

Conclusion

This action affects only certain novel or unusual design features of the Alenia C-27J. It is not a rule of general applicability, and it affects only the applicant that applied to the FAA for approval of these features on the airplane.

List of Subjects in 14 CFR Part 25

Aircraft, Aviation safety, Reporting and recordkeeping requirements.

■ The authority citation for these special conditions is as follows:

Authority: 49 U.S.C. 106(g), 40113, 44701, 44702, 44704.

The Special Conditions

■ Accordingly, pursuant to the authority delegated to me by the Administrator, the following special conditions are issued as part of the type certification basis for the C-27J airplane.

General

1. The liquid-oxygen system must be located to minimize the possibility of exposure of occupants to liquid oxygen from a leak or condensation.

2. The liquid-oxygen converter must be located in the airplane so that there is no risk of damage to the converter due to an uncontained rotor or propeller-blade failure.

3. The liquid-oxygen system's associated gaseous-oxygen-distribution lines should be designed and located to minimize the hazard from uncontained rotor or propeller-blade debris.

4. The flight-deck oxygen system must meet the supply requirements of part 121 in the event the oxygen-distribution line is severed by a rotor or propeller-blade fragment.

5. The pressure-relief valves on the liquid-oxygen converters must be vented overboard. The ventilation means must be configured such that liquid and gaseous oxygen will be exhausted so that oxygen will not accumulate inside the airplane. Means must be provided to prevent hydrocarbon-fluid migration from impinging upon the vent outlet of the liquid-oxygen system.

6. The system must include provisions to ensure complete conversion of the liquid oxygen to gaseous oxygen. The resultant oxygen gas must be delivered to the first oxygen outlet for breathing such that the temperature is no more than 35°F less than the cabin ambient temperature or 32°F (whichever is greater), under the conditions of the maximum demand or flow of oxygen gas for normal use of the oxygen system. A liquid-oxygen shutoff valve must be installed on the main

oxygen-distribution line prior to any secondary lines. The shutoff valve must be both compatible with liquid-oxygen temperatures and readily accessible (either directly if manual, or by remote activation if automatic).

7. If multiple converters are used, the design should ensure that a leak in one converter does not result in leakage of oxygen from any other converter.

8. Approved flexible hoses must be used for the airplane-systems connections to shock-mounted converters, where movement relative to the airplane may occur.

9. Condensation from system components or lines must be collected by drip pans, shields, or other suitable collection means, and drained overboard through a drain fitting separate from the liquid-oxygen vent fitting, as specified in special condition 5, above.

10. Oxygen-system components must be burst-pressure tested to 3.0 times, and proof-pressure tested to 1.5 times, the maximum normal operating pressure. Compliance with the requirement for burst testing may be shown by similarity analysis, or a combination of similarity analysis and test.

11. Oxygen-system components must be electrically bonded to the airplane structure.

12. All gaseous or liquid-oxygen connections located in close proximity to an ignition source must be shrouded and vented overboard using the system specified in special condition 5, above.

13. A means must be provided to indicate to the flight crew the quantity of available oxygen.

14. Instructions for Continued Airworthiness (ICA) per § 25.1529 must be provided for the safe operation and maintenance of the liquid-oxygen system.

15. Emergency procedures must be developed for the aircraft crew to address aircraft-safety-related malfunctions of the liquid-oxygen system.

16. The liquid-oxygen-system equipment, including the tank, must be retained under all loads up to those specified in § 25.561(b)(3). The tank must be able to resist rupture and to retain the liquid oxygen, under the inertia forces prescribed for the emergency-landing conditions in § 25.561. In addition, the tank must be able to withstand, without failure, the vibration, inertia, fluid, and structural loads that it may be subjected to in operation. The liquid-oxygen components, including the tank, must

be protected from scraping or impact from baggage, cargo, or other contents.

Ali Bahrami,

Manager, Transport Airplane Directorate, Aircraft Certification Service.

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DEPARTMENT OF TRANSPORTATION

14 CFR Part 97

[Docket No. 30691; Amdt. No. 3343]

Standard Instrument Approach Procedures, and Takeoff Minimums and Obstacle Departure Procedures; Miscellaneous Amendments

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Final rule.

SUMMARY: This rule establishes, amends, suspends, or revokes Standard Instrument Approach Procedures (SIAPs) and associated Takeoff Minimums and Obstacle Departure Procedures for operations at certain airports. These regulatory actions are needed because of the adoption of new or revised criteria, or because of changes occurring in the National Airspace System, such as the commissioning of new navigational facilities, adding new obstacles, or changing air traffic requirements. These changes are designed to provide safe and efficient use of the navigable airspace and to promote safe flight operations under instrument flight rules at the affected airports.

DATES: This rule is effective October 22, 2009. The compliance date for each SIAP, associated Takeoff Minimums, and ODP is specified in the amendatory provisions.

The incorporation by reference of certain publications listed in the regulations is approved by the Director of the Federal Register as of October 22, 2009.

