

rules on aviation safety. 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.

We are issuing this rulemaking under the authority described in Subtitle VII, Part A, Subpart III, Section 44701: "General requirements." Under that section, Congress charges the FAA with promoting safe flight of civil aircraft in air commerce by prescribing regulations for practices, methods, and procedures the Administrator finds necessary for safety in air commerce. This regulation is within the scope of that authority because it addresses an unsafe condition that is likely to exist or develop on helicopters identified in this rulemaking action.

Regulatory Findings

This AD will not have federalism implications under Executive Order 13132. This AD will not have a substantial direct effect on the States, on the relationship between the national government and the States, or on the distribution of power and responsibilities among the various levels of government.

For the reasons discussed above, I certify that this AD:

- (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);
- (3) Will not affect intrastate aviation in Alaska to the extent that it justifies making a regulatory distinction; and
- (4) Will not have a significant economic impact, positive or negative, on a substantial number of small entities under the criteria of the Regulatory Flexibility Act.

We prepared an economic evaluation of the estimated costs to comply with this AD and placed it in the AD docket.

List of Subjects in 14 CFR Part 39

Air transportation, Aircraft, Aviation safety, Incorporation by reference, Safety.

Adoption of the Amendment

Accordingly, under the authority delegated to me by the Administrator, the FAA amends 14 CFR part 39 as follows:

PART 39—AIRWORTHINESS DIRECTIVES

- 1. The authority citation for part 39 continues to read as follows:

Authority: 49 U.S.C. 106(g), 40113, 44701.

§ 39.13 [Amended]

- 2. The FAA amends § 39.13 by adding the following new airworthiness directive (AD):

2018-05-02 AgustaWestland S.p.A.:
Amendment 39-19211; Docket No. FAA-2017-0111; Product Identifier 2016-SW-079-AD.

(a) Applicability

This AD applies to Model AW189 helicopters, serial number 49007 through 49021, 49023, 49029, 49033, 49035, 89001, 89003, 89004, 92001, 92003, and 92005, certificated in any category.

(b) Unsafe Condition

This AD defines the unsafe condition as improperly glued emergency exit windows. This condition could result in the window failing to jettison, preventing the occupants from exiting the helicopter during an emergency.

(c) Effective Date

This AD becomes effective April 4, 2018.

(d) Compliance

You are responsible for performing each action required by this AD within the specified compliance time unless it has already been accomplished prior to that time.

(e) Required Actions

Within 75 hours time-in-service, replace the seal and filler wedges of each cabin and cockpit door emergency exit window, except bubble windows installed in accordance with bubble window kit part number 8G5620F00111.

(f) Alternative Methods of Compliance (AMOCs)

(1) The Manager, Safety Management Section, Rotorcraft Standards Branch, FAA, may approve AMOCs for this AD. Send your proposal to: Martin R. Crane, Aviation Safety Engineer, Regulations & Policy Section, Rotorcraft Standards Branch, FAA, 10101 Hillwood Pkwy, Fort Worth, TX 76177; telephone (817) 222-5110; email 9-ASW-FTW-AMOC-Requests@faa.gov.

(2) For operations conducted under a 14 CFR part 119 operating certificate or under 14 CFR part 91, subpart K, we suggest that you notify your principal inspector, or lacking a principal inspector, the manager of the local flight standards district office or certificate holding district office, before operating any aircraft complying with this AD through an AMOC.

(g) Additional Information

(1) Leonardo Helicopters Bollettino Tecnico No. 189-118, dated October 20, 2016, which is not incorporated by reference, contains additional information about the subject of this AD. For service information identified in this AD, contact Leonardo S.p.A. Helicopters, Matteo Ragazzi, Head of Airworthiness, Viale G. Agusta 520, 21017 C.Costa di Samarate (Va) Italy; telephone +39-0331-711756; fax +39-0331-229046; or at <http://www.leonardocompany.com/-/bulletins>. You may review a copy of the service information at the FAA, Office of the

Regional Counsel, Southwest Region, 10101 Hillwood Pkwy, Room 6N-321, Fort Worth, TX 76177.

(2) The subject of this AD is addressed in European Aviation Safety Agency (EASA) AD No. 2016-0216, dated October 28, 2016. You may view the EASA AD on the internet at <http://www.regulations.gov> in AD Docket No. FAA-2017-0111.

(h) Subject

Joint Aircraft Service Component (JASC) Code: 5600, Window/Windshield System.

Issued in Fort Worth, Texas, on February 21, 2018.

Scott A. Horn,

Deputy Director for Regulatory Operations, Compliance & Airworthiness Division, Aircraft Certification Service.

