

issue), this AD requires using the effective date of this AD.

(2) This AD does not adopt the paragraph that begins with “Required as indicated, unless accomplished previously in accordance with ASB.32–A189 . . .” and the Note that begins with “Prior accomplishment of inspection requirements . . .” specified in “Required Actions(s) and Compliance Time(s)” of U.K. CAA AD G–2023–0004R1.

(3) Where U.K. CAA AD G–2023–0004R1 refers to “ASB”, “the ASB”, or “ASB.32–A189 Revision 2”, this AD requires using BAE Systems (Operations) Limited Alert Service Bulletin (ASB) ASB.32–A189, Revision 2, dated August 3, 2023.

(4) Where U.K. CAA AD G–2023–0004R1 specifies a detailed visual inspection “every 500 flights or 6 months (whichever occurs first),” for this AD, replace those words with “repeat at intervals not to exceed 500 flight cycles or 6 months, whichever occurs first.”

(5) Where U.K. CAA AD G–2023–0004R1 specifies a special detailed inspection “every 1200 flights or 12 months (whichever occurs first),” for this AD, replace those words with “repeat at intervals not to exceed 1200 flight cycles or 12 months, whichever occurs first.”

(6) Where U.K. CAA AD G–2023–0004R1 specifies “in accordance with the dimensional limits provided in Appendix 2 then Safran Landing Systems must be contacted to provide further instructions,” this AD requires “before further flight, repair using a method approved by the Manager, International Validation Branch, FAA; or the United Kingdom (U.K.) Civil Aviation Authority (CAA) (U.K. CAA); or BAE Systems (Operations) Limited’s U.K. CAA Design Organization Approval (DOA). If approved by the DAO, the approval must include the DAO-authorized signature.”

(7) Where U.K. CAA AD G–2023–0004R1 specifies the lubrication of the MLG sidestay outer link pivots “every 500 flights or 6 months (whichever occurs first),” for this AD, replace those words with “repeat at intervals not to exceed 500 flight cycles or 6 months, whichever occurs first.”

(8) Where paragraph (5) of U.K. CAA AD G–2023–0004R1 specifies “as required by paragraphs (1) and (2) of this AD,” for this AD, replace those words with “as required by paragraphs (1), (2), and (3) of this AD.”

(9) Where the Note in paragraph (5) of U.K. CAA AD G–2023–0004R1 specifies “the part must have been inspected in accordance with paragraph (1) of this AD and a one-off dimensional check, airworthiness assessment and reporting performed in accordance with paragraph (2) of this AD,” for this AD, replace those words with “the part must have been inspected in accordance with paragraph (1) or (2) of this AD and a one-off dimensional check and airworthiness assessment performed in accordance with paragraph (3) of this AD.”

(10) This AD does not adopt the “Remarks” section of U.K. CAA AD G–2023–0004R1.

#### (i) No Reporting Requirement

Although the U.K. CAA AD G–2023–0004R1 and BAE Systems (Operations) Limited Alert Service Bulletin ASB.32–A189, Revision 2, dated August 3, 2023, specify to submit certain information to the

manufacturer, this AD does not include that requirement.

#### (j) Credit for Previous Actions

(1) This paragraph provides credit for actions required by paragraph (1) of U.K. CAA AD G–2023–0004R1, if those actions were performed before the effective date of this AD using BAE Systems (Operations) Limited Alert Service Bulletin ASB.32–A189, dated September 16, 2022, which was incorporated by reference in AD 2022–25–18, Amendment 39 22274 (87 FR 75915, December 12, 2022; corrected December 27, 2022 (87 FR 79236)); or BAE Systems (Operations) Limited Alert Service Bulletin ASB.32–A189, Revision 1, dated March 13, 2023, which is not incorporated by reference in this AD.

(2) This paragraph provides credit for actions required by paragraph (3) of U.K. CAA AD G–2023–0004R1, if those actions were performed before the effective date of this AD using BAE Systems (Operations) Limited Alert Service Bulletin ASB.32–A189, Revision 1, dated March 13, 2023, which is not incorporated by reference in this AD.