ADDRESSES: Availability of matter incorporated by reference in the amendment is as follows:

For Examination

1. FAA Rules Docket, FAA Headquarters Building, 800 Independence Avenue, SW., Washington, DC 20591;

2. The FAA Regional Office of the region in which the affected airport is located;

3. The National Flight Procedures Office, 6500 South MacArthur Blvd., Oklahoma City, OK 73169 or

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

Availability—All SIAPs are available online free of charge. Visit nfdc.faa.gov to register. Additionally, individual SIAP and Takeoff Minimums and ODP copies may be obtained from:

1. FAA Public Inquiry Center (APA-200), FAA Headquarters Building, 800 Independence Avenue, SW., Washington, DC 20591; or

2. The FAA Regional Office of the region in which the affected airport is located.

FOR FURTHER INFORMATION CONTACT:

Harry J. Hodges, Flight Procedure Standards Branch (AFS-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 rule amends Title 14, Code of Federal Regulations, Part 97 (14 CFR part 97) by amending the referenced SIAPs. The complete regulatory description of each SIAP is listed on the appropriate FAA Form 8260, as modified by the National Flight Data Center (FDC)/Permanent Notice to Airmen (P-NOTAM), and is incorporated by reference in the amendment under 5 U.S.C. 552(a), 1 CFR part 51, and § 97.20 of Title 14 of the Code of Federal Regulations.

The large number of SIAPs, their complex nature, and the need for a special format make their verbatim publication in the **Federal Register** expensive and impractical. Further, airmen do not use the regulatory text of the SIAPs, but refer to their graphic depiction on charts printed by publishers of aeronautical materials. Thus, the advantages of incorporation by reference are realized and

publication of the complete description of each SIAP contained in FAA form documents is unnecessary. This amendment provides the affected CFR sections and specifies the types of SIAP and the corresponding effective dates. This amendment also identifies the airport and its location, the procedure and the amendment number.

The Rule

This amendment to 14 CFR part 97 is effective upon publication of each separate SIAP as amended in the transmittal. For safety and timeliness of change considerations, this amendment incorporates only specific changes contained for each SIAP as modified by FDC/P-NOTAMs.

The SIAPs, as modified by FDC P-NOTAM, and contained in this amendment are based on the criteria contained in the U.S. Standard for Terminal Instrument Procedures (TERPS). In developing these changes to SIAPs, the TERPS criteria were applied only to specific conditions existing at the affected airports. All SIAP amendments in this rule have been previously issued by the FAA in a FDC NOTAM as an emergency action of immediate flight safety relating directly to published aeronautical charts. The circumstances which created the need for all these SIAP amendments requires making them effective in less than 30 days.

Because of the close and immediate relationship between these SIAPs and safety in air commerce, I find that notice and public procedure before adopting these SIAPs are impracticable and contrary to the public interest and, where applicable, that good cause exists for making these SIAPs 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 97

Air Traffic Control, Airports, Incorporation by reference, and Navigation (Air).

Issued in Washington, DC, on October 2, 2009.

John M. Allen,
Director, Flight Standards Service.

Adoption of the Amendment

■ Accordingly, pursuant to the authority delegated to me, Title 14, Code of Federal Regulations, Part 97, 14 CFR part 97, is amended by amending Standard Instrument Approach Procedures, effective at 0901 UTC on the dates specified, as follows:

PART 97—STANDARD INSTRUMENT APPROACH PROCEDURES

■ 1. The authority citation for part 97 continues to read as follows:

Authority: 49 U.S.C. 106(g), 40103, 40106, 40113, 40114, 40120, 44502, 44514, 44701, 44719, 44721-44722.

■ 2. Part 97 is amended to read as follows:

§§ 97.23, 97.25, 97.27, 97.29, 97.31, 97.33, and 97.35 [Amended]

By amending: § 97.23 VOR, VOR/DME, VOR or TACAN, and VOR/DME or TACAN; § 97.25 LOC, LOC/DME, LDA, LDA/DME, SDF, SDF/DME; § 97.27 NDB, NDB/DME; § 97.29 ILS, ILS/DME, MLS, MLS/DME, MLS/RNAV; § 97.31 RADAR SIAPs; § 97.33 RNAV SIAPs; and § 97.35 COPTER SIAPs, Identified as follows:

* * * *Effective Upon Publication*

AIRAC date	State	City	Airport	FDC No.	FDC date	Subject
19-Nov-09	DE	MIDDLETOWN	SUMMIT	9/0193	9/16/09	NDB-A, AMDT 7.
19-Nov-09	PA	POTTSTOWN	POTTSTOWN LIMERICK	9/0454	9/17/09	GPS RWY 28, ORIG.
19-Nov-09	PA	POTTSTOWN	POTTSTOWN LIMERICK	9/0455	9/17/09	GPS RWY 10, ORIG.
19-Nov-09	PA	POTTSTOWN	POTTSTOWN LIMERICK	9/0456	9/17/09	TAKEOFF MINS AND OBSTACLE DP, AMDT 2.
19-Nov-09	PA	POTTSTOWN	POTTSTOWN LIMERICK	9/0458	9/17/09	VOR/DME-A, AMDT 3A.
19-Nov-09	PA	POTTSTOWN	POTTSTOWN LIMERICK	9/0459	9/17/09	LOC RWY 28, AMDT 2A.
19-Nov-09	NY	SARATOGA SPRINGS ...	SARATOGA COUNTY	9/0596	9/18/09	RNAV (GPS) RWY 5, AMDT 1.
19-Nov-09	NY	SARATOGA SPRINGS ...	SARATOGA COUNTY	9/0597	9/18/09	VOR/DME-A, AMDT 1.
19-Nov-09	MD	CRISFIELD	CRISFIELD MUNI	9/0937	9/21/09	VOR/DME-A, ORIG.

AIRAC date	State	City	Airport	FDC No.	FDC date	Subject
19–Nov–09	NC	ELIZABETH CITY	ELIZABETH CITY CG AIR STATION/RGNL.	9/0944	9/21/09	NDB RWY 10, ORIG–D.
19–Nov–09	NC	ELIZABETH CITY	ELIZABETH CITY CG AIR STATION/RGNL.	9/0945	9/21/09	VOR/DME RWY 19, AMDT 10C.
19–Nov–09	NJ	NEWARK	NEWARK LIBERTY INTL	9/1291	9/22/09	VOR RWY 11, AMDT 2A.
19–Nov–09	MD	STEVENSVILLE	BAY BRIDGE	9/1416	9/23/09	RNAV (GPS) RWY 11, ORIG.
19–Nov–09	NC	REIDSVILLE	ROCKINGHAM COUNTY NC SHILOH.	9/1640	9/24/09	VOR/DME A, AMDT 9.
19–Nov–09	VT	RUTLAND	SOUTHERN VERMONT RGNL.	9/1642	9/24/09	VOR/DME RWY 1, AMDT 1.
19–Nov–09	VT	RUTLAND	SOUTHERN VERMONT RGNL.	9/1658	9/24/09	RNAV (GPS) RWY 1, ORIG.
19–Nov–09	OK	OKLAHOMA CITY	WILL ROGERS WORLD	9/2522	9/29/09	ILS OR LOC/DME RWY 35L, ORIG–A.
19–Nov–09	OH	CLEVELAND	CLEVELAND-HOPKINS INTL.	9/2530	9/29/09	ILS PRM RWY 24R (SIM. CLOSE PARALLEL), ORIG.
19–Nov–09	OH	CLEVELAND	CLEVELAND-HOPKINS INTL.	9/2531	9/29/09	LDA PRM RWY 24L (SIM. CLOSE PARALLEL), ORIG.
19–Nov–09	OH	CLEVELAND	CLEVELAND-HOPKINS INTL.	9/2533	9/29/09	LDA PRM RWY 6R (SIM. CLOSE PARALLEL), AMDT 1.
19–Nov–09	OH	CLEVELAND	CLEVELAND-HOPKINS INTL.	9/2534	9/29/09	ILS PRM RWY 6L (SIM. CLOSE PARALLEL), ORIG–A.
17–Dec–09	MI	DETROIT	DETROIT METROPOLITAN WAYNE COUNTY.	9/0505	9/17/09	ILS OR LOC Z RWY 22R, AMDT 2.
17–Dec–09	MI	DETROIT	DETROIT METROPOLITAN WAYNE COUNTY.	9/0506	9/17/09	ILS PRM RWY 22R (SIM. CLOSE PARALLEL), ORIG.
17–Dec–09	MI	DETROIT	DETROIT METROPOLITAN WAYNE COUNTY.	9/0507	9/17/09	ILS OR LOC Z RWY 4L, AMDT 3.
17–Dec–09	MI	DETROIT	DETROIT METROPOLITAN WAYNE COUNTY.	9/0508	9/17/09	ILS PRM RWY 4L (SIM. CLOSE PARALLEL), ORIG.
17–Dec–09	NC	ANDREWS	ANDREWS-MURPHY	9/1638	9/24/09	RNAV (GPS) RWY 8, ORIG.
17–Dec–09	TX	HOUSTON	DAVID WAYNE HOOKS MEMORIAL.	9/1783	9/24/09	LOC RWY 17R, AMDT 1.

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 97

[Docket No. 30690; Amdt. No 3342]

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Availability—All SIAPs and Takeoff Minimums and ODPs are available online free of charge. Visit <http://www.nfdc.faa.gov> to register. Additionally, individual SIAP and Takeoff Minimums and ODP copies may be obtained from:

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Harry J. Hodges, Flight Procedure Standards Branch (AFS–420), Flight Technologies and Programs Divisions, 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 rule amends Title 14 of the Code of Federal Regulations, Part 97 (14 CFR part 97), by