

2013–SW–033–AD, and adding the following new AD:

**Airbus Helicopters (Previously Eurocopter France Helicopters) (Airbus Helicopters):** Docket No. FAA–2014–0364; Directorate Identifier 2013–SW–041–AD.

**(a) Applicability**

This AD applies to Airbus Helicopters Model AS350B, AS350BA, AS350B1, AS350B2, AS350B3, AS350C, AS350D, AS350D1, AS355E, AS355F, AS355F1, AS355F2, AS355N, and AS355NP helicopters with tail rotor hub pitch horn (pitch horn) assembly, part number (P/N) 350A121368.01, 350A121368.02, 350A121368.03, or 350A121368.04, with a pitch horn, P/N 350A121368.XX, where XX stands for a two-digit dash number, installed, certificated in any category. The pitch horn may be marked with either the pitch horn assembly P/N or pitch horn P/N.

**(b) Unsafe Condition**

This AD defines the unsafe condition a crack in the yoke of a pitch horn. This condition could result in failure of a pitch horn, loss of the anti-torque function, and subsequent loss of control of the helicopter.

**(c) Affected ADs**

This AD supersedes AD 2013–21–01, Amendment 39–17625 (78 FR 63853, October 25, 2013).

**(d) Comments Due Date**

We must receive comments by August 8, 2014.

**(e) Compliance**

You are responsible for performing each action required by this AD within the specified compliance time unless it has already been accomplished prior to that time.

**(f) Required Actions**

(1) For parts with 155 or less hours time-in-service (TIS), before exceeding 165 hours TIS, or for parts with more than 155 hours TIS, within 10 hours TIS, and thereafter at intervals not to exceed 165 hours TIS, visually inspect each pitch horn for a crack in the areas shown in Figure 1 of Eurocopter Emergency Alert Service Bulletin (EASB) No. 05.00.74 or No. 05.00.65, both Revision 1 and both dated June 25, 2013, as appropriate for your model helicopter.

(2) If there is a crack, before further flight, replace the pitch horn with an airworthy pitch horn.

(3) Do not install a pitch horn, P/N 350A121368 (any dash number), with more than 0 hours TIS on any helicopter unless it has passed a dye penetrant inspection for a crack in the areas shown in Figure 1 of Eurocopter EASB No. 05.00.74 or No. 05.00.65, both Revision 1 and both dated June 25, 2013, as appropriate for your model helicopter.

**(g) Special Flight Permits**

Special flight permits are prohibited.

**(h) Alternative Methods of Compliance (AMOCs)**

(1) The Manager, Safety Management Group, FAA, may approve AMOCs for this AD. Send your proposal to: Robert Grant, Aviation Safety Engineer, Safety Management Group, FAA, 2601 Meacham Blvd., Fort Worth, Texas 76137; telephone (817) 222–5110; email [robert.grant@faa.gov](mailto:robert.grant@faa.gov).

(2) For operations conducted under a 14 CFR part 119 operating certificate or under 14 CFR part 91, subpart K, we suggest that you notify your principal inspector, or lacking a principal inspector, the manager of the local flight standards district office or certificate holding district office, before operating any aircraft complying with this AD through an AMOC.

**(i) Additional Information**

The subject of this AD is addressed in European Aviation Safety Agency (EASA) AD No. 2013–0133, dated June 28, 2013. You may view the EASA AD on the Internet at <http://www.regulations.gov> in Docket No. FAA–2014–0364.

**(j) Subject**

Joint Aircraft Service Component (JASC) Code: 6400 Tail Rotor.

Issued in Fort Worth, Texas, on May 30, 2014.

**Lance T. Gant,**

*Acting Directorate Manager, Rotorcraft Directorate, Aircraft Certification Service.*

[FR Doc. 2014–13261 Filed 6–6–14; 8:45 am]

**BILLING CODE 4910–13–P**

**DEPARTMENT OF TRANSPORTATION**

**Federal Aviation Administration**

**14 CFR Part 71**

[Docket No. FAA–2014–0271; Airspace Docket No. 13–AWP–16]

**RIN 2120–AA66**

**Proposed Modification and Establishment of Area Navigation (RNAV) Routes; Western United States**

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

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

**SUMMARY:** This action proposes to modify three RNAV Q-routes and establish five Q-routes originating in Oakland Air Route Traffic Control Center's (ARTCC) airspace. The routes would promote operational efficiencies for users and provide connectivity to current and proposed RNAV en route and terminal procedures.

