearing, P/N 3108098-1WD, listed in Table 1 of this AD, are installed in the engine.

(2) Remove all S/Ns of Dixie Aerospace, LLC main shaft bearings listed in Table 1 of this AD, from service, before further flight.

**Installation Prohibition**

(g) After the effective date of this AD, do not install any of the bearings listed in Table 1 of this AD into any engine.

**Alternative Methods of Compliance (AMOCs)**

(h) The Manager, Atlanta Aircraft Certification Office, FAA, has the authority to approve AMOCs for this AD, if requested using the procedures found in 14 CFR 39.19.

**Related Information**

(i) For further information about this AD, contact: Juanita Craft, Aerospace Engineer, Atlanta Aircraft Certification Office, FAA, Atlanta Aircraft Certification Office, 1701

Columbia Avenue, College Park, GA 30337; phone: 404-474-5584; fax: 404-474-5606; e-mail: [juanita.craft@faa.gov](mailto:juanita.craft@faa.gov).

Issued in Burlington, Massachusetts, on September 16, 2011.

**Peter A. White,**

*Manager, Engine & Propeller Directorate, Aircraft Certification Service.*

[FR Doc. 2011-25481 Filed 10-3-11; 8:45 am]

**BILLING CODE 4910-13-P**

**DEPARTMENT OF TRANSPORTATION**

**Federal Aviation Administration**

**14 CFR Part 71**

[Docket No. FAA-2011-1015; Airspace Docket No. 10-AWP-13]

**Amendment to Description of VOR Federal Airway V-299; CA**

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

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

**SUMMARY:** This action amends the description of VOR Federal airway V-299 by reinserting wording that excludes the airspace in restricted area R-2519 from the airway.

**DATES:** Effective date 0901 UTC October 4, 2011.

**FOR FURTHER INFORMATION CONTACT:** Paul Gallant, 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**

A review of the description of VOR Federal airway V-299 found that wording excluding the airspace within restricted area R-2519 from the airway was incorrectly deleted in a previous rule amending V-299 that removed reference to another restricted area, R-2520. See (52 FR 5947; February 27, 1987). The exclusionary wording had previously been included in the description of V-299 (45 FR 335; January 2, 1980).

**The Rule**

This action amends Title 14 Code of Federal Regulations (14 CFR) part 71 to amend the regulatory text of VOR Federal airway V-299 by inserting the words “is excluded” following the words “\* \* \* the airspace within R-2519 below 5,000 feet MSL. \* \* \*”

This is an administrative change to insert wording inadvertently omitted from the airway description; therefore, notice and public procedures under 5 U.S.C. 533(b) are unnecessary.

VOR Federal airways are published in paragraph 6010 of FAA Order 7400.9V dated August 9, 2011, and effective September 15, 2011, which is incorporated by reference in 14 CFR 71.1. The VOR Federal airway listed in

this document will be subsequently published 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 amends an airway description in California to keep it current to ensure the safety of aircraft operations within the National Airspace System.

#### Environmental Review

The FAA has determined that this action qualifies for categorical exclusion under the National Environmental Policy Act in accordance with FAA Order 1050.1E, Environmental Impacts: Policies and Procedures, paragraph 311a. 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 the Federal Aviation Administration Order 7400.9V, Airspace Designations and Reporting Points, dated August 9, 2011, and effective September 15, 2011, is amended as follows:

*Paragraph 6010 VOR Federal Airways*

#### V-299 [Amended]

From Los Angeles, CA, INT Los Angeles 291° and Fillmore, CA, 163° radials; Ventura, CA; Fillmore; to Gorman, CA. The airspace within R-2519 more than 3 statute miles W of Ventura 155° and 331° radials, and the airspace within R-2519 below 5,000 feet MSL is excluded. The portion outside the United States has no upper limit.

Issued in Washington, DC, on September 27, 2011.

**Gary A. Norek,**

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

[FR Doc. 2011–25415 Filed 10–3–11; 8:45 am]

**BILLING CODE 4910–13–P**

## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### 14 CFR Part 71

[Docket No. FAA–2011–0756; Airspace Docket No. 11–AAL–09]

#### Revision of Class E Airspace; Allakaket, AK

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

**ACTION:** Final rule.

**SUMMARY:** This action revises Class E airspace at Allakaket, AK, to accommodate the amendment of one Standard Instrument Approach Procedure at the Allakaket Airport. The FAA is taking this action to enhance safety and management of Instrument Flight Rules (IFR) operations at the Allakaket Airport.

**DATES:** Effective 0901 UTC, December 15, 2011. The Director of the Federal Register approves this incorporation by reference action under title 1, Code of Federal Regulations, part 51, subject to

the annual revision of FAA Order 7400.9 and publication of conforming amendments.

#### FOR FURTHER INFORMATION CONTACT:

Martha Dunn, AAL–538G, Federal Aviation Administration, 222 West 7th Avenue, Box 14, Anchorage, AK 99513–7587; telephone number (907) 271–5898; fax: (907) 271–2850; e-mail: [Martha.ctr.Dunn@faa.gov](mailto:Martha.ctr.Dunn@faa.gov). Internet address: [http://www.faa.gov/about/office\\_org/headquarters\\_offices/ato/service\\_units/systemops/fs/alaskan/rulemaking/](http://www.faa.gov/about/office_org/headquarters_offices/ato/service_units/systemops/fs/alaskan/rulemaking/).

#### SUPPLEMENTARY INFORMATION:

##### History

On Friday, July 29, 2011, the FAA published a notice of proposed rulemaking (NPRM) in the **Federal Register** to revise Class E airspace at Allakaket, AK (76 FR 45477).

Interested parties were invited to participate in this rulemaking proceeding by submitting written comments on the proposal to the FAA. A comment was received that reference to Class E2 airspace should be removed as it is not applicable to Allakaket. The FAA agrees and has removed those references.

Class E airspace areas are published in paragraph 6005 of FAA Order 7400.9V, *Airspace Designations and Reporting Points*, signed September 9, 2011, and effective September 15, 2011, which is incorporated by reference in 14 CFR 71.1. The Class E airspace designations listed in this document will be published subsequently in the Order. With the exception of editorial changes, and the changes described above, this rule is the same as that proposed in the NPRM.

##### The Rule

This action amends Title 14 Code of Federal Regulations (14 CFR) part 71 by revising Class E airspace at the Allakaket Airport, Allakaket, AK, to accommodate the amendment of a standard instrument approach procedure. The additional Class E airspace provides adequate controlled airspace extending upward from 700 and 1,200 feet above the surface is necessary for the safety and management of IFR operations at the airport.

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