

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 AD:

2011-05-08 Turbomeca: Amendment 39-16617; Docket No. FAA-2011-0141; Directorate Identifier 2011-NE-06-AD.

Effective Date

(a) This airworthiness directive (AD) becomes effective March 9, 2011.

Affected ADs

(b) This AD supersedes emergency AD 2011-05-51, issued on February 15, 2011.

Applicability

(c) This AD applies to Turbomeca Arriel 1E2, 1S, and 1S1 turboshaft engines that have incorporated Turbomeca Service Bulletin (SB) No. 292 73 0826, Version A, dated October 13, 2009, or incorporated Turbomeca Internal Consign No. 298468. These engines are installed on, but not limited to, Eurocopter Deutschland MBB BK117-C2 and BK117-C1, and Sikorsky S-76A series and S-76C series, helicopters.

Reason

(d) This AD was prompted by three reports of incorrectly assembled low-pressure fuel system ejectors; with one of them resulting in an uncommanded engine in-flight shutdown. We are issuing this AD to prevent uncommanded engine in-flight shutdown of one or both engines in a two-engine helicopter and an emergency autorotation landing or accident.

Actions and Compliance

(e) Comply with this AD within the compliance times specified, unless already done.

Fuel Ejector Inspection

(f) Inspect the fuel ejector in the body of the fuel ejector assembly for proper installation by checking that the circlip is properly seated in its groove. Use Paragraph 2.B of the Instructions to be Incorporated, of Turbomeca Mandatory Service Bulletin (MSB) No. A292 73 0834, Version B, dated February 8, 2011 to do the inspection. Inspect at the following compliance times:

(1) For helicopters having at least one of the two affected engines experiencing starting difficulties, inspect within 5 flight hours (FH) after receipt of emergency AD 2011-05-51 or after the effective date of this AD, whichever occurs first.

(2) For helicopters having only one affected engine, and experiencing starting difficulties

in that engine, inspect within 20 FH after receipt of emergency AD 2011-05-51 or after the effective date of this AD, whichever occurs first.

(3) For helicopters having one or two affected engines and experiencing no starting difficulties, inspect within 100 FH after the effective date of this AD.

Inspection Results

(g) If you find a fuel ejector improperly installed in the body of the fuel ejector assembly, replace the fuel ejector assembly before further flight with a serviceable fuel ejector assembly.

Definition

(h) For the purpose of this AD, starting difficulties occur when N1 stagnation or variations are encountered. During starting, N1 rise shall be continuous and linear up to ground idle.

Credit for Actions Accomplished in Accordance With Previous Service Information

(i) Inspections and replacements done using Turbomeca MSB No. A292 73 0834, Version A, dated February 4, 2011, or Turbomeca SB No. 292 73 0826, Version B, dated February 4, 2011, before the effective date of this AD, satisfy the requirements of this AD.

Alternative Methods of Compliance (AMOCs)

(j) The Manager, Engine Certification Office, FAA, has the authority to approve AMOCs for this AD, if requested using the procedures found in 14 CFR 39.19.

Related Information

(k) For further information about this AD, contact: Rose Len, Aerospace Engineer, Engine Certification Office, FAA, 12 New England Executive Park, Burlington, MA 01803; phone: (781) 238-7772; fax: (781) 238-7199; e-mail: rose.len@faa.gov.

(l) For copies of the service information referenced in this AD, contact: Turbomeca, 40220 Tarnos, France; phone: 33 559 74 40 00; fax: 33 559 74 45 15; Web site: <http://www.turbomeca-support.com>. You may review copies of the referenced service information at the FAA, Engine & Propeller Directorate, 12 New England Executive Park, Burlington, MA 01803.

(m) EASA AD No. 2011-0023-E, dated February 9, 2011 (corrected on February 10, 2011), also pertains to this AD.

Material Incorporated by Reference

(n) You must use Turbomeca Mandatory Service Bulletin No. A292 73 0834, Version B, dated February 8, 2011, to do the actions required by this AD, unless the AD specifies otherwise.

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

(2) For service information identified in this AD, contact Turbomeca, 40220 Tarnos, France; phone: 33 559 74 40 00; fax: 33 559 74 45 15; Web site: <http://www.turbomeca-support.com>.