**DATES:** Comments must be received on or before July 24, 2014.

**ADDRESSES:** Send comments on this 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–2014–0271 and Airspace Docket No. 13–AWP–16 at the beginning of your comments. You may also submit comments through the Internet at <http://www.regulations.gov>.

**FOR FURTHER INFORMATION CONTACT:** Paul Gallant, Airspace Policy and Regulations Group, Office of Airspace 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–2014–0271 and Airspace Docket No. 13–AWP–16) 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–2014–0271 and Airspace Docket No. 13–AWP–16.” 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 NPRM's

An electronic copy of this document may be downloaded through the Internet at <http://www.regulations.gov>.

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, Operations Support Group, Federal Aviation Administration, 1601 Lind Ave. SW., Renton, WA 98057.

Persons interested in being placed on a mailing list for future NPRM's 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 modify 3 Q-routes and establish 5 RNAV Q-routes originating in the Oakland ARTCC airspace. The routes would run generally west-east, connecting the San Francisco and Los Angeles terminal areas with destinations to the east. The modified routes would connect to new Standard Instrument Departure (SID) and Standard Terminal Arrival (STAR) procedures as designed in the Northern California (NorCal) Metroplex. The proposed routes would provide options to traverse or circumnavigate the restricted area R-2508 complex. The proposed routes are described below.

Q-120: Q-120 extends between the Sacramento, CA, VORTAC (SAC) and the Redwood Falls, MN, VOR/DME (RWF). The proposed modification would remove the SAC VORTAC at the west end of the route and replace it with the new ORRCA waypoint (WP). Additional WPs would be added along the route. On the east end, the RWF VOR/DME would be removed from the route and a new endpoint would be established using the existing UFFDA WP, MN. The UFFDA WP is located approximately 41 nautical miles (NM) west of the RWF VOR/DME, thereby shortening the length of Q-120 by that distance.

Q-128: Q-128 extends between the Linden, CA, VORTAC (LIN) and the Memphis, TN, VORTAC (MEM). The proposed modifications would remove the LIN VORTAC from route and replaced with the new SYRAH, CA, WP.

The SYRAH WP would be located approximately 7 NM southwest of the LIN VORTAC. The Bartlesville, OK, VOR/DME (BVO) would be removed from the route and replaced with the VEGUC, OK, WP (approximately 12 NM southeast of the BVO) VOR/DME. The Razorback, AR, VORTAC (RZC) would also be removed from the route and replaced by the NOBBY, AR, WP. The NOBBY WP is approximately 1 NM northeast of RZC VORTAC. The MEM VORTAC would be removed from the route and replaced by the MUDHO, MS, WP (approximately 7 NM southwest of the MEM VORTAC). From the MUDHO WP, Q-128 would be extended by approximately 160 NM to the southeast terminating at the new east end JILLS, AL, WP. The JILLS WP would be located approximately 11 NM northwest of the Crimson, AL, VORTAC (LDK).

Q130: Q130 extends between the LIN VORTAC and the Panhandle, TX, VORTAC (PNH). The proposed modifications would remove the LIN VORTAC from route and replace it with the new SYRAH, CA, WP. The Rattlesnake, NM, VORTAC (RSK) would also be replaced by the new HASSL, UT, WP; and the existing TAHIB, UT, WP, would be inserted between the ROCCY, UT, WP and the DIXAN, NM, WP. The PNH VORTAC would remain as the eastern endpoint of Q-130.

The proposed changes to Q-120, Q-128, and Q-130 are intended to support Performance Based Navigation procedures into or out of terminal areas and to reduce the reliance on ground-based navigation aids by replacing some facilities in the route descriptions with GPS waypoints.

The following new routes are proposed:

Q-158: Q-158 would extend from a new NTELL, CA, WP (to be located west of restricted area R-2508, near the Clovis, CA, VORTAC (CZQ), transiting through the northern part of R-2508, and the new JEDNA, NV, WP (northwest of Las Vegas, NV).

Q-160: Q-160 would begin at the new SHVVR, CA, WP, then transit through the northern part of R-2508, and end at the existing BIKKR, CA, WP, where it would link to Q-158.

