

“MLG actuator, eligible for installation, which is not an affected part.”

(4) Where paragraph (1) of EASA AD 2024–0216 specifies to accomplish an inspection “in accordance with the instructions of the AOT” this AD requires replacing that text with “in accordance with step 5.6.2 of the instructions of the AOT.”

(5) Where paragraph (2) of EASA AD 2024–0216 states “any discrepancy on an affected MLG door is detected, as defined in the AOT” this AD requires replacing the text with a “any MLG door actuator that does not meet all the results specified in the table in paragraph 5.6.2.2 in the referenced AOT is detected”.

(6) This AD does not adopt the requirements specified in paragraph (3) of EASA AD 2024–0216.

(i) No Reporting or Return of Parts Requirement

Although the material referenced in EASA AD 2024–0216 specifies to submit certain information and send removed parts to the manufacturer, this AD does not include that requirement.

(j) 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, send it to the attention of the person identified in paragraph (k) of this AD and email to: AMOC@faa.gov. 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 EASA; or Airbus SAS’s EASA Design Organization Approval (DOA). If approved by the DOA, the approval must include the DOA-authorized signature.

(3) *Required for Compliance (RC)*: Except as required by paragraph (j)(2) of this AD, if any material contains procedures or tests that are identified as RC, those procedures and tests must be done to comply with this AD; any procedures or tests that are not identified as RC are recommended. Those procedures and tests that are not identified as RC may be deviated from using accepted methods in accordance with the operator’s maintenance or inspection program without obtaining approval of an AMOC, provided the procedures and tests identified as RC can be done and the airplane can be put back in an airworthy condition. Any substitutions or changes to procedures or tests identified as RC require approval of an AMOC.

(k) Additional Information

For more information about this AD, contact Timothy P. Dowling, Aviation Safety Engineer, FAA, 1600 Stewart Avenue, Suite 410, Westbury, NY 11590; telephone 206–231–3667; email timothy.p.dowling@faa.gov.

(l) Material Incorporated by Reference

(1) The Director of the Federal Register approved the incorporation by reference (IBR) of the material listed in this paragraph under 5 U.S.C. 552(a) and 1 CFR part 51.

(2) You must use this material as applicable to do the actions required by this AD, unless this AD specifies otherwise.

(i) European Union Aviation Safety Agency (EASA) AD 2024–0216, dated November 15, 2024.

(ii) [Reserved]

(3) For EASA material identified in this AD, contact EASA, Konrad-Adenauer-Ufer 3, 50668 Cologne, Germany; telephone +49 221 8999 000; email ADs@easa.europa.eu; website easa.europa.eu. You may find this material on the EASA website at ad.easa.europa.eu.

(4) You may view this material at the FAA, Airworthiness Products Section, Operational Safety Branch, 2200 South 216th St., Des Moines, WA. For information on the availability of this material at the FAA, call 206–231–3195.

(5) 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-locations or email fr.inspection@nara.gov.

Issued on December 5, 2024.

Suzanne Masterson,

Deputy Director, Integrated Certificate Management Division, Aircraft Certification Service.

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 71

[Docket No. FAA–2024–2084; Airspace Docket No. 24–AGL–14]

RIN 2120–AA66

Establishment of Class E Airspace; Zeeland, MI

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Final rule.

SUMMARY: This action establishes Class E airspace at Zeeland, MI. This action is due to the development of new public instrument procedures at the Ottawa Executive Airport, Zeeland, MI, and to support instrument flight rule (IFR) operations.

DATES: Effective 0901 UTC, April 17, 2025. 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 JO 7400.11 and publication of conforming amendments.

ADDRESSES: A copy of the Notice of Proposed Rulemaking (NPRM), all comments received, this final rule, and all background material may be viewed online at www.regulations.gov using the FAA Docket number. Electronic retrieval help and guidelines are available on the website. It is available 24 hours each day, 365 days each year.

FAA Order JO 7400.11J, Airspace Designations and Reporting Points, and subsequent amendments can be viewed online at 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: Rebecca Shelby, Federal Aviation Administration, Operations Support Group, Central Service Center, 10101 Hillwood Parkway, Fort Worth, TX 76177; telephone (817) 222–5857.

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 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 establishes the Class E airspace extending upward from 700 feet above the surface at Ottawa Executive Airport, Zeeland, MI, to support IFR operations at this airport.