[FR Doc. 2018-03930 Filed 2-27-18; 8:45 am]

BILLING CODE 4910-13-P

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 95

[Docket No. 31183; Amdt. No. 538]

IFR Altitudes; Miscellaneous Amendments

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Final rule.

SUMMARY: This amendment adopts miscellaneous amendments to the required IFR (instrument flight rules) altitudes and changeover points for certain Federal airways, jet routes, or direct routes for which a minimum or maximum en route authorized IFR altitude is prescribed. This regulatory action is needed because of changes occurring in the National Airspace System. These changes are designed to provide for the safe and efficient use of the navigable airspace under instrument conditions in the affected areas.

DATES: *Effective Date:* 0901 UTC, March 29, 2018.

FOR FURTHER INFORMATION CONTACT:

Harry Hodges, Flight Procedure Standards Branch (AMCAFS-420), Flight Technologies and Programs Division, Flight Standards Service, Federal Aviation Administration, Mike Monroney Aeronautical Center, 6500 South MacArthur Blvd., Oklahoma City, OK 73169 (Mail Address: P.O. Box 25082, Oklahoma City, OK 73125) telephone: (405) 954-4164.

SUPPLEMENTARY INFORMATION: This amendment to part 95 of the Federal Aviation Regulations (14 CFR part 95) amends, suspends, or revokes IFR altitudes governing the operation of all aircraft in flight over a specified route

or any portion of that route, as well as the changeover points (COPs) for Federal airways, jet routes, or direct routes as prescribed in part 95.

The Rule

The specified IFR altitudes, when used in conjunction with the prescribed changeover points for those routes, ensure navigation aid coverage that is adequate for safe flight operations and free of frequency interference. The reasons and circumstances that create the need for this amendment involve matters of flight safety and operational efficiency in the National Airspace System, are related to published aeronautical charts that are essential to the user, and provide for the safe and efficient use of the navigable airspace. In addition, those various reasons or circumstances require making this amendment effective before the next scheduled charting and publication date of the flight information to assure its timely availability to the user. The effective date of this amendment reflects

those considerations. In view of the close and immediate relationship between these regulatory changes and safety in air commerce, I find that notice and public procedure before adopting this amendment are impracticable and contrary to the public interest and that good cause exists for making the amendment effective in less than 30 days.

Conclusion

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. For the same reason, the FAA certifies that this

amendment will not have a significant economic impact on a substantial number of small entities under the criteria of the Regulatory Flexibility Act.

List of Subjects in 14 CFR Part 95

Airspace, Navigation (air).

Issued in Washington, DC, on February 23, 2018.

John S. Duncan,

Executive Director, Flight Standards Service.

Adoption of the Amendment

Accordingly, pursuant to the authority delegated to me by the Administrator, part 95 of the Federal Aviation Regulations (14 CFR part 95) is amended as follows effective at 0901 UTC, March 29, 2018.

■ 1. The authority citation for part 95 continues to read as follows:

Authority: 49 U.S.C. 106(g), 40103, 40106, 40113, 40114, 40120, 44502, 44514, 44719, 44721.

■ 2. Part 95 is amended to read as follows:

REVISIONS TO IFR ALTITUDES & CHANGEOVER POINT

[Amendment 538 effective date March 29, 2018]

From	To	MEA	MAA
§ 95.3000 Low Altitude RNAV Routes			
§ 95.3259 RNAV Route T259 Is Amended To Read in Part			
WEXIM, CA WP *12200—MCA NIKOL, CA FIX, W BND	NIKOL, CA FIX	14600	17500
From	To	MEA	
95.6001 Victor Routes—U.S			
95.6025 VOR Federal Airway V25 Is Amended To Read in Part			
OCTAD, OR FIX * 7000—GNSS MEA	DESCHUTES, OR VORTAC. N BND S BND	* 7000 * 12000	
§ 95.6027 VOR Federal Airway V27 Is Amended To Read in Part			
NEWPORT, OR VORTAC	CUTEL, OR FIX S BND N BND	3300 8000	
§ 95.6045 VOR Federal Airway V45 Is Amended To Read in Part			
BLUEFIELD, WV VOR/DME *5500—MOCA	CHARLESTON, WV VOR/DME	* 6000	
CHARLESTON, WV VOR/DME	HENDERSON, WV VORTAC	3100	
§ 95.6140 VOR Federal Airway V140 Is Amended To Read in Part			
STACY, VA FIX * 13000—MRA	* KENYA, WV FIX W BND E BND	5000 5400	
* KENYA, WV FIX * 13000—MRA	** BLUEFIELD, WV VOR/DME	5400	
** 7000—MCA BLUEFIELD, WV VOR/DME, E BND			
BLUEFIELD, WV VOR/DME * 5600—MOCA	SOFTY, WV FIX	* 7000	