#### (k) Additional AD Provisions

The following provisions also apply to this AD:

(1) *Alternative Methods of Compliance (AMOCs)*: The Manager, International Validation 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 International Validation Branch, mail it to the address identified in paragraph (l)(1) of this AD or email to: 9-AVS-AIR-730-AMOC@faa.gov. If mailing information, also submit information by email. Before using any approved AMOC, notify your appropriate principal inspector, or lacking a principal inspector, the manager of the responsible Flight Standards Office.

(2) *Contacting the Manufacturer*: For any requirement in this AD to obtain instructions from a manufacturer, the instructions must be accomplished using a method approved by the Manager, International Validation Branch, FAA; or the U.K. CAA; or BAE Systems (Operations) Limited’s U.K. CAA DOA. If approved by the DOA, the approval must include the DOA-authorized signature.

#### (l) Additional Information

(1) For more information about this AD, contact Todd Thompson, Aviation Safety Engineer, FAA, 1600 Stewart Avenue, Suite 410, Westbury, NY 11590; telephone 206–231–3228; email [todd.thompson@faa.gov](mailto:todd.thompson@faa.gov).

(2) Service information identified in this AD that is not incorporated by reference is available at the addresses specified in paragraphs (m)(4) and (5) of this AD.

#### (m) 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 service information as applicable to do the actions required by this AD, unless this AD specifies otherwise.

(i) BAE Systems (Operations) Limited Alert Service Bulletin ASB.32–A189, Revision 2, dated August 3, 2023.

(ii) United Kingdom Civil Aviation Authority (U.K. CAA) AD G–2023–0004R1, dated November 16, 2023.

(3) For U.K. CAA AD G–2023–0004R1, contact Civil Aviation Authority, Aviation House, Beehive Ring Road, Crawley, West Sussex RH6 0YR, United Kingdom; telephone +44(0) 330 022 4401; email [continued.airworthiness@caa.co.uk](mailto:continued.airworthiness@caa.co.uk); website [caa.co.uk](http://caa.co.uk).

(4) For BAE Systems (Operations) Limited service information identified in this AD, contact BAE Systems (Operations) Limited, Customer Information Department, Prestwick International Airport, Ayrshire, KA9 2RW, Scotland, United Kingdom; telephone +44 1292 675207; fax +44 1292 675704; email [RApublications@baesystems.com](mailto:RApublications@baesystems.com); website [regional-services.com](http://regional-services.com).

(5) 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.

(6) 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-locationsoremailfr.inspection@nara.gov](http://www.archives.gov/federal-register/cfr/ibr-locationsoremailfr.inspection@nara.gov).

Issued on December 19, 2023.

**Victor Wicklund,**

*Deputy Director, Compliance & Airworthiness Division, Aircraft Certification Service.*

[FR Doc. 2023–28254 Filed 12–26–23; 8:45 am]

**BILLING CODE 4910–13–P**

## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### 14 CFR Part 71

[Docket No. FAA–2023–2513; Airspace Docket No. 23–AGL–26]

RIN 2120–AA66

### Amendment of Jet Route J–211 and Revocation of VOR Federal Airway V–41; Youngstown, OH

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

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

**SUMMARY:** This action proposes to amend Jet Route J–211 and to revoke Very High Frequency Omnidirectional Range (VOR) Federal Airway V–41. The FAA is proposing this action due to the planned decommissioning of the VOR portion of the Youngstown, OH (YNG), VOR/Tactical Air Navigation (VORTAC) navigational aid (NAVAID). The

Youngstown VOR is being decommissioned in support of the FAA's VOR Minimum Operational Network (MON) program.

**DATES:** Comments must be received on or before February 12, 2024.

**ADDRESSES:** Send comments identified by FAA Docket No. FAA-2023-2513 and Airspace Docket No. 23-AGL-26 using any of the following methods:

\* *Federal eRulemaking Portal:* Go to [www.regulations.gov](http://www.regulations.gov) and follow the online instructions for sending your comments electronically.

\* *Mail:* Send comments to Docket Operations, M-30; U.S. Department of Transportation, 1200 New Jersey Avenue SE, Room W12-140, West Building Ground Floor, Washington, DC 20590-0001.

\* *Hand Delivery or Courier:* Take comments to Docket Operations in Room W12-140 of the West Building Ground Floor at 1200 New Jersey Avenue SE, Washington, DC, between 9 a.m. and 5 p.m., Monday through Friday, except Federal holidays.

\* *Fax:* Fax comments to Docket Operations at (202) 493-2251.