Q-162: Q-162 would extend between the NTELL WP and the MYCAL, NV, WP. From NTELL, Q-162 would circumnavigate around the north end of R-2508 through the existing CABAB, CA, WP and the KENNO, NV, WP, then turn southeastward through the gap between restricted areas R-2508 and R-4807A/R-4808N, to the MYCAL WP, where it would link to Q-158.

Q-164: Q-164 would extend between the NTELL, CA, WP and the existing

ROCCY, UT, WP. Q-164 would provide east- and west-bound routing north of the R-2508 and R-4807/R-4808 complexes.

Q-166: Q-166 would begin at the VIKSN, CA, WP, then transit through the northeast corner of R-2508, to end at the BIKKR, CA, WP. Q-166 would connect with Q-162 at the VIKSN WP and with Q-158 and Q-160 at the BIKKR WP.

It should be noted that the proposed routes that would transit through R-2508 (i.e., Q-158, Q-160 and Q-166) would only be available during times when the restricted airspace has been released to the FAA for joint use in accordance with a joint use agreement.

The FAA is proposing this action to promote user operational efficiencies and to provide connectivity to current and proposed RNAV en route and terminal procedures.

High altitude RNAV routes are published in paragraph 2006 of FAA Order 7400.9X dated August 7, 2013, and effective September 15, 2013, which is incorporated by reference in 14 CFR 71.1. The RNAV routes listed in this document would be subsequently published 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 proposed regulation is within the scope of that authority as it would modify the route structure as required to enhance the safe and efficient flow of air traffic 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 7400.9X, Airspace Designations and Reporting Points, Dated August 7, 2013, and effective September 15, 2013, is amended as follows:

*Paragraph 2006 United States Area Navigation Routes.*

\* \* \* \* \*

#### Q120 ORRCA, CA to UFFDA, MN [Amended]

ORRCA, CA	WP	(Lat. 38°26'37" N., long. 121°33'06" W.)
MENSE, NV	WP	(Lat. 39°53'32" N., long. 119°05'50" W.)
ZORUN, NV	WP	(Lat. 39°59'00" N., long. 118°55'00" W.)
GALLI, NV	WP	(Lat. 40°19'10" N., long. 118°07'18" W.)
JAJAY, NV	WP	(Lat. 40°44'03" N., long. 116°49'33" W.)
LITTL, NV	WP	(Lat. 41°21'36" N., long. 114°44'31" W.)
PROXI, UT	WP	(Lat. 41°58'21" N., long. 112°31'34" W.)
Big Piney, WY	(BPI) VOR/ DME	(Lat. 42°34'46" N., long. 110°06'33" W.)
JUGIV, WY	WP	(Lat. 42°57'44" N., long. 108°08'43" W.)
HIKOX, WY	WP	(Lat. 43°12'16" N., long. 106°52'19" W.)
JASTI, SD	WP	(Lat. 44°01'24" N., long. 101°26'26" W.)
UFFDA, MN	WP	(Lat. 44°29'46" N., long. 96°05'25" W.)

#### Q128 SYRAH, CA to JILLS, AL [Amended]

SYRAH, CA	WP	(Lat. 37°59'28" N., long. 121°06'11" W.)
JSICA, NV	WP	(Lat. 38°31'14" N., long. 117°17'13" W.)
TABLL, UT	WP	(Lat. 38°39'56" N., long. 113°10'35" W.)
EDLES, UT	WP	(Lat. 38°40'40" N., long. 109°56'27" W.)
FLOOD, CO	WP	(Lat. 38°20'24" N., long. 105°05'38" W.)
ZAROS, CO	WP	(Lat. 37°59'22" N., long. 102°20'22" W.)
VEGUC, OK	WP	(Lat. 36°48'52" N., long. 96°00'45" W.)
NOBBY, AR	FIX	(Lat. 36°15'13" N., long. 94°06'27" W.)
ECIGE, AR	WP	(Lat. 35°33'53" N., long. 91°54'08" W.)
MUDHO, MS	WP	(Lat. 34°56'30" N., long. 90°06'26" W.)
JILLS, AL	WP	(Lat. 33°19'27" N., long. 87°44'47" W.)