From		To	MEA
SOFTY, WV FIX		CASTE, VA FIX	#000
#UNUSABLE			
CASTE, VA FIX		MONTEBELLO, VA VOR/DME	6000
§ 95.6177 VOR Federal Airway V177 Is Amended To Read in Part			
JOLIET, IL VORTAC		NUELG, IL FIX	2700
§ 95.6244 VOR Federal Airway V244 Is Amended To Delete			
ALTAM, CA FIX		BYRON, CA WP	
		W BND	4500
		E BND	3500
BYRON, CA WP		MANTECA, CA VOR/DME	2000
MANTECA, CA VOR/DME		WRAPS, CA FIX	
		E BND	3000
		W BND	2000
WRAPS, CA FIX		* DUCKE, CA WP	8000
* 12000—MCA DUCKE, CA WP, E BND			
DUCKE, CA WP		* NIKOL, CA FIX	15100
* 13000—MCA NIKOL, CA FIX, W BND			
Is Amended To Read			
ALTAM, CA FIX		HAIRE, CA FIX	4500
HAIRE, CA FIX		* LINDEN, CA VOR/DME	** 3000
* 3300—MCA LINDEN, CA VOR/DME, E BND			
* 2100—MOCA			
LINDEN, CA VOR/DME		* MERPH, CA FIX.	
		W BND	6400
		E BND	15300
* 9800—MCA MERPH, CA FIX, E BND			
MERPH, CA FIX		* NIKOL, CA FIX	15300
* 13100—MCA NIKOL, CA FIX, W BND			
§ 95.6325 VOR Federal Airway V325 Is Amended To Read in Part			
COLUMBIA, SC VORTAC		BLANE, SC FIX	* 8000
* 2200—MOCA			
BLANE, SC FIX		VESTO, GA FIX	#
#UNUSABLE			
VESTO, GA FIX		ATHENS, GA VOR/DME	2500
§ 95.6495 VOR Federal Airway V495 Is Amended To Read in Part			
ALDER, WA FIX		* TOUTL, WA FIX	** 9000
* 9000—MCA TOUTL, WA FIX, N BND			
** 6800—MOCA			
** 7000—GNSS MEA			
TOUTL, WA FIX		BATTLE GROUND, WA VORTAC.	
		N BND	** 9000
		S BND	** 5300
** 5300—GNSS MEA			
§ 95.6519 VOR Federal Airway V519 Is Amended To Read in Part			
*TELOC, VA FIX		BLUEFIELD, WV VOR/DME	
		NE BND	6100
		SW BND	6900
* 13000—MRA			
BLUEFIELD, WV VOR/DME		BECKLEY, WV VORTAC	#* 9000
* 5900—MOCA			
* 5900—GNSS MEA			
#BECKLEY R-193 UNUSABLE USE BLUEFIELD R-010			
Airway segment		Changeover points	
From	To	From	Distance
§ 95.8003 VOR Federal Airway Changeover Point			
V244 Is Amended To Delete Changeover Point			
MANTECA, CA VOR/DME	COALDALE, NV VORTAC		96
MANTECA			

[FR Doc. 2018-04082 Filed 2-27-18; 8:45 am]

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DEPARTMENT OF THE INTERIOR**Bureau of Indian Affairs****25 CFR Part 170****[189D0102DRDS5A300000DR.5A311.
IA000118]****RIN 1076-AF38****Tribal Transportation Program; Delay
of Compliance Date****AGENCY:** Bureau of Indian Affairs,
Interior.**ACTION:** Final rule; confirmation.

SUMMARY: The Bureau of Indian Affairs (BIA) is confirming the interim final rule published on October 31, 2017, that delayed the deadline for Tribes to comply with Tribal Transportation Program requirements to collect data on proposed roads for the National Tribal Transportation Facility Inventory (NTTFI).

DATES: This rule is effective February 28, 2018.

FOR FURTHER INFORMATION CONTACT: Mr. LeRoy Gishi, Division of Transportation, Office of Indian Services, Bureau of Indian Affairs, (202) 513-7711, leroy.gishi@bia.gov.

