

the person identified in paragraph (l)(1) of this AD.

(2) Before using any approved AMOC, notify your appropriate principal inspector, or lacking a principal inspector, the manager of the responsible Flight Standards Office.

(3) For service information that contains steps that are labeled as Required for Compliance (RC), the provisions of paragraphs (k)(3)(i) and (ii) of this AD apply.

(i) The steps labeled as RC, including substeps under an RC step and any figures identified in an RC step, must be done to comply with the AD. An AMOC is required for any deviations to RC steps, including substeps and identified figures.

(ii) Steps not labeled 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 RC steps, including substeps and identified figures, can still be done as specified, and the airplane can be put back in an airworthy condition.

#### (I) Related Information

(1) For more information about this AD, contact Jeffrey Johnson, Aviation Safety Engineer, FAA, 1701 Columbia Avenue, College Park, GA 30337; phone: 404-474-5554; email: 9-ASO-ATLACO-ADs@faa.gov.

(2) Material identified in this AD that is not incorporated by reference is available at the address specified in paragraph (m)(3) of this AD.

#### (m) Material Incorporated by Reference

(1) The Director of the Federal Register approved the incorporation by reference 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 the AD specifies otherwise.

(i) Gulfstream GVII-G500 Customer Bulletin No. 092, Revision A, dated April 9, 2024.

(ii) Gulfstream GVII-G600 Customer Bulletin No. 063, Revision A, dated April 9, 2024.

(iii) Chapter 71—Powerplant, Gulfstream Aerospace GVII-G500 Aircraft Maintenance Manual (AMM), Document Number GAC-AC-GVII-G500-AMM-0001, Revision 18, dated March 29, 2024:

**Note 1 to the introductory text of paragraph (m)(2)(iii):** The manufacturer name is located only on the title page of the document.

(A) 71-20-02 Engine Mount Hardware—Removal/Installation, 71-20 Mounts;

(B) 71-21-03 Engine Forward Link Assemblies—Removal/Installation, 71-21 Front Mounts;

(C) 71-21-04 Forward Engine Mount Assembly—Removal/Installation, 71-21 Front Mounts;

(D) 71-22-03 Aft Engine Mount Strut Assembly—Removal/Installation, 71-22 Rear Mounts;

(E) 71-23-05 Engine Thrust Strut—Removal/Installation, 71-23 Mounts: Support Links and Accessories; and

(F) 71-23-06 Engine Alignment Strut—Removal/Installation, 71-23 Mounts: Support Links and Accessories.

(iv) Chapter 71—Powerplant, Gulfstream Aerospace GVII-G600 AMM, Document Number GAC-AC-GVII-G600-AMM-0001, Revision 14, dated March 29, 2024:

**Note 2 to the introductory text of paragraph (m)(2)(iv):** The manufacturer name is located only on the title page of the document.

(A) 71-20-02 Engine Mount Hardware—Removal/Installation, 71-20 Mounts;

(B) 71-21-03 Engine Forward Link Assemblies—Removal/Installation, 71-21 Front Mounts;

(C) 71-21-04 Forward Engine Mount Assembly—Removal/Installation, 71-21 Front Mounts;

(D) 71-22-03 Aft Engine Mount Strut Assembly—Removal/Installation, 71-22 Rear Mounts;

(E) 71-23-05 Engine Thrust Strut—Removal/Installation, 71-23 Mounts: Support Links and Accessories; and

(F) 71-23-06 Engine Alignment Strut—Removal/Installation, 71-23 Mounts: Support Links and Accessories.

(3) For Gulfstream Aerospace material, contact Gulfstream Aerospace Corporation, Technical Publications Dept., P.O. Box 2206, Savannah, GA 31402-2206; telephone 800-810-4853; email [pubs@gulfstream.com](mailto:pubs@gulfstream.com); website [gulfstream.com/en/customer-support](http://gulfstream.com/en/customer-support).

(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](http://www.archives.gov/federal-register/cfr/ibr-locations) or email [fr.inspection@nara.gov](mailto:fr.inspection@nara.gov).

Issued on May 17, 2024.

**Victor Wicklund,**

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

[FR Doc. 2024-12581 Filed 6-5-24; 11:15 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:** Final rule.

**SUMMARY:** This action amends Very High Frequency Omnidirectional Range

(VOR) Federal Airways V-48, V-52, V-216, and V-434, and revokes VOR Federal Airway V-206. The FAA is taking 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:** Effective date 0901 UTC, September 5, 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.