(3) You may review copies at the FAA, New England Region, 12 New England Executive Park, Burlington, MA; or at 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/cfr/ibr-locations.html>.

Issued in Burlington, Massachusetts, on February 22, 2011.

Peter A. White,

Acting Manager, Engine and Propeller Directorate, Aircraft Certification Service.

[FR Doc. 2011-4832 Filed 3-3-11; 8:45 am]

BILLING CODE 4910-13-P

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 97

[Docket No. 30770; Amdt. No. 3414]

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

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Final rule.

SUMMARY: This 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 March 4, 2011. 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 March 4, 2011.

ADDRESSES: Availability of matters 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 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:

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 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 establishing, amending, suspending, or revoking SIAPs, Takeoff Minimums and/or ODPs. The complete regulators description of each SIAP and its associated Takeoff Minimums or ODP for an identified airport is listed on FAA form documents which are incorporated by reference in this amendment under 5 U.S.C. 552(a), 1 CFR part 51, and 14 CFR 97.20. The applicable FAA Forms are FAA Forms 8260-3, 8260-4, 8260-5, 8260-15A, and 8260-15B when required by an entry on 8260-15A.

The large number of SIAPs, Takeoff Minimums and ODPs, in addition to their complex nature and the need for a special format make publication in the **Federal Register** expensive and impractical. Furthermore, airmen do not use the regulatory text of the SIAPs, Takeoff Minimums or ODPs, but instead refer to their depiction on charts printed by publishers of aeronautical materials. The advantages of incorporation by

reference are realized and publication of the complete description of each SIAP, Takeoff Minimums and ODP listed on FAA forms is unnecessary. This amendment provides the affected CFR sections and specifies the types of SIAPs and the effective dates of the associated Takeoff Minimums and ODPs. 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, Takeoff Minimums and ODP as contained in the transmittal. Some SIAP and Takeoff Minimums and textual ODP amendments may have been issued previously by the FAA in a Flight Data Center (FDC) Notice to Airmen (NOTAM) as an emergency action of immediate flight safety relating directly to published aeronautical charts. The circumstances which created the need for some SIAP and Takeoff Minimums and ODP amendments may require making them effective in less than 30 days. For the remaining SIAPs and Takeoff Minimums and ODPs, an effective date at least 30 days after publication is provided.

Further, the SIAPs and Takeoff Minimums and ODPs contained in this amendment are based on the criteria contained in the U.S. Standard for Terminal Instrument Procedures (TERPS). In developing these SIAPs and Takeoff Minimums and ODPs, the TERPS criteria were applied to the conditions existing or anticipated at the affected airports. Because of the close and immediate relationship between these SIAPs, Takeoff Minimums and ODPs, and safety in air commerce, I find that notice and public procedures before adopting these SIAPs, Takeoff Minimums and ODPs are impracticable and contrary to the public interest and, where applicable, that good cause exists for making some 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 February 18, 2011.

John McGraw,

Deputy 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 establishing, amending, suspending, or revoking Standard Instrument Approach Procedures and/or Takeoff Minimums and/or Obstacle Departure Procedures effective at 0902 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:

Effective 7 APR 2011

Blakely, GA, Early County, RNAV (GPS) RWY 5, Amdt 2
Blakely, GA, Early County, RNAV (GPS) RWY 23, Amdt 2
Newberry, MI, Luce County, RNAV (GPS) RWY 11, Orig-A
Whitefield, NH, Mount Washington Rgnl, LOC/NDB RWY 10, Amdt 7
Whitefield, NH, Mount Washington Rgnl, Takeoff Minimums and Obstacle DP, Amdt 5
Raton, NM, Raton Muni/Crews Field, Takeoff Minimums and Obstacle DP, Amdt 1
Syracuse, NY, Syracuse Hancock Intl, ILS OR LOC RWY 10, Amdt 13
Syracuse, NY, Syracuse Hancock Intl, ILS OR LOC RWY 28, ILS RWY 28 (SA CAT I), ILS RWY 28 (CAT II), Amdt 34
Syracuse, NY, Syracuse Hancock Intl, RNAV (GPS) RWY 10, Amdt 2
Syracuse, NY, Syracuse Hancock Intl, RNAV (GPS) RWY 28, Amdt 2
Syracuse, NY, Syracuse Hancock Intl, TACAN RWY 33, Orig
Syracuse, NY, Syracuse Hancock Intl, VOR RWY 15, Amdt 23
Syracuse, NY, Syracuse Hancock Intl, VOR OR TACAN RWY 33, Orig-D, CANCELLED
Bedford, PA, Bedford County, Takeoff Minimums and Obstacle DP, Amdt 1
College Station, TX, Easterwood Field, Takeoff Minimums and Obstacle DP, Amdt 3

