

(1) For airplanes on which a door locking device with Option 521K010 is installed: Remove the locking device of the cockpit door, part number (P/N) 001A252A3914012, install the gap filler parts, and do operational tests, in accordance with the Accomplishment Instructions of 328 Support Services Service Bulletin SB-328-25-492, dated March 18, 2010 (for Model 328-100 airplanes); or 328 Support Services Service Bulletin SB-328J-25-244, dated March 18, 2010 (for Model 328-300 airplanes).

(2) For airplanes on which a door locking device with Option 521K010 is not installed: Replace the locking device of the cockpit door, P/N 001A252A3914012, with a new locking device, P/N 001A252A3914016, and do operational tests, in accordance with the Accomplishment Instructions of 328 Support Services Service Bulletin SB-328-25-491, dated March 18, 2010 (for Model 328-100 airplanes); or 328 Support Services Service Bulletin SB-328J-25-243, dated March 18, 2010 (for Model 328-300 airplanes).

(j) Repair

If any operational test fails during the actions specified in paragraph (i)(1) or (i)(2) of this AD: Before further flight, repair in accordance with a method approved by the Manager, International Branch, ANM-116, Transport Airplane Directorate, FAA, or the European Aviation Safety Agency (or its delegated agent).

(k) Parts Installation

As the effective date of this AD, no person may install a locking device of the cockpit door having P/N 001A252A3914012 on any airplane.

(l) Other FAA AD Provisions

The following provisions also apply to this AD:

(1) *Alternative Methods of Compliance (AMOCs)*: The Manager, International Branch, ANM-116, 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 International Branch, send it to ATTN: Tom Rodriguez, Aerospace Engineer, International Branch, ANM-116, Transport Airplane Directorate, FAA, 1601 Lind Avenue SW., Renton, Washington 98057-3356; telephone (425) 227-1137; fax (425) 227-1149. Information may be emailed to: 9-ANM-116-AMOC-REQUESTS@faa.gov. 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.

(m) Related Information

Refer to MCAI EASA Airworthiness Directive 2010-0169, dated August 13, 2010, and the service bulletins specified in paragraphs (m)(1) through (m)(6) of this AD, for related information.

(1) 328 Support Services Service Bulletin SB-328-25-485, dated January 28, 2009.

(2) 328 Support Services Service Bulletin SB-328J-25-235, dated January 28, 2009.

(3) 328 Support Services Service Bulletin SB-328-25-491, dated March 18, 2010.

(4) 328 Support Services Service Bulletin SB-328J-25-243, dated March 18, 2010.

(5) 328 Support Services Service Bulletin SB-328-25-492, dated March 18, 2010.

(6) 328 Support Services Service Bulletin SB-328J-25-244, dated March 18, 2010.

(n) Material Incorporated by Reference

(1) You must use the following service information to do the actions required by this AD, unless the AD specifies otherwise. The Director of the Federal Register approved the incorporation by reference (IBR) of the following service information under 5 U.S.C. 552(a) and 1 CFR part 51 on the date specified:

(i) 328 Support Services Service Bulletin SB-328-25-485, dated January 28, 2009, approved for IBR November 20, 2009 (74 FR 53151, October 16, 2009). Only the odd-numbered pages of this document contain the issue date of the document.

(ii) 328 Support Services Service Bulletin SB-328J-25-235, dated January 28, 2009, approved for IBR November 20, 2009 (74 FR 53151, October 16, 2009). Only the odd-numbered pages of this document contain the issue date of the document.

(iii) 328 Support Services Service Bulletin SB-328-25-491, dated March 18, 2010, approved for IBR May 10, 2012. Only the odd-numbered pages of this document contain the issue date of the document.

(iv) 328 Support Services Service Bulletin SB-328-25-492, dated March 18, 2010, approved for IBR May 10, 2012. Only the odd-numbered pages of this document contain the issue date of the document.

(v) 328 Support Services Service Bulletin SB-328J-25-243, dated March 18, 2010, approved for IBR May 10, 2012. Only the odd-numbered pages of this document contain the issue date of the document.

