sides between the crossing area of the keel angle fitting and the front spar of the Centre Wing Box (CWB). Several modifications have been introduced in the fleet in the area of frame [FR] 40 keel angle assembly in order to prevent these cracks. However the new design has caused interference between one fastener and the keel angle which was corrected by further local reprofiling of the keel angle horizontal flange. Analysis shows that without an inspection of this reprofiled area, the structural integrity of the area is impacted, which constitutes an unsafe condition.

In order to maintain the structural integrity of the aircraft, this Airworthiness Directive (AD) requires a repetitive special detailed inspection [high frequency eddy current to detect cracking] on the horizontal flange of the keel beam in the area of first fastener hole aft of FR40 and in case of cracks to repair accordingly.

Actions and Compliance

(f) Unless already done, do the following actions.

(1) Within 90 days after the effective date of this AD, or at the applicable time specified in paragraph (f)(1)(i) or (f)(1)(ii) of this AD, whichever occurs later, perform a special detailed (high frequency eddy current) inspection to detect cracking of the keel beam fitting horizontal flange edge at FR40 on the left-hand and right-hand sides of the fuselage, in accordance with the instructions of Airbus Mandatory Service Bulletin A330–53–3151, Revision 01, dated September 25, 2008.

(i) For Model A330–301, –322, and –342 airplanes: Before accumulating 14,500 total flight cycles or 37,000 total flight hours from the first flight of the airplane, whichever occurs first.

(ii) For Model A330–202, –223, and –243 airplanes: Before accumulating 14,100 total flight cycles or 70,600 total flight hours from the first flight of the airplane, whichever occurs first.

(2) If no crack is detected during the inspection required by paragraph (f)(1) of this AD, repeat the inspection specified in paragraph (f)(1) of this AD thereafter at intervals not to exceed the times specified in paragraph (f)(2)(i) or (f)(2)(ii) of this AD, as applicable.

(i) For Model A330–301, –322, and –342 airplanes: 6,230 flight cycles or 15,900 flight hours, whichever occurs first.

(ii) For Model A330–202, –223, and –243 airplanes: 6,060 flight cycles or 30,300 flight hours, whichever occurs first.

(3) If any crack is found during any inspection required by this AD, before further flight, contact Airbus and follow their corrective actions.

(4) Airplanes that have already been inspected prior to the effective date of this AD in accordance with the instructions of Airbus Service Bulletin A330–53–3151, dated December 6, 2005, are compliant with the requirements of paragraph (f)(1) of this AD (initial inspection). However, after the effective date of this AD, the repetitive inspections must be continued in accordance with the instructions of Airbus Mandatory Service Bulletin A330–53–3151, Revision 01, dated September 25, 2008, as specified in paragraph (f)(1) of this AD.

(5) At the applicable time specified in paragraph (f)(5)(i) or (f)(5)(ii) of this AD, submit a report of the results (both positive and negative) of the inspection required by paragraph (f)(1) of this AD, in accordance with Airbus Mandatory Service Bulletin A330–53–3151, Revision 01, dated September 25, 2008. Send the report to Airbus SAS—Customer Services Directorate, 1 Rond Point Maurice Bellonte, 31707 Blagnac Cedex, France; Attention SEDCC1 Technical Data and Documentation Services, fax +33 5 61 93 28 06, e-mail *sb.reporting@airbus.com.*

(i) If the inspection was done on or after the effective date of this AD: Submit the report within 30 days after the inspection.

(ii) If the inspection was accomplished prior to the effective date of this AD: Submit the report within 30 days after the effective date of this AD.

FAA AD Differences

Note 1: This AD differs from the MCAI and/or service information as follows: No differences.

Other FAA AD Provisions

(g) The following provisions also apply to this AD:

(1) *Alternative Methods of Compliance (AMOCs):* The Manager, International Branch, FAA, has the authority to approve AMOCs for this AD, if requested using the procedures found in 14 CFR 39.19. Send information to ATTN: Vladimir Ulyanov, Aerospace Engineer, International Branch, ANM–116, Transport Airplane Directorate, FAA, 1601 Lind Avenue, SW., Renton, Washington 98057–3356; telephone (425) 227–1138; fax (425) 227–1149. Before using any approved AMOC on any airplane to which the AMOC applies, notify your appropriate principal maintenance inspector (PMI) or principal avionics inspector (PAI), as appropriate, or lacking a principal inspector, your local Flight Standards District Office.

(2) *Airworthy Product:* For any requirement in this AD to obtain corrective actions from a manufacturer or other source, use these actions if they are FAA-approved. Corrective actions are considered FAA-approved if they are approved by the State of Design Authority (or their delegated agent). You are required to assure the product is airworthy before it is returned to service.

