

(4) Where paragraph (2) of EASA AD 2023–0206 specifies “the instructions of the MMEL update are implemented for that aeroplane,” this AD requires replacing those words with “the operator’s existing FAA-approved MEL is revised by incorporating the information identified in “The MMEL update” as defined in EASA AD 2023–0206.”

(5) Where paragraph (2) of EASA AD 2023–0206 specifies implementing the instructions of the MMEL update before next flight after modifying a Group 2 airplane into a Group 1 airplane, this AD requires accomplishing the MEL update within 30 days after the effective date of this AD, or before further flight after accomplishing the modification, whichever occurs later.

(6) This AD does not adopt the “Remarks” section of EASA AD 2023–0206.

#### (i) 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, mail it to the address identified in paragraph (j) of this AD. Information may be emailed to: [9-AVS-AIR-730-AMOC@faa.gov](mailto:9-AVS-AIR-730-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.

#### (j) Additional Information

For more information about this AD, contact Vladimir A. Ulyanov, Aviation Safety Engineer, FAA, 1600 Stewart Avenue, Suite 410, Westbury, NY 11590; phone 206–231–3229; email [vladimir.ulyanov@faa.gov](mailto:vladimir.ulyanov@faa.gov).

#### (k) Material Incorporated by Reference

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

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

(i) European Union Aviation Safety Agency (EASA) AD 2023–0206, dated November 21, 2023.

(ii) [Reserved]

(3) For EASA AD 2023–0206, contact EASA, Konrad-Adenauer-Ufer 3, 50668 Cologne, Germany; phone +49 221 8999 000; email [ADs@easa.europa.eu](mailto:ADs@easa.europa.eu); website [easa.europa.eu](http://easa.europa.eu). You may find this EASA AD on the EASA website at [ad.easa.europa.eu](http://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](http://www.archives.gov/federal-register/cfr/ibr-locations), or email [fr.inspection@nara.gov](mailto:fr.inspection@nara.gov).

Issued on January 10, 2024.

**Victor Wicklund,**

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

[FR Doc. 2024–01162 Filed 1–18–24; 11:15 am]

**BILLING CODE 4910–13–P**

## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### 14 CFR Part 71

[Docket No. FAA–2023–1325; Airspace Docket No. 23–AGL–17]

RIN 2120–AA66

#### Amendment of VOR Federal Airway V–36 and Establishment of RNAV Route T–675; Northcentral United States

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

**ACTION:** Final rule, delay of effective date.

**SUMMARY:** This action delays the effective date of a final rule published in the **Federal Register** on October 19, 2023, amending Very High Frequency Omnidirectional Range (VOR) Federal Airway V–36 and establishing Canadian Area Navigation (RNAV) Route T–675 in the northcentral United States (U.S.) airspace. The FAA is delaying the effective date to allow sufficient time for completion of the required flight inspection of the route.

**DATES:** The effective date of the final rule published on September 22, 2023 (88 FR 65311), with an effective date of November 30, 2023, delayed on October 19, 2023 (88 FR 71990) to March 21, 2024, is delayed to May 16, 2024. The Director of the Federal Register approved 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.

**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:

### Background

The FAA published a final rule in the **Federal Register** for Docket No. FAA–2023–1325 on September 22, 2023 (88 FR 65311), effective November 30, 2023, amending VOR Federal Airway V–36 and establishing Canadian RNAV Route T–675 in the northcentral U.S. airspace. On October 19, 2023 (88 FR 71990), the FAA delayed the effective date for that final rule to March 21, 2024. After the October 19, 2023, final rule was published, the FAA determined that the required flight inspection for the establishment, certification, and publication of T–675 was not completed due to adverse weather conditions.

The FAA expects the required flight inspection for Canadian RNAV Route T–675 will be completed by May 16, 2024; therefore, the rule amending VOR Federal Airway V–36 and establishing Canadian RNAV Route T–675 within US airspace is delayed to coincide with that date.

### Incorporation by Reference

VOR Federal airways are published in paragraph 6010(a) and Canadian Area Navigation routes (T-routes) are published in paragraph 6013 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 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.