(vi) 328 Support Services Service Bulletin SB-328J-25-244, dated March 18, 2010, approved for IBR May 10, 2012. Only the odd-numbered pages of this document contain the issue date of the document.

(2) For service information identified in this AD, contact 328 Support Services GmbH, Global Support Center, P.O. Box 1252, D-82231 Wessling, Federal Republic of Germany; telephone +49 8153 88111 6666; fax +49 8153 88111 6565; email gsc.op@328support.de; Internet <http://www.328support.de>.

(3) You may review copies of the service information at the FAA, Transport Airplane Directorate, 1601 Lind Avenue SW., Renton, Washington. For information on the availability of this material at the FAA, call 425-227-1221.

(4) You may also review copies of the service information that is incorporated by

reference at the National Archives and Records Administration (NARA). For information on the availability of this material at an NARA facility, call 202-741-6030, or go to http://www.archives.gov/federal_register/code_of_federal_regulations/ibr_locations.html.

Issued in Renton, Washington, on March 23, 2012.

Ali Bahrami

Manager, Transport Airplane Directorate, Aircraft Certification Service.

[FR Doc. 2012-7850 Filed 4-4-12; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 71

[Docket No. FAA-2011-1386; Airspace Docket No. 11-ANE-11]

RIN 2120-AA66

Modification, Revocation and Establishment of Air Traffic Service Routes; Windsor Locks Area; CT

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Final rule.

SUMMARY: This action modifies four VOR Federal airways, revokes one VOR Federal airway, and establishes three area navigation (RNAV) routes in the vicinity of Windsor Locks, CT. The FAA is taking this action to adjust the airway route structure due to the planned decommissioning of the Bradley VHF omnirange/tactical air navigation (VORTAC) aid located on Bradley International Airport, Windsor Locks, CT. This action also adjusts the termination point of V-203 due to Canadian airspace reconfiguration.

DATES: Effective date 0901 UTC, May 31, 2012. 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: 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:

History

On January 24, 2012, the FAA published in the **Federal Register** a notice of proposed rulemaking to modify certain VOR Federal airways

and establish RNAV routes in the vicinity of Windsor Locks, CT, due to the planned decommissioning of the Bradley VORTAC (77 FR 3415).

Interested parties were invited to participate in this rulemaking effort by submitting written comments on the proposal. One comment was received from the Aircraft Owners and Pilots Association which expressed support for the proposal.

Differences From NPRM

Since publication of the NPRM, Canada put into effect a reconfiguration of airway structure that affects the segment of V-203 that lies within Canadian airspace. Currently, that segment extends between the Massena, NY, 047° radial and the Montreal, Canada, 188° radial, to Montreal. Due to the reconfiguration, V-203 no longer terminates at Montreal. The new termination point is the FRANX fix, which is defined by the intersection of the Massena, NY, 047° and the St Jean, Canada 270° radials. This change lies entirely within Canadian airspace.

A number of points were removed from the descriptions of T-212, T-255 and T-300 because the points are not needed to form the alignment of the routes.

The Rule

This action amends Title 14 Code of Federal Regulation (14 CFR) part 71 by modifying VOR Federal airways V-130, V-203, V-405 and V-419; revoking V-205; and establishes RNAV routes T-212, T-255, and T-300. These changes are required due to the planned decommissioning of the Bradley VORTAC in 2012.

V-130, currently extending from the Albany, NY, VORTAC, through the Bradley VORTAC, to the Martha's Vineyard, MA, VOR/DME, this action is modified by eliminating the segment that extends from the Albany, NY, VORTAC, to the Bradley VORTAC, to the Norwich, CT, VOR/DME. The modified V-130 originates at the Norwich VOR/DME and follows the existing route to the Martha's Vineyard, MA, VOR/DME.