SUPPLEMENTARY INFORMATION:**I. Summary of Rule****II. Procedural Requirements**

- A. Regulatory Planning and Review (E.O. 12866)
- B. Regulatory Flexibility Act
- C. Small Business Regulatory Enforcement Fairness Act
- D. Unfunded Mandates Reform Act
- E. Takings (E.O. 12630)
- F. Federalism (E.O. 13132)
- G. Civil Justice Reform (E.O. 12988)
- H. Consultation With Indian Tribes (E.O. 13175 and Departmental Policy)
- I. Paperwork Reduction Act
- J. National Environmental Policy Act
- K. Effects on the Energy Supply (E.O. 13211)
- L. Clarity of This Regulation
- M. E.O. 13771: Reducing Regulation and Controlling Regulatory Costs

I. Summary of Rule

Regulations governing the Tribal Transportation Program published in 2016. *See* 81 FR 78456 (November 7, 2016). The regulations became effective on December 7, 2016, except for § 170.443, which required Tribes' compliance one year later: On November 7, 2017. Section 170.443 required Tribes to collect data for proposed roads to be added to, or remain in, the NTTFI.

On October 31, 2017, BIA published an interim final rule delaying the November 7, 2017, deadline for compliance with § 170.443 to November 7, 2019. *See* 82 FR 50312. The delay provides BIA with time to reexamine the need for this data collected in the NTTFI and consult with Tribes on whether revision or deletion of the data collection requirements in § 170.443 is appropriate. BIA received 38 comments in the Federal e-rulemaking docket for this rule, none of which were relevant. The final rule being published today therefore confirms the interim final rule and the delay of the compliance date to November 7, 2019.

II. Procedural Requirements**A. Regulatory Planning and Review
(E.O. 12866 and 13563)**

Executive Order (E.O.) 12866 provides that the Office of Information and Regulatory Affairs (OIRA) at the Office of Management and Budget (OMB) will review all significant rules. OIRA has determined that this rule is not significant.

E.O. 13563 reaffirms the principles of E.O. 12866 while calling for improvements in the nation's regulatory system to promote predictability, to reduce uncertainty, and to use the best, most innovative, and least burdensome tools for achieving regulatory ends. The E.O. directs agencies to consider regulatory approaches that reduce burdens and maintain flexibility and freedom of choice for the public where these approaches are relevant, feasible, and consistent with regulatory objectives. E.O. 13563 emphasizes further that regulations must be based on the best available science and that the rulemaking process must allow for public participation and an open exchange of ideas. We have developed this rule in a manner consistent with these requirements.

B. Regulatory Flexibility Act

This rule will not have a significant economic effect on a substantial number of small entities under the Regulatory Flexibility Act (5 U.S.C. 601 *et seq.*) because Tribes are not small entities under the Regulatory Flexibility Act.

**C. Small Business Regulatory
Enforcement Fairness Act**

This rule is not a major rule under 5 U.S.C. 804(2), the Small Business Regulatory Enforcement Fairness Act. This rule:

(a) Does not have an annual effect on the economy of \$100 million or more because this rule affects only surface transportation for Tribes.

(b) Will not cause a major increase in costs or prices for consumers, individual industries, Federal, State, or local government agencies, or geographic regions because it does not affect costs or prices.

(c) Does not have significant adverse effects on competition, employment, investment, productivity, innovation, or the ability of U.S.-based enterprises to compete with foreign-based enterprises because the rule addresses Tribal surface transportation within the United States.

D. Unfunded Mandates Reform Act

This rule does not impose an unfunded mandate on State, local, or Tribal governments or the private sector of more than \$100 million per year. The rule does not have a significant or unique effect on State, local, or Tribal governments or the private sector. A statement containing the information required by the Unfunded Mandates Reform Act (2 U.S.C. 1531 *et seq.*) is not required.

E. Takings (E.O. 12630)

This rule does not affect a taking of private property or otherwise have taking implications under E.O. 12360. A takings implication assessment is not required.

F. Federalism (E.O. 13132)

Under the criteria in section 1 of E.O. 13132, this rule does not have sufficient Federalism implications to warrant the preparation of a summary impact statement, because the rule primarily addresses the relationship between the Federal Government and Tribes. A Federalism summary impact statement is not required.

G. Civil Justice Reform (E.O. 12988)

This rule complies with the requirements of E.O. 12988. Specifically, this rule:

(a) Meets the criteria of section 3(a) requiring that all regulations be reviewed to eliminate errors and ambiguity and written to minimize litigation; and

(b) Meets the criteria of section 3(b)(2) requiring that all regulations be written in clear language and contain clear legal standards.

**H. Consultation With Indian Tribes
(E.O. 13175 and Departmental Policy)**

The Department of the Interior strives to strengthen its government-to-government regulations with Indian Tribes through a commitment to consultation with Indian Tribes and recognition of their right to self-governance and Tribal sovereignty. We