#### Q130 SYRAH, CA to Panhandle, TX (PNH) [Amended]

SYRAH, CA	WP	(Lat. 37°59'28" N., long. 121°06'11" W.)
JSICA, NV	WP	(Lat. 38°31'14" N., long. 117°17'13" W.)
REANA, NV	WP	(Lat. 38°24'00" N., long. 114°20'00" W.)
ROCCY, UT	WP	(Lat. 37°49'42" N., long. 112°00'00" W.)
HASSL, UT	WP	(Lat. 37°34'12" N., long. 110°53'01" W.)
TAHIB, UT	WP	(Lat. 37°03'15" N., long. 108°47'44" W.)
DIXAN, NM	WP	(Lat. 36°16'51" N., long. 105°57'20" W.)
MIRME, NM	WP	(Lat. 35°47'01" N., long. 103°50'32" W.)
Panhandle, TX	(PNH) VORTAC	(Lat. 35°14'06" N., long. 101°41'57" W.)

#### Q158 NTELL, CA TO JEDNA, NV [New]

NTELL, CA	WP	(Lat. 36°53'59" N., long. 119°53'22" W.)
PPARK, CA	WP	(Lat. 36°46'49" N., long. 118°38'49" W.)
TRTIS, CA	WP	(Lat. 36°36'37" N., long. 117°06'57" W.)
BIKKR, CA	WP	(Lat. 36°34'00" N., long. 116°45'00" W.)
MYCAL, NV	WP	(Lat. 36°27'37" N., long. 116°15'51" W.)
JEDNA, NV	WP	(Lat. 36°19'24" N., long. 115°39'22" W.)

#### Q160 SHVVR, CA TO BIKKR, CA [New]

SHVVR, CA	WP	(Lat. 37°14'24" N., long. 119°48'49" W.)
FAANG, CA	INT	(Lat. 37°00'00" N., long. 118°35'03" W.)
RIVVO, CA	WP	(Lat. 36°39'10" N., long. 117°06'15" W.)
BIKKR, CA	WP	(Lat. 36°34'00" N., long. 116°45'00" W.)

#### Q162 NTELL, CA TO MYCAL, NV [New]

NTELL, CA	WP	(Lat. 36°53'59" N., long. 119°53'22" W.)
CABAB, CA	WP	(Lat. 37°16'36" N., long. 118°43'12" W.)
VIKSN, CA	WP	(Lat. 37°21'03" N., long. 117°53'36" W.)
KENNO, NV	WP	(Lat. 37°17'53" N., long. 117°18'37" W.)

ESSAA, NV	WP	(Lat. 37°04'05" N., long. 116°55'59" W.)
TUMBE, NV	WP	(Lat. 36°48'20" N., long. 116°40'03" W.)
MYCAL, NV	WP	(Lat. 36°27'37" N., long. 116°15'51" W.)

**Q164 NTELL, CA TO ROCCY, UT [New]**

NTELL, CA	WP	(Lat. 36°53'59" N., long. 119°53'22.21" W.)
CABAB, CA	WP	(Lat. 37°16'36" N., long. 118°43'12" W.)
KICHI, NV	WP	(Lat. 37°58'00" N., long. 117°11'00" W.)
KATTS, NV	WP	(Lat. 38°20'00" N., long. 116°20'00" W.)
KITTN, NV	WP	(Lat. 38°19'44" N., long. 114°57'41" W.)
ROCCY, UT	WP	(Lat. 37°49'42" N., long. 112°00'00" W.)

**Q166 VIKSN, CA TO BIKKR, CA [New]**

VIKSN, CA	WP	(Lat. 37°21'03" N., long. 117°53'36" W.)
UHILL, CA	WP	(Lat. 36°53'48" N., long. 117°13'36" W.)
BIKKR, CA	WP	(Lat. 36°34'00" N., long. 116°45'00" W.)

Issued in Washington, DC, on June 3, 2014.