V-203 is extended to encompass a part of V-130 that is being removed as described above. V-203 currently begins at the Albany, NY, VORTAC and ends at the Montreal, Canada, VOR/DME. The extended segment of V-203 runs southeast from the Albany VORTAC to the existing STELA intersection (formed by the intersection of the Albany 134° and the Chester, MA, VOR/DME 266° radials). At that point, flights may link with other VOR Federal airways. In addition, the termination point of V-203

is modified to match the Canadian airway changes (noted above), and now terminates at the FRANX fix, located in Canadian airspace, instead of the Montreal VOR/DME.

V-205 is removed in its entirety because other existing airways are available that provide for navigation to and from Putnam (V-205 currently extends from the COATE intersection 8 NM northwest of the Sparta, NJ, VORTAC to the Putnam, CT, VOR/DME.) In addition, a new RNAV route (T-212) overlies part of the V-205 route and terminates at Putnam.

V-405 is realigned to bypass the Bradley VORTAC and is routed through the Barnes, MA, VORTAC (located approximately 13 NM north of Bradley). The airway then proceeds through the Putnam, CT, VOR/DME to the Providence, RI, VORTAC and resumes the currently published route to Martha's Vineyard, MA.

V-419, currently extending between the Westminster, MD, VORTAC, and the Boston, MA, VOR/DME, now extends between Westminster, MD and the existing BRISS intersection (formed by the intersection of the Carmel, NY, VOR/DME 045° and the Madison, CT, 328° radials). The route segments between the BRISS intersection and Boston are eliminated. Alternative routing to Boston is available using other existing airways and/or via the new RNAV routes.

The FAA is also establishing three new RNAV routes, designated T-212, T-255 and T-300. T-212 extends between the WEARD, NY, fix and the Putnam, CT, VOR/DME. T-212 overlies V-205, which is removed.

T-255 extends between the NELIE, CT, waypoint (WP) and the Martha's Vineyard, MA, VOR/DME. It overlies that portion of V-405 that is being removed as described above.

T-300 extends between the Albany, NY, VORTAC and the Martha's Vineyard, MA, VOR/DME. This route overlies another portion of V-130 that is removed under this action.

VOR Federal airways are published in paragraph 6010, and RNAV routes are published in paragraph 6011, respectively, 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 airways and RNAV routes 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 because 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 because it amends the airway structure to ensure the continuity of air navigation capability in the Windsor Locks, CT, area and expands the availability of RNAV routes within the NAS.

Radials listed in this rule are expressed in degrees relative to True North.

Environmental Review

The FAA has determined that this action is categorically excluded from further environmental documentation according to FAA Order 1050.1E, paragraph 311a, 311b, and 311i. The implementation of this action will not result in any extraordinary circumstances in accordance with paragraph 304 of Order 1050.1E.

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 FAA 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.

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V–130 [Amended]

From Norwich, CT; INT Norwich 114° and Martha’s Vineyard, MA 267° radials; to Martha’s Vineyard.

V–203 [Amended]

From INT Chester, MA 266° and Albany, NY 134° radials; Albany; Saranac Lake, NY; Massena, NY; to INT Massena 047° and St. Jean, Canada 270° radials. The airspace within Canada is excluded.

V–205 [Removed]

V–405 [Amended]

From INT Pottstown, PA, 222° and Baltimore, MD, 034° radials; Pottstown; INT

Pottstown 050° and Solberg, NJ, 264° radials; Solberg; INT Solberg 044° and Carmel, NY, 243° radials; Carmel; INT Carmel 344° and Pawling, NY, 204° radials; Pawling; Barnes, MA; Putnam, CT; Providence, RI; INT Providence 151° and Martha’s Vineyard, MA, 267° radials; to Martha’s Vineyard.

V–419 [Amended]

From Westminster, MD to Modena, PA; Solberg, NJ; INT Solberg 044° and Carmel, NY 243° radials; Carmel; to INT Carmel 045° and Madison, CT 328° radials.

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Paragraph 6011 United States area navigation routes.