*Docket:* Background documents or comments received may be read at [www.regulations.gov](http://www.regulations.gov) at any time. Follow the online instructions for accessing the docket or go to the Docket Operations in Room W12-140 of the West Building Ground Floor at 1200 New Jersey Avenue SE, Washington, DC, between 9 a.m. and 5 p.m., Monday through Friday, except Federal holidays.

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:** Colby Abbott, 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 modify the National Airspace System (NAS) as necessary to preserve the safe and efficient flow of air traffic.

##### **Comments Invited**

The FAA invites interested persons to participate in this rulemaking by submitting written comments, data, or views. Comments are specifically invited on the overall regulatory, aeronautical, economic, environmental, and energy-related aspects of the proposal. The most helpful comments reference a specific portion of the proposal, explain the reason for any recommended change, and include supporting data. To ensure the docket does not contain duplicate comments, commenters should submit only one time if comments are filed electronically, or commenters should send only one copy of written comments if comments are filed in writing.

The FAA will file in the docket all comments it receives, as well as a report summarizing each substantive public contact with FAA personnel concerning this proposed rulemaking. Before acting on this proposal, the FAA will consider all comments it receives on or before the closing date for comments. The FAA will consider comments filed after the comment period has closed if it is possible to do so without incurring expense or delay. The FAA may change this proposal in light of the comments it receives.

*Privacy:* In accordance with 5 U.S.C. 553(c), DOT solicits comments from the public to better inform its rulemaking process. DOT posts these comments, without edit, including any personal information the commenter provides, to [www.regulations.gov](http://www.regulations.gov), as described in the system of records notice (DOT/ALL-14 FDMS), which can be reviewed at [www.dot.gov/privacy](http://www.dot.gov/privacy).

##### **Availability of Rulemaking Documents**

An electronic copy of this document may be downloaded through the internet at [www.regulations.gov](http://www.regulations.gov). Recently published rulemaking documents can also be accessed through the FAA's web page at [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 Operations office

(see **ADDRESSES** section for address, phone number, and hours of operations). An informal docket may also be examined during normal business hours at the office of the Operations Support Group, Central Service Center, Federal Aviation Administration, 10101 Hillwood Parkway, Fort Worth, TX 76177.

##### **Incorporation by Reference**

Jet Routes are published in paragraph 2004 and VOR Federal Airways are published in paragraph 6010(a) 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 proposes to amend the current version of that order, FAA Order JO 7400.11H, dated August 11, 2023, and effective September 15, 2023. These updates would be published in the next update to FAA Order JO 7400.11. That order is publicly available as listed in the **ADDRESSES** section of this document.

FAA Order JO 7400.11H lists Class A, B, C, D, and E airspace areas, air traffic service routes, and reporting points.

##### **Background**

The FAA is planning to decommission the Youngstown, OH, VOR in October 2024. The Youngstown VOR was one of the candidate VORs identified for discontinuance by the FAA's VOR MON program and listed in the final policy statement notice, "Provision of Navigation Services for the Next Generation Air Transportation System (NextGen) Transition to Performance-Based Navigation (PBN) (Plan for Establishing a VOR Minimum Operational Network)," published in the **Federal Register** on July 26, 2016 (81 FR 48694), Docket No. FAA-2011-1082.

Although the VOR portion of the Youngstown VORTAC is planned for decommissioning, the co-located Tactical Air Navigation (TACAN) portion of the NAVAID is being retained. The TACAN would continue to provide navigational service for military operations and distance measuring equipment (DME) service supporting current and future NextGen PBN flight procedure requirements.

The Air Traffic Service (ATS) routes affected by the Youngstown VOR decommissioning are J-211 and V-41. With the planned decommissioning of the Youngstown VOR, the remaining ground-based NAVAID coverage in the area is insufficient to enable the continuity of the affected ATS routes. As such, proposed modifications to J-211 would result in the route being shortened and to V-41 would result in the airway being revoked.