**Gary A. Norek,**

*Manager, Airspace Policy and Regulations Group.*

[FR Doc. 2014-13373 Filed 6-6-14; 8:45 am]

**BILLING CODE 4910-13-P**

## DEPARTMENT OF HOMELAND SECURITY

### Coast Guard

#### 33 CFR Part 100

[Docket Number USCG-2014-0200]

RIN 1625-AA08

#### Special Local Regulations for Marine Events, Wrightsville Channel; Wrightsville Beach, NC

**AGENCY:** Coast Guard, DHS.

**ACTION:** Notice of Proposed Rulemaking.

**SUMMARY:** The Coast Guard is proposing to establish a Special Local Regulation for the "Swim the Loop/Motts Channel Sprint" swim event, to be held on the waters adjacent to and surrounding Harbor Island in Wrightsville Beach, North Carolina. This Special Local Regulation is necessary to provide for the safety of life on the navigable waters during the event. This action is intended to restrict vessel traffic on the Atlantic Intracoastal Waterway within 550 yards north and south of the U.S. 74/76 Bascule Bridge crossing the Atlantic Intracoastal Waterway, mile 283.1, at Wrightsville Beach, North Carolina, during the swim event.

**DATES:** Comments and related material must be received by the Coast Guard on or before July 9, 2014.

**ADDRESSES:** You may submit comments identified by docket number using any one of the following methods:

- (1) *Federal eRulemaking Portal:* <http://www.regulations.gov>.
- (2) *Fax:* 202-493-2251.
- (3) *Mail or Delivery:* Docket Management Facility (M-30), U.S.

Department of Transportation, West Building Ground Floor, Room W12-140, 1200 New Jersey Avenue SE., Washington, DC 20590-0001. Deliveries accepted between 9 a.m. and 5 p.m., Monday through Friday, except federal holidays. The telephone number is 202-366-9329.

See the "Public Participation and Request for Comments" portion of the **SUPPLEMENTARY INFORMATION** section below for further instructions on submitting comments. To avoid duplication, please use only one of these three methods.

**FOR FURTHER INFORMATION CONTACT:** If you have questions on this rule, call or email LCDR Evelyn B. Samms, Coast Guard Sector North Carolina, Coast Guard; telephone 910-772-2207, email [Evelyn.B.Samms@uscg.mil](mailto:Evelyn.B.Samms@uscg.mil). If you have questions on viewing or submitting material to the docket, call Cheryl Collins, Program Manager, Docket Operations, telephone (202) 366-9826.

#### **SUPPLEMENTARY INFORMATION:**

##### **Table of Acronyms**

DHS Department of Homeland Security  
FR **Federal Register**  
NPRM Notice of Proposed Rulemaking

##### **A. Public Participation and Request for Comments**

We encourage you to participate in this rulemaking by submitting comments and related materials. All comments received will be posted without change to <http://www.regulations.gov> and will include any personal information you have provided.

##### *1. Submitting Comments*

If you submit a comment, please include the docket number for this rulemaking, indicate the specific section of this document to which each comment applies, and provide a reason for each suggestion or recommendation. You may submit your comments and material online at <http://www.regulations.gov>, or by fax, mail, or hand delivery, but please use only one

of these means. If you submit a comment online, it will be considered received by the Coast Guard when you successfully transmit the comment. If you fax, hand deliver, or mail your comment, it will be considered as having been received by the Coast Guard when it is received at the Docket Management Facility. We recommend that you include your name and a mailing address, an email address, or a telephone number in the body of your document so that we can contact you if we have questions regarding your submission.

To submit your comment online, go to <http://www.regulations.gov>, type the docket number (USCG-2014-0200) in the "SEARCH" box and click "SEARCH." Click on "Submit a Comment" on the line associated with this rulemaking.

If you submit your comments by mail or hand delivery, submit them in an unbound format, no larger than 8½ by 11 inches, suitable for copying and electronic filing. If you submit comments by mail and would like to know that they reached the Facility, please enclose a stamped, self-addressed postcard or envelope. We will consider all comments and material received during the comment period and may change the rule based on your comments.

##### *2. Viewing Comments and Documents*

To view comments, as well as documents mentioned in this preamble as being available in the docket, go to <http://www.regulations.gov>, type the docket number (USCG-2014-0200) in the "SEARCH" box and click "SEARCH." Click on Open Docket Folder on the line associated with this rulemaking. You may also visit the Docket Management Facility in Room W12-140 on the ground floor of the Department of Transportation West Building, 1200 New Jersey Avenue SE., Washington, DC 20590, between 9 a.m. and 5 p.m., Monday through Friday, except Federal holidays.