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T–212 WEARD, NY to Putnam, CT (PUT) [New]

WEARD, NY	Fix	(lat. 41°45’44” N., long. 74°31’30” W.)
WEETS, NY	Fix	(lat. 41°51’27” N., long. 74°11’52” W.)
NELIE, CT	INT	(lat. 41°56’28” N., long. 72°41’19” W.)
Putnam, CT (PUT)	VOR/DME	(lat. 41°57’20” N., long. 71°50’39” W.)

T–255 NELIE, CT to Martha’s Vineyard, MA (MVY) [New]

NELIE, CT	INT	(lat. 41°56’28” N., long. 72°41’19” W.)
Providence, RI (PVD)	VORTAC	(lat. 41°43’28” N., long. 71°25’47” W.)
FALMA, RI	Fix	(lat. 41°22’22” N., long. 71°10’16” W.)
Martha’s Vineyard, MA (MVY)	VOR/DME	(lat. 41°23’46” N., long. 70°36’46” W.)

T–300 Albany, NY (ALB) to Martha’s Vineyard, MA (MVY) [New]

Albany, NY (ALB)	VORTAC	(lat. 42°44’50” N., long. 73°48’11” W.)
NELIE, CT	INT	(lat. 41°56’28” N., long. 72°41’19” W.)
Norwich, CT (ORW)	VOR/DME	(lat. 41°33’23” N., long. 72°59’58” W.)
MNNK, RI	Fix	(lat. 41°21’41” N., long. 71°25’27” W.)
FALMA, RI	Fix	(lat. 41°22’22” N., long. 71°10’16” W.)
Martha’s Vineyard, MA (MVY)	VOR/DME	(lat. 41°23’46” N., long. 70°36’46” W.)

Issued in Washington, DC, on March 28, 2012.

Gary A. Norek,

Manager, Airspace Regulations and ATC Procedures Group.

[FR Doc. 2012–8183 Filed 4–4–12; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Parts 117 and 121

[Docket No. FAA–2012–0358]

Notice of Procedures for Submitting Clarifying Questions Concerning the Flight, Duty, and Rest Requirements of Part 117

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Notice of procedures for submitting clarifying questions.

SUMMARY: The FAA published a final rule on January 4, 2012 that amends the existing flight, duty and rest regulations applicable to certificate holders and their flightcrew members. Since then,

the FAA has received questions from stakeholders concerning the provisions of the final rule. In response to these questions, the FAA is issuing this document, which announces the procedures for submitting clarifying questions to the final rule.

DATES: You must submit your clarifying questions in writing using the procedures outlined below by June 4, 2012.

ADDRESSES: See the “Procedures for Submitting Clarifying Questions” section of this document.

FOR FURTHER INFORMATION CONTACT: See the “Procedures for Submitting Clarifying Questions” section of this document.

SUPPLEMENTARY INFORMATION:

Background

On January 4, 2012, the FAA published a final rule entitled, “Flightcrew Member Duty and Rest Requirements” (77 FR 330). In that rule, the FAA created new part 117, which replaces the existing flight, duty, and rest regulations, contained in Subparts Q, R, and S, for part 121 passenger operations. As part of this rulemaking,

the FAA also applied the new part 117 to certain part 91 operations, and permitted all-cargo operations operating under part 121 to voluntarily opt into the part 117 flight, duty, and rest regulations.

Since the rule was published, the FAA has received numerous questions concerning the provisions of the final rule. Even though the final rule’s compliance date is January 4, 2014, the FAA concludes that responding to the questions and providing additional regulatory clarity will enable the stakeholders to better plan the changes that they will need to make in order to comply with the final rule. To the extent possible, the FAA also seeks to ensure consistency of interpretation by answering the stakeholders’ questions in a single document instead of multiple different interpretations.

Accordingly, the FAA requests that all clarifying questions be submitted to the docket no later than June 4, 2012. The FAA emphasizes that it is not reconsidering the provisions of the final rule or reopening the final rule to notice and comment. Rather, the FAA is simply soliciting questions about how the final rule works so that the FAA can