History

The FAA published an NPRM for Docket No. FAA–2024–2084 in the **Federal Register** (89 FR 68376; August 26, 2024) proposing to establish Class E airspace at Zeeland, MI. Interested parties were invited to participate in this rulemaking effort by submitting written comments on the proposal to the FAA. Two comments were received by the end of the comment period October 10, 2024. One of the anonymous commenters stated their support for the

proposed development of the Class E airspace at the Ottawa Executive Airport located in Zeeland, MI, believed that the development of a Class Echo airspace around Ottawa Executive Airport (Z98), will be greatly beneficial to the airport and its surrounding airports. They felt that since there is currently no published instrument procedures, it is unsafe for even instrumental rated pilots to attempt to navigate around the airport. It was also stated that Z98 should receive an AWOS system to ensure weather safety for pilots operating from the airport. They also, believed that the establishment of a Class E airspace would prove greatly beneficial to Ottawa Executive Airport.

The other commenter expressed their support for the proposed development of Class E airspace at the Ottawa Executive Airport located in Zeeland, MI. Expressed that the change will significantly improve the safety of IFR operations at Z98. The 6.4-mile radius seems reasonable as the boundary for the airspace as this will establish safer approaches and departures under instrument operations. Also, stated that Z98, would be a great alternative as an airport with instrument procedures, if a pilot were not interested in entering the neighboring Class C and D airports. Commenter felt this would improve airport traffic and benefit the local economy. However, they would consider Z98 to obtain an AWOS/ASOS for METAs as an extra precaution, while this airport is developing a Class E. Overall, this proposal would be efficient in improving the safety and efficiency at the Ottawa Executive Airport in Zeeland, Michigan. The FAA only considers airports for Class E airspace establishment to support instrument flight rule operations at an airport.

Incorporation by Reference

Class E airspace designations are published in paragraph 6005 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 amends the current version of that order, FAA Order JO 7400.11J, dated July 31, 2024, and effective September 15, 2024. FAA Order JO 7400.11J is publicly available as listed in the **ADDRESSES** section of this document. These amendments will be published in the next update to FAA Order JO 7400.11.

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

The Rule

This amendment to 14 CFR part 71 establishes Class E airspace extending upward from 700 feet above the surface to within a 6.4-mile radius of Ottawa Executive Airport, Zeeland, MI.

Regulatory Notices and Analyses

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 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 only affects air traffic procedures and air navigation, it is certified that this rule, when promulgated, does not have a significant economic impact on a substantial number of small entities under the criteria of the Regulatory Flexibility Act.

Environmental Review

The FAA has determined that this action qualifies for categorical exclusion under the National Environmental Policy Act in accordance with FAA Order 1050.1F, “Environmental Impacts: Policies and Procedures,” paragraph 5–6.5.a. 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.

Lists of Subjects in 14 CFR 71

Airspace, Incorporation by reference, Navigation (air).

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 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 7400.11J, Airspace Designations and Reporting Points, dated July 31, 2024, and

effective September 15, 2024, is amended as follows:

Paragraph 6005 Class E Airspace Areas Extending From 700 Feet or More Above the Surface of the Earth.

* * * * *

AGL MI E5 Zeeland, MI [Establish]

Ottawa Executive Airport, MI, SD
(Lat. 42°49'02" N, long. 85°55'41" W)

That airspace extending upward from 700 feet above the surface within a 6.4-mile radius of the Ottawa Executive Airport.

* * * * *

Issued in Fort Worth, Texas, on December 5, 2024.

Martin A. Skinner,

*Acting Manager, Operations Support Group,
ATO Central Service Center.*

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 71

**Docket No. FAA–2024–1347; Airspace
Docket No. 23–AWP–47**

RIN 2120–AA66

Amendment of United States Area Navigation Routes Q–1 and Q–902, Very High Frequency Omnidirectional Range Federal Airway V–495, and Jet Route J–502. Also, the Revocation of Jet Route J–589 and the Establishment of United States Area Navigation Route T–487 and Canadian Area Navigation Route T–895 in Northwestern United States.

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Final rule; correction.

SUMMARY: This action corrects a typographical error in the final rule published in the **Federal Register** on October 24, 2024, amending United States Area Navigation (RNAV) Route Q–1, Canadian RNAV Route Q–902, Very High Frequency Omnidirectional Range (VOR) Federal Airway V–495, and Jet Route J–502; revoking Jet Route J–589; and establishing United States RNAV Route T–487 in Northwestern United States. This action corrects a typographical error in the regulatory text for Q–902 and T–487.

DATES: Effective date: 0901 UTC December 26, 2024. 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 JO 7400.11 and publication of conforming amendments.