

AD to Bombardier Regional Aircraft Customer Response Center, 13100 Boulevard Henri-Fabre, Mirabel, Quebec, Canada J7N 3C6; telephone: 1-514-855-8500; fax: 1-514-855-8501; e-mail:

thd.crj@aero.bombardier.com, at the applicable time specified in paragraph (h)(1) or (h)(2) of this AD. The report must include any finding of chafing of the IDG power cable or broken hydraulic line support bracket, the airplane serial number, and the number of landings and flight hours on the airplane.

(1) If the inspection was done on or after the effective date of this AD: Submit the report within 10 days after the inspection.

(2) If the inspection was done before the effective date of this AD: Submit the report within 10 days after the effective date of this AD.

FAA AD Differences

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

Other FAA AD Provisions

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

(1) *Alternative Methods of Compliance (AMOCs):* The Manager, New York Aircraft Certification Office (ACO), ANE-170, 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 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.

(3) *Reporting Requirements:* A Federal agency may not conduct or sponsor, and a person is not required to respond to, nor shall a person be subject to a penalty for failure to comply with a collection of information subject to the requirements of the Paperwork Reduction Act unless that collection of information displays a current valid OMB Control Number. The OMB Control Number for this information collection is 2120-0056. Public reporting for this collection of information is estimated to be approximately 5 minutes per response, including the time for reviewing instructions, completing and reviewing the collection of information. All responses to this collection of information are mandatory. Comments concerning the accuracy of this burden and

suggestions for reducing the burden should be directed to the FAA at: 800 Independence Ave., SW., Washington, DC 20591, Attn: Information Collection Clearance Officer, AES-200.

Related Information

(j) Refer to MCAI Canadian Airworthiness Directive CF-2011-18, dated July 7, 2011, for related information.

Material Incorporated by Reference

(k) None.

Issued in Renton, Washington, on August 12, 2011.

Ali Bahrami,

Manager, Transport Airplane Directorate, Aircraft Certification Service.

[FR Doc. 2011-21619 Filed 8-24-11; 8:45 am]

BILLING CODE 4910-13-P

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 71

[Docket No. FAA-2011-0439; **Airspace**
Docket No. 11-ANM-10]

Amendment of Class D and Class E Airspace and Establishment of Class E Airspace; Casper, WY

AGENCY: Federal Aviation
Administration (FAA), DOT.

ACTION: Final rule.

SUMMARY: This action amends Class D and Class E airspace at Casper, Natrona County International Airport, Casper, WY, by adjusting the geographic coordinates of the airport. This action also establishes Class E En Route Domestic airspace at the airport to improve the safety and management of IFR operations.

DATES: Effective date, 0901 UTC, October 20, 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:
Eldon Taylor, Federal Aviation
Administration, Operations Support
Group, Western Service Center, 1601
Lind Avenue, SW., Renton, WA 98057;
telephone (425) 203-4537.

SUPPLEMENTARY INFORMATION:

History

On June 21, 2011, the FAA published in the **Federal Register** a notice of proposed rulemaking to amend controlled airspace at Casper, WY (76 FR 36017). Interested parties were invited to participate in this rulemaking effort by submitting written comments

on the proposal to the FAA. No comments were received.

Class D and Class E airspace designations are published in paragraphs 5000, 6002, 6004, 6005 and 6006, respectively, 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 Class D and Class E airspace designations listed in this document will be published subsequently in that Order.

The Rule

This action amends Title 14 Code of Federal Regulations (14 CFR) part 71 by amending Class D airspace, Class E surface airspace, Class E airspace designated as an extension, and Class E airspace extending upward from 700/1,200 feet above the surface, by adjusting the geographic coordinates of Casper, Natrona County International Airport to be in concert with the FAA's aeronautical database. Also, this action establishes Class E en route domestic airspace extending upward from 1,200 feet above the surface to facilitate vectoring of Instrument Flight Rules (IFR) traffic from en route airspace to the airport. This enhances the safety and management of IFR operations at the airport.

The FAA has determined 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 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 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 U.S. Code. Subtitle 1, section 106 discusses 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 additional controlled airspace at Casper, Natrona County International Airport, Casper, WY.

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 14 CFR 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 7400.9U, Airspace Designations and Reporting Points, dated August 18, 2010, and effective September 15, 2010 is amended as follows:

Paragraph 5000 Class D Airspace

* * * * *

ANM WY D Casper, WY [Amended]

Casper, Natrona County International Airport, WY
(Lat. 42°54'29" N., long. 106°27'52" W.)

