

with paragraph 2.D., “Part B,” of the Accomplishment Instructions of Bombardier Alert Service Bulletin 215–A454, Revision 4, dated November 18, 2009. Do the ultrasonic inspection thereafter at intervals not to exceed 600 flight hours or 2,000 water drops, whichever comes first. Accomplishment of the actions in this paragraph terminates the requirements of paragraph (j) of this AD.

(1) If any crack is found in the wing lower skin, before further flight, do a general visual inspection for cracks from inside the wing box, i.e., the stringers adjacent to the skin crack, in accordance with paragraph 2.D., “Part B,” of the Accomplishment Instructions of Bombardier Alert Service Bulletin 215–A454, Revision 4, dated November 18, 2009.

(2) If any cracking is detected during any ultrasonic or general visual inspection required by paragraph (n) of this AD, before further flight, repair in accordance with a method approved by the Manager, New York ACO, FAA; or TCCA (or its delegated agent).

#### (p) New Compliance Times for Paragraphs (n) and (o) of This AD

At the later of the times specified in paragraphs (p)(1) and (p)(2) of this AD.

(1) Prior to the accumulation of 2,500 total flight hours, or 8,000 total water drops, whichever occurs first.

(2) Within 50 flight hours or 150 water drops after the effective date of this AD, whichever occurs first.

#### (q) Credit for Previous Actions

This paragraph provides credit for the inspections at WS 51.00 required by paragraphs (n) and (o) of this AD, if those inspections were performed within the last 550 flight hours or 1,850 water drops before the effective date of this AD using Bombardier Alert Service Bulletin 215–A454, Revision 3, dated March 13, 2001.

#### (r) New Reporting Requirements

At the applicable time specified in paragraph (r)(1) or (r)(2) of this AD, submit a report of the findings (both positive and negative) of the inspections required by paragraphs (n) and (o) of this AD to Bombardier, Inc., in accordance with Bombardier Alert Service Bulletin 215–A454, Revision 4, dated November 18, 2009.

(1) If the inspection was done on or after the effective date of this AD: Submit the report within 30 days after the inspection.

(2) If the inspection was done before the effective date of this AD: Submit the report within 30 days after the effective date of this AD.

#### (s) Other FAA AD Provisions

The following provisions also apply to this AD:

(1) *Alternative Methods of Compliance (AMOCs)*: The Manager, New York 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 manager of the ACO, send it to ATTN: Program Manager, Continuing Operational Safety, FAA, New York ACO, 1600 Stewart

Avenue, Suite 410, Westbury, New York 11590; phone: 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.

#### (t) Related Information

Refer to MCAI Airworthiness Directive CF–1992–26R2, dated September 1, 2010, and the following service information for related information.

(1) Bombardier Alert Service Bulletin 215–A463, Revision 2, dated March 13, 2001.

(2) Bombardier Alert Service Bulletin 215–A454, Revision 3, dated March 13, 2001.

(3) Bombardier Alert Service Bulletin 215–A454, Revision 4, dated November 18, 2009.

#### (u) Material Incorporated by Reference

(1) 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.

(2) You must use the following service information to do the actions required by this AD, unless the AD specifies otherwise.

(3) The following service information was approved for IBR on July 9, 2012.

(i) Bombardier Alert Service Bulletin 215–A454, Revision 4, dated November 18, 2009.

(4) The following service information was approved for IBR on October 6, 2005 (70 FR 52009, September 1, 2005).

(i) Bombardier Alert Service Bulletin 215–A454, Revision 2, dated January 27, 1999.

(ii) Bombardier Alert Service Bulletin 215–A454, Revision 3, dated March 13, 2001.

(iii) Bombardier Alert Service Bulletin 215–A463, Revision 2, dated March 13, 2001.

(5) The following service information was approved for IBR on March 4, 1998 (63 FR 7640, February 17, 1998).

(i) Canadair Alert Service Bulletin 215–A454, Revision 1, dated May 25, 1995.

(ii) Canadair Alert Service Bulletin 215–A463, Revision 1, dated May 25, 1995.