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

### Good Cause for No Notice and Comment

Section 553(b)(3)(B) of Title 5, United States Code, (the Administrative Procedure Act) authorizes agencies to dispense with notice and comment procedures for rules when the agency for “good cause” finds that those procedures are “impracticable, unnecessary, or contrary to the public interest.” Under this section, an agency, upon finding good cause, may issue a final rule without seeking comment prior to the rulemaking. The FAA finds that prior notice and public comment to this final rule is unnecessary due to the brief length of the extension of the

effective date and the fact that there is no substantive change to the rule.

#### Delay of Effective Date

Accordingly, pursuant to the authority delegated to me, the effective date of the final rule, Airspace Docket 23–AGL–17, published in the **Federal Register** on September 22, 2023 (88 FR 65311), FR Doc. 2023–20449, with an effective date of November 30, 2023, delayed on October 19, 2023 (88 FR 71990), FR Doc. 2023–22993, to March 21, 2024, is hereby delayed until May 16, 2024.

**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.

Issued in Washington, DC, on January 16, 2024.

**Frank Lias,**

*Manager, Airspace and Rules Group.*

[FR Doc. 2024–01043 Filed 1–19–24; 8:45 am]

**BILLING CODE 4910–13–P**

## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### 14 CFR Part 71

[Docket No. FAA–2023–1006; Airspace Docket No. 22–AWP–65]

RIN 2120–AA66

#### Modification of Class E Airspace; Minden-Tahoe Airport, Minden, NV; Correction

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

**ACTION:** Final rule; correction.

**SUMMARY:** The FAA is correcting a final rule that published in the **Federal Register** on December 22, 2023. The final rule modified Class E airspace extending upward from 700 feet above the surface at Minden-Tahoe Airport, Minden, NV. This action corrects a typographical error within the airspace legal description text.

**DATES:** Effective 0901 UTC, March 21, 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 7400.11, Airspace Designations and Reporting Points, and publication of conforming amendments.

**ADDRESSES:** FAA Order 7400.11H, 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:

Keith Adams, Federal Aviation Administration, Western Service Center, Operations Support Group, 2200 S 216th Street, Des Moines, WA 98198; telephone (206) 231–2428.

#### SUPPLEMENTARY INFORMATION:

##### History

The FAA published a final rule in the **Federal Register** (88 FR 88528; December 22, 2023) for Docket FAA–2023–1006, which modified Class E airspace extending upward from 700 feet above the surface at the Minden-Tahoe Airport, Minden, NV. Subsequent to publication, the FAA identified that the listed title associated with the Class E airspace indicated California (CA) instead of Nevada (NV). The FAA also identified an error in the text of the Class E airspace legal description. The airspace extending from the 4.2-mile radius to 7 miles south of the airport is described as “1.2 miles each side of a 180° bearing”; it should say “1.1 miles each side of the airport’s 180° bearing”, as proposed. This action corrects these typographical errors.

##### Correction to the Final Rule

In FR Doc 2023–28228 at 88528, published in the **Federal Register** on December 22, 2023, the FAA makes the following corrections:

- 1. On page 88529, beginning in the second and continuing into the third column, correct the AWP NV E5 Minden airspace title and description to read as follows:

##### **AWP NV E5 Minden, NV [Corrected]**

Minden-Tahoe Airport, NV  
(Lat. 39°00′02″ N, long. 119°45′04″ W)

That airspace extending upward from 700 feet above the surface within a 4.2-mile radius of the airport, that airspace 2 miles each side of the airport’s 001° bearing extending from the 4.2-mile radius to 8.9 miles north of the airport, and that airspace 1.1 miles each side of the airport’s 180° bearing extending from the 4.2-mile radius to 7 miles south of the airport.

Issued in Des Moines, Washington.

**Joseph Bert,**

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

[FR Doc. 2024–01061 Filed 1–19–24; 8:45 am]

**BILLING CODE 4910–13–P**

## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### 14 CFR Part 71

[Docket No. FAA–2023–1417; Airspace Docket No. 22–AEA–17]

RIN 2120–AA66

#### Establishment of United States Area Navigation Route (RNAV) Q–476, and Amendment of United States (RNAV) Route T–393; Northeastern United States

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

**ACTION:** Final rule.

**SUMMARY:** This action establishes United States Area Navigation (RNAV) Route Q–476, and amends RNAV Route T–393 in support of the Next Generation Air Transportation System (NextGen) efforts to provide a modern RNAV route structure to improve the safety and efficiency of the National Airspace System (NAS).

**DATES:** Effective date 0901 UTC, March 21, 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:** Brian Vidis, 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.