Corsicana, TX, C David Campbell Field-Corsicana Muni, RNAV (GPS) RWY 14, Orig-A

Corsicana, TX, C David Campbell Field-Corsicana Muni, RNAV (GPS) RWY 32, Orig-A

Houston, TX, Lone Star Executive, ILS OR LOC RWY 14, Amdt 2B

Houston, TX, Lone Star Executive, NDB RWY 2B

Guernsey, WY, Camp Guernsey, Takeoff Minimums and Obstacle DP, Amdt 1

Effective 5 MAY 2011

St. Paul Island, AK, St. Paul Island, LOC/DME BC RWY 18, Amdt 4A

St. Paul Island, AK, St. Paul Island, RNAV (GPS) RWY 18, Amdt 2A

Russellville, AL, Bill Pugh Field, RNAV (GPS) RWY 2, Orig-A

Russellville, AL, Bill Pugh Field, RNAV (GPS) RWY 20, Orig-A

Russellville, AL, Bill Pugh Field, Takeoff Minimums and Obstacle DP, Orig-A

Bay Minette, AL, Bay Minette Muni, RNAV (GPS) RWY 8, Amdt 1

Bentonville, AR, Bentonville Muni/Louise M Thaden Field, Takeoff Minimums and Obstacle DP, Amdt 1

Little Rock, AR, Adams Field, RNAV (GPS) RWY 4L, Amdt 1A

Little Rock, AR, Adams Field, RNAV (GPS) RWY 4R, Amdt 1A

Hartford, CT, Hartford-Brainard, LDA RWY 2, Amdt 1G

Hartford, CT, Hartford-Brainard, VOR OR GPS-A, Amdt 9C

Indianapolis, IN, Indianapolis Executive, RNAV (GPS) RWY 18, Amdt 1

Indianapolis, IN, Indianapolis Executive, VOR/DME RWY 18, Amdt 1

Indianapolis, IN, Indianapolis Metropolitan, Takeoff Minimums and Obstacle DP, Amdt 3

Logansport, IN, Logansport/Cass County, Takeoff Minimums and Obstacle DP, Amdt 1

St. Ignace, MI, Mackinac County, Takeoff Minimums and Obstacle DP, Orig

Clarksdale, MS, Fletcher Field, VOR/DME RWY 18, Orig-B

Lincolnton, NC, Lincolnton-Lincoln County Rgnl, NDB RWY 23, Amdt 3

Lincolnton, NC, Lincolnton-Lincoln County Rgnl, RNAV (GPS) RWY 5, Amdt 1

Lincolnton, NC, Lincolnton-Lincoln County Rgnl, Takeoff Minimums and Obstacle DP, Amdt 1,

Wilmington, NC, Wilmington Intl, ILS OR LOC/DME RWY 6, Amdt 1

Wilmington, NC, Wilmington Intl, RNAV (GPS) RWY 6, Amdt 2

Wilmington, NC, Wilmington Intl, RNAV (GPS) RWY 17, Amdt 2

Wilmington, NC, Wilmington Intl, RNAV (GPS) RWY 35, Amdt 2

Caldwell, NJ, Essex County, Takeoff Minimums and Obstacle DP, Amdt 2

Bryce Canyon, UT, Bryce Canyon, RNAV (GPS) RWY 3, Orig-A

Grundy, VA, Grundy Muni, GPS RWY 22, Orig, CANCELLED

Grundy, VA, Grundy Muni, Takeoff Minimums and Obstacle DP, Orig, CANCELLED

Seattle, WA, Seattle-Tacoma Intl, ILS OR LOC RWY 16R, ILS RWY 16R (SA CAT I),

ILS RWY 16R (CAT II), ILS RWY 16R (CAT III), Amdt 1

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 97

[Docket No. 30771; Amdt. No. 3415]

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 March 4, 2011. 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 March 4, 2011.

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 <http://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