(6) For Bombardier, Inc. service information identified in this AD, contact Bombardier, Inc., 400 Côte-Vertu Road West, Dorval, Québec H4S 1Y9, Canada; phone: 514–855–5000; fax: 514–855–7401; email: [thd.crj@aero.bombardier.com](mailto:thd.crj@aero.bombardier.com); Internet: <http://www.bombardier.com>.

(7) 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.

(8) 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](http://www.archives.gov/federal_register/code_of_federal_regulations/ibr_locations.html).

Issued in Renton, Washington, on May 18, 2012.

**Michael J. Kaszycki,**

*Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.*

[FR Doc. 2012–12911 Filed 6–1–12; 8:45 am]

**BILLING CODE 4910–13–P**

## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### 14 CFR Part 71

[Docket No. FAA–2011–0363; Airspace Docket No. 11–ANM–8]

#### Modification of Class D and Class E Airspace and Revocation of Class E Airspace; Bellingham, WA

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

**ACTION:** Final rule.

**SUMMARY:** This action modifies Class D and Class E airspace at Bellingham, WA, to accommodate aircraft departing and arriving under Instrument Flight Rules (IFR) at Bellingham International Airport. This action, initiated by the biennial review of the Bellingham airspace area, enhances the safety and management of aircraft operations at the airport.

**DATES:** Effective date, 0901 UTC, September 20, 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:**

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 March 26, 2012, the FAA published in the **Federal Register** a notice of proposed rulemaking to modify controlled airspace at Bellingham, WA (77 FR 17362). 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 paragraph 5000, 6002 and 6004, respectively, of FAA Order 7400.9V dated August 9, 2011, and effective September 15, 2011, which is incorporated by reference in 14 CFR Part 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 modifying Class D airspace and Class E airspace designated as surface area to meet current standards for IFR departures and arrivals at Bellingham International Airport, Bellingham, WA. Also, this modification removes the Class E airspace area designated as an extension to a Class D or E surface area. This action is necessary for the safety and management of aircraft departing and arriving under 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 modifies controlled airspace at Bellingham International Airport, Bellingham, WA.

**Environmental Review**

The FAA has determined that this action qualifies for categorical exclusion under the National Environmental Policy Act in accordance with FAA Order 1050.1E, “Environmental Impacts: Policies and Procedures,” paragraph 311a. 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.

**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 Part 71.1 of the Federal Aviation Administration Order 7400.9V, Airspace Designations and Reporting Points, dated August 9, 2011, and effective September 15, 2011 is amended as follows:

*Paragraph 5000 Class D airspace.*

\* \* \* \* \*

**ANM WA D Bellingham, WA [Modified]**

Bellingham International Airport, WA (Lat. 48°47’34” N., long. 122°32’15” W.)

That airspace extending upward from the surface to and including 2,700 feet MSL within a 4.1-mile radius of Bellingham International Airport. This Class D airspace is effective during the 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.*

\* \* \* \* \*

**ANM WA E2 Bellingham, WA [Modified]**

Bellingham International Airport, WA (Lat. 48°47’34” N., long. 122°32’15” W.)

That airspace extending upward from the surface within a 4.1-mile radius of Bellingham International Airport. This Class E airspace is effective during the 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 areas designated as an extension to Class D or Class E surface area.*

\* \* \* \* \*

**ANM WA E4 Bellingham, WA [Removed]**

Issued in Seattle, Washington, on May 24, 2012.

**John Warner,**

*Manager, Operations Support Group, Western Service Center.*

[FR Doc. 2012-13370 Filed 6-1-12; 8:45 am]

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**DEPARTMENT OF TRANSPORTATION****Federal Aviation Administration****14 CFR Part 71**

[Docket No. FAA-2012-0316; Airspace Docket No. 12-ANM-1]

**Modification of Class E Airspace; Billings, MT**

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

**ACTION:** Final rule.

**SUMMARY:** This action modifies Class E airspace at Billings Logan International Airport, Billings, MT. Controlled airspace is necessary to accommodate aircraft using Area Navigation (RNAV) Global Positioning System (GPS) standard instrument approach procedures at Billings Logan International Airport. This action will also make a minor adjustment to the geographic coordinates of the airport. This improves the safety and management of Instrument Flight Rules (IFR) operations at the airport.

**DATES:** Effective date, 0901 UTC, September 20, 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.