That airspace extending upward from the surface to and including 7,800 feet MSL within a 4.3-mile radius of Natrona County International Airport. This Class D airspace area is effective during the specific dates and times established in advance by a Notice to Airmen. The effective date and time will thereafter be continuously published in the Airport/Facility Directory.

Paragraph 6002 Class E airspace designated as surface areas.

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ANM WY E2 Casper, WY [Amended]

Casper, Natrona County International Airport, WY
(Lat. 42°54'29" N., long. 106°27'52" W.)

Within a 4.3-mile radius of Natrona County International Airport. This Class E airspace area is effective during the specific dates and times established in advance by a Notice to Airmen. The effective date and time will thereafter be continuously published in the Airport/Facility Directory.

Paragraph 6004 Class E airspace designated as an extension to a Class D surface area.

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ANM WY E4 Casper, WY [Amended]

Casper, Natrona County International Airport, WY
(Lat. 42°54'29" N., long. 106°27'52" W.)
Muddy Mountain VORTAC
(Lat. 43°05'27" N., long. 106°16'37" W.)
Johno LOM
(Lat. 42°54'26" N., long. 106°34'12" W.)

That airspace extending upward from the surface within 4.3 miles each side of the Muddy Mountain VORTAC 216° radial extending from the VORTAC to 29 miles southwest of the VORTAC, and within 2.7 miles each side of the ILS localizer west course extending from .9 miles east to 9 miles west of the Johno LOM. This Class E airspace area is effective during the specific dates and times established in advance by a Notice to Airmen. The effective date and time will thereafter be continuously published in the Airport/Facility Directory.

Paragraph 6005 Class E airspace areas extending upward from 700 feet or more above the surface of the earth.

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ANM WY E5 Casper, WY [Amended]

Casper, Natrona County International Airport, WY
(Lat. 42°54'29" N., long. 106°27'52" W.)
Muddy Mountain VORTAC
(Lat. 43°05'27" N., long. 106°16'37" W.)
Casper ASR
(Lat. 42°55'16" N., long. 106°27'15" W.)

That airspace extending upward from 700 feet above the surface within a 23.5-mile radius of the Casper ASR; that airspace extending upward from 1,200 feet above the surface within the 37.5-mile radius of the Casper ASR, and within an area extending from the 37.5-mile radius to the 36.6-mile radius of the Muddy Mountain VORTAC, bounded on the north by the Muddy Mountain VORTAC 060° radial and on the south by the Muddy Mountain VORTAC 111° radial; that airspace extending upward from 11,500 feet MSL extending from the 37.5-mile radius to the 52.2-mile radius of the Muddy Mountain VORTAC, bounded on the east by the west edge of V-19 and on the south by the north edge of V-298.

Paragraph 6006 En Route Domestic Airspace Areas

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ANM WY E6 Casper, WY [New]

Casper, Natrona County International Airport, WY
(Lat. 42°54'29" N., long. 106°27'52" W.)

That airspace extending upward from 1,200 feet above the surface within a 85-mile radius of Natrona County International Airport; excluding existing controlled airspace 7,100 feet MSL and above.

Issued in Seattle, Washington, on August 15, 2011.

John Warner,
Manager, Operations Support Group, Western Service Center.

[FR Doc. 2011–21663 Filed 8–24–11; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 71

[Docket No. FAA–2011–0536; Airspace
Docket No. 11–ANM–13]

Amendment of Class E Airspace; Shelby, MT

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Final rule.

SUMMARY: This action modifies Class E airspace at Shelby, MT, to accommodate aircraft using Area Navigation (RNAV) Global Positioning System (GPS) standard instrument approach procedures at Shelby Airport. This improves the safety and management of Instrument Flight Rules (IFR) operations at the airport.

DATES: Effective date, 0901 UTC, October 20, 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: Eldon Taylor, Federal Aviation Administration, Operations Support Group, Western Service Center, 1601 Lind Avenue, SW., Renton, WA 98057; telephone (425) 203–4537.

SUPPLEMENTARY INFORMATION:

History

On June 17, 2011, the FAA published in the **Federal Register** a notice of proposed rulemaking to modify controlled airspace at Shelby, MT (76 FR 35362). Interested parties were invited to participate in this rulemaking effort by submitting written comments on the proposal to the FAA. No comments were received.

Class E airspace designations are published in paragraph 6005 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 Class E airspace designations listed in this document will be published subsequently in that Order.

The Rule

This action amends Title 14 Code of Federal Regulations (14 CFR) Part 71 by modifying Class E airspace extending upward from 700 feet above the surface, at Shelby Airport, to accommodate IFR aircraft executing RNAV (GPS) standard instrument approach procedures at the airport. This action is necessary for the safety and management of IFR operations.