To address the proposed modifications to the affected ATS routes, instrument flight rules (IFR) pilots flying in the high-altitude enroute structure may circumnavigate the affected area by using adjacent Jet Routes J-60, J-61, J-64, and J-162 or request air traffic control (ATC) radar vectors through the affected area. Additionally, IFR pilots operating aircraft equipped with area navigation (RNAV) capabilities in the high-altitude enroute structure could use RNAV route Q-178 or navigate point-to-point using the existing Fixes and waypoints (WP) that will remain in place to support continued operations though the affected area. IFR pilots operating aircraft equipped with RNAV capabilities in the low altitude enroute structure could also navigate point-to-point using the existing Fixes and WPs that will remain in place to support continued operations though the affected area. Visual flight rules pilots who elect to navigate via the affected VOR Federal Airway may also take advantage of the ATC services listed previously.

**The Proposal**

The FAA is proposing to amend 14 CFR part 71 by amending Jet Route J-211 and revoking VOR Federal Airway V-41. The FAA is proposing this action due to the planned decommissioning of the VOR portion of the Youngstown, OH, VORTAC. The proposed ATS route actions are described below.

*J-211:* J-211 currently extends between the Youngstown, OH, VORTAC and the Westminster, MD, VORTAC. The FAA proposes to remove the airway segment between the Youngstown VORTAC and the Johnstown, PA, VOR/DME. Additionally, the route description is being reversed to reflect a south to north orientation consistent with odd numbered route description requirements. As amended, the route would be changed to extend between the Westminster VORTAC and the Johnstown VOR/DME.

*V-41:* V-41 currently extends between the intersection of the Briggs, OH, VOR/DME 077° and Youngstown, OH, VORTAC 177° radials (CUTTA Fix) and the Youngstown VORTAC. The FAA proposes to remove the airway in its entirety.

The NAVAID radials listed in the Jet Route J-211 description in the proposed regulatory text of this NPRM are unchanged and stated in degrees True north.

**Regulatory Notices and Analyses**

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. 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 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.

**Environmental Review**

This proposal will be subject to an environmental analysis in accordance with FAA Order 1050.1F, “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 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 2004 Jet Routes.*

\* \* \* \* \*

**J-211 [Amended]**

From Westminster, MD; INT Westminster 292° and Johnstown, PA, 130° radials; to Johnstown.

\* \* \* \* \*

*Paragraph 6010(a) Domestic VOR Federal Airways.*

\* \* \* \* \*

**V-41 [Removed]**

\* \* \* \* \*

Issued in Washington, DC, on December 20, 2023.

**Frank Lias,**

*Manager, Rules and Regulations Group.*

[FR Doc. 2023–28513 Filed 12–26–23; 8:45 am]

**BILLING CODE 4910–13–P**

**DEPARTMENT OF TRANSPORTATION**

**Federal Aviation Administration**

**14 CFR Part 71**

[Docket No. FAA–2023–2483; Airspace Docket No. 23–AGL–24]

**RIN 2120–AA66**

**Amendment of VOR Federal Airways V-48, V-52, V-216, and V-434, and Revocation of VOR Federal Airway V-206 in the Vicinity of Ottumwa, IA**

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

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

**SUMMARY:** This action proposes to amend Very High Frequency Omnidirectional Range (VOR) Federal Airways V-48, V-52, V-216, and V-434, and revoke VOR Federal Airway V-206. The FAA is proposing this action due to the planned decommissioning of the VOR portion of the Ottumwa, IA (OTM), VOR/Distance Measuring Equipment (VOR/DME) navigational aid (NAVAID). The Ottumwa VOR is being decommissioned in support of the FAA’s VOR Minimum Operational Network (MON) program.

**DATES:** Comments must be received on or before February 12, 2024.

**ADDRESSES:** Send comments identified by FAA Docket No. FAA–2023–2483 and Airspace Docket No. 23–AGL–24 using any of the following methods:

\* *Federal eRulemaking Portal:* Go to [www.regulations.gov](http://www.regulations.gov) and follow the online instructions for sending your comments electronically.

\* *Mail:* Send comments to Docket Operations, M-30; U.S. Department of Transportation, 1200 New Jersey Avenue SE, Room W12-140, West Building Ground Floor, Washington, DC 20590-0001.

\* *Hand Delivery or Courier:* Take comments to Docket Operations in Room W12-140 of the West Building Ground Floor at 1200 New Jersey Avenue SE, Washington, DC, between 9 a.m. and 5 p.m., Monday through Friday, except Federal holidays.

\* *Fax:* Fax comments to Docket Operations at (202) 493-2251.