(3) *Reporting Requirements:* For any reporting requirement in this AD, under the provisions of the Paperwork Reduction Act, the Office of Management and Budget (OMB) has approved the information collection requirements and has assigned OMB Control Number 2120–0056.

Related Information

(h) Refer to (MCAI) European Aviation Safety Agency (EASA) Airworthiness Directive 2008–0213, dated December 8, 2008; and Airbus Mandatory Service Bulletin A330–53–3151, Revision 01, dated September 25, 2008; for related information.

Material Incorporated by Reference

(i) You must use Airbus Mandatory Service Bulletin A330–53–3151, Revision 01, including Appendix 1, dated September 25, 2008, 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 Airbus SAS—Airworthiness Office—EAL, 1 Rond Point Maurice Bellonte, 31707 Blagnac Cedex, France; telephone +33 5 61 93 36 96; fax +33 5 61 93 45 80, e-mail *airworthiness.A330-A340@airbus.com*; Internet *http://www.airbus.com.*

(3) You may review copies of the service information at the FAA, Transport Airplane Directorate, 1601 Lind Avenue, SW., Renton, Washington. For information on the availability of this material at the FAA, call 425–227–1221 or 425–227–1152.

(4) You may also review copies of the service information that is incorporated by reference 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/code_of_federal_regulations/ibr_locations.html.*

Issued in Renton, Washington, on May 15, 2009.

Ali Bahrami,

Manager, Transport Airplane Directorate, Aircraft Certification Service.

[FR Doc. E9–12113 Filed 5–27–09; 8:45 am]

BILLING CODE 4910–13–P

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 97

[Docket No. 30667 Amdt. No 3222]

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 May 28, 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 May 28, 2009.

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 May 15, 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 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 02 JUL 2009

Fairhope, AL, H L Sonny Callahan, RNAV (GPS) RWY 1, Amdt 1
Fairhope, AL, H L Sonny Callahan, RNAV (GPS) RWY 19, Amdt 1
Fairhope, AL, H L Sonny Callahan, VOR/DME–A, Amdt 6
Hamilton, AL, Marion County-Rankin Fite, RNAV (GPS) RWY 18, Orig
Hamilton, AL, Marion County-Rankin Fite, RNAV (GPS) RWY 36, Orig

Prescott, AZ, Ernest A. Love Field, RNAV (RNP) RWY 3R, Orig
Scottsdale, AZ, Scottsdale, RNAV (RNP) RWY 21, Orig
Scottsdale, AZ, Scottsdale, RNAV (RNP) Y RWY 3, Orig
Scottsdale, AZ, Scottsdale, RNAV (RNP) Z RWY 3, Orig
Chico, CA, Chico Muni, GPS RWY 13L, Orig, B, CANCELLED
Chico, CA, Chico Muni, GPS RWY 31R, Orig–C, CANCELLED
Chico, CA, Chico Muni, ILS OR LOC/DME RWY 13L, Amdt 11
Chico, CA, Chico Muni, RNAV (GPS) RWY 13L, Orig
Chico, CA, Chico Muni, RNAV (GPS) RWY 31R, Orig
San Diego/El Cajon, CA, Gillespie Field, RNAV (GPS) RWY 17, Amdt 1
Santa Maria, CA, Santa Maria Pub/Capt G Allan Hancock Fld, RNAV (GPS) RWY 30, Orig
Hayden, CO, Yampa Valley, Takeoff Minimums and Obstacle DP, Amdt 3
Titusville, FL, Space Coast Regional, ILS OR LOC RWY 36, Amdt 11
Titusville, FL, Space Coast Regional, RNAV (GPS) RWY 36, Orig
Titusville, FL, Space Coast Regional, RNAV (GPS) Z RWY 9, Orig
Burlington, IA, Southeast Iowa Rgnl, VOR/DME RWY 12, Amdt 6
Evansville, IN, Evansville Rgnl, Takeoff Minimums and Obstacle DP, Amdt 8
Fort Wayne, IN, Fort Wayne Intl, ILS OR LOC RWY 5, ILS RWY 5 (CAT II), Amdt 15
Fort Wayne, IN, Fort Wayne Intl, ILS OR LOC RWY 32, Amdt 29
Fort Wayne, IN, Fort Wayne Intl, LOC BC RWY 14, Amdt 14
Fort Wayne, IN, Fort Wayne Intl, RADAR–1, Amdt 25
Fort Wayne, IN, Fort Wayne Intl, VOR OR TACAN RWY 5, Amdt 