**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](http://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 7400.11H, 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 modifies the Air Traffic Service (ATS) route structure as necessary to preserve the safe and efficient flow of air traffic within the National Airspace System.

## History

The FAA published a notice of proposed rulemaking for Docket No. FAA–2023–2483 in the **Federal Register** (88 FR 89344; December 27, 2023), proposing to amend VOR Federal Airways V–48, V–52, V–216, and V–434, and revoke VOR Federal Airway V–206 due to the planned decommissioning of the VOR portion of the Ottumwa, IA, VOR/DME NAVAID. Interested parties were invited to participate in this rulemaking effort by submitting written comments on the proposal. No comments were received.

## Incorporation by Reference

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 amends the current version of that order, FAA Order JO 7400.11H, dated August 11, 2023, and effective September 15, 2023. FAA Order JO 7400.11H 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 7400.11H lists Class A, B, C, D, and E airspace areas, air traffic service routes, and reporting points.

## The Rule

This action amends 14 CFR part 71 by amending VOR Federal Airways V–48, V–52, V–216, and V–434, and revoking VOR Federal Airway V–206. This action is due to the planned decommissioning of the VOR portion of the Ottumwa, IA, VOR/DME. The airway actions are described below.

**V–48:** Prior to this final rule, V–48 extended between the Ottumwa, IA, VOR/DME and the Pontiac, IL, VOR/DME. The airway segment between the Ottumwa VOR/DME and the Burlington, IA, VOR/DME is removed. As amended, the airway is changed to now extend between the Burlington VOR/DME and the Pontiac VOR/DME.

**V–52:** Prior to this final rule, V–52 extended between the Des Moines, IA, VOR/Tactical Air Navigation (VORTAC) and the Ottumwa, IA, VOR/DME; and between the St. Louis, MO, VORTAC and the Pocket City, IN, VORTAC. The airway segment between the Des Moines VORTAC and the Ottumwa VOR/DME is removed. As amended, the airway is changed to now extend between the St. Louis VORTAC and the Pocket City VORTAC.

**V–206:** Prior to this final rule, V–206 extended between the Napoleon, MO, VORTAC and the Ottumwa, IA, VOR/

DME. The airway segment between the Kirksville, MO, VORTAC and the Ottumwa VOR/DME is removed due to the planned decommissioning of the VOR portion of the Ottumwa VOR/DME. Additionally, the airway segment between the Napoleon VORTAC and the Kirksville VORTAC is removed due to that airway segment overlapping V–10 which will remain charted and provide navigational guidance between the two NAVAIDs. As amended, the airway is removed in its entirety.

**V–216:** Prior to this final rule, V–216 extended between the Lamar, CO, VOR/DME and the Mankato, KS, VORTAC; and between the Lamoni, IA, VOR/DME and the Janesville, WI, VOR/DME. The airway segment between the Lamoni VOR/DME and the Iowa City, IA, VOR/DME is removed. As amended, the airway is changed to now extend between the Lamar VOR/DME and the Mankato VORTAC, and between the Iowa City VOR/DME and the Janesville VOR/DME.

**V–434:** Prior to this final rule, V–434 extended between the Ottumwa, IA, VOR/DME and the Brickyard, IN, VORTAC. The airway segment between the Ottumwa VOR/DME and the Moline, IL, VOR/DME is removed. As amended, the airway is changed to now extend between the Moline VOR/DME and the Brickyard VORTAC.

The NAVAID radials listed in the VOR Federal airway descriptions in the regulatory text of this final rule are unchanged and stated in degrees True north.

## 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 (42 U.S.C. 4321 *et seq.*) and

its implementing regulations at 40 CFR part 1500, and in accordance with FAA Order 1050.1F, Environmental Impacts: Policies and Procedures, paragraph 5–6.5a, which categorically excludes from further environmental impact review rulemaking actions that designate or modify classes of airspace areas, airways, routes, and reporting points (see 14 CFR part 71, Designation of Class A, B, C, D, and E Airspace Areas; Air Traffic Service Routes; and Reporting Points); and paragraph 5–6.5i, which categorically excludes from further environmental impact review the establishment of new or revised air traffic control procedures conducted at 3,000 feet or more above ground level (AGL); procedures conducted below 3,000 feet AGL that do not cause traffic to be routinely routed over noise sensitive areas; modifications to currently approved procedures conducted below 3,000 feet AGL that do not significantly increase noise over noise sensitive areas; and increases in minimum altitudes and landing minima. As such, this action is not expected to result in any potentially significant environmental impacts. In accordance with FAA Order 1050.1F, paragraph 5–2 regarding Extraordinary Circumstances, the FAA has reviewed this action for factors and circumstances in which a normally categorically excluded action may have a significant environmental impact requiring further analysis. The FAA has determined that no extraordinary circumstances exist that warrant preparation of an environmental assessment or environmental impact study.

## List of Subjects in 14 CFR Part 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 7400.11H, Airspace Designations and Reporting Points, dated August 11, 2023, and

effective September 15, 2023, is amended as follows:

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

\* \* \* \* \*

**V-48 [Amended]**

From Burlington, IA; Peoria, IL; to Pontiac, IL.

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**V-52 [Amended]**

From St Louis, MO; Troy, IL; INT Troy 099° and Pocket City, IN, 311° radials; to Pocket City.

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**V-206 [Removed]**

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**V-216 [Amended]**

From Lamar, CO; Hill City, KS; to Mankato, KS. From Iowa City, IA; INT Iowa City 062° and Janesville, WI, 240° radials; to Janesville.

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**V-434 [Amended]**

From Moline, IL; Peoria, IL; Champaign, IL; to Brickyard, IN.

\* \* \* \* \*

Issued in Washington, DC, on June 3, 2024.

**Frank Lias,**

*Manager, Rules and Regulations Group.*

[FR Doc. 2024-12457 Filed 6-6-24; 8:45 am]

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## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### 14 CFR Part 71

[Docket No. FAA-2023-2466; Airspace Docket No. 23-ACE-6]

RIN 2120-AA66

#### **Amendment of VOR Federal Airway V-220 and Revocation of VOR Federal Airways V-79 and V-380 in the Vicinity of Hastings, NE**

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

**ACTION:** Final rule.

**SUMMARY:** This action amends Very High Frequency Omnidirectional Range (VOR) Federal Airway V-220 and revokes VOR Federal Airways V-79 and V-380. The FAA is taking this action due to the planned decommissioning of the VOR portion of the Hastings, NE (HSI), VOR/Distance Measuring Equipment (VOR/DME) navigational aid (NAVAID). The Hastings VOR is being decommissioned in support of the FAA's VOR Minimum Operational Network (MON) program.

**DATES:** Effective date 0901 UTC, September 5, 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.

**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](http://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 7400.11H, 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 modifies the Air Traffic Service (ATS) route structure as necessary to preserve the safe and efficient flow of air traffic within the National Airspace System.

**History**

The FAA published a notice of proposed rulemaking for Docket No. FAA-2023-2466 in the **Federal Register** (88 FR 88286; December 21, 2023), proposing to amend VOR Federal Airway V-220 and revoke VOR Federal Airways V-79 and V-380 due to the planned decommissioning of the VOR portion of the Hastings, NE, VOR/DME NAVAID. Interested parties were invited to participate in this rulemaking effort

by submitting written comments on the proposal. No comments were received.

**Incorporation by Reference**

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 amends the current version of that order, FAA Order JO 7400.11H, dated August 11, 2023, and effective September 15, 2023. FAA Order JO 7400.11H 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 7400.11H lists Class A, B, C, D, and E airspace areas, air traffic service routes, and reporting points.

**The Rule**

This action amends 14 CFR part 71 by amending VOR Federal Airway V-220 and revoking VOR Federal Airways V-79 and V-380 due to the planned decommissioning of the VOR portion of the Hastings, NE, VOR/DME. The airway actions are described below.

**V-79:** Prior to this final rule, V-79 extended between the Hastings, NE, VOR/DME and the Lincoln, NE, VOR/Tactical Air Navigation (VORTAC). The airway is removed in its entirety.

**V-220:** Prior to this final rule, V-220 extended between the Grand Junction, CO, VOR/DME and the Columbus, NE, VOR/DME. The airway segment between the Kearney, NE, VOR and the Columbus VOR/DME is removed. As amended, the airway is changed to now extend between the Grand Junction VOR/DME and the Kearney VOR.

**V-380:** Prior to this final rule, V-380 extended between the Grand Island, NE, VOR/DME and the Mankato, KS, VORTAC. The airway is removed in its entirety.

The NAVAID radials listed in the V-220 description in the regulatory text of this final rule are unchanged and stated in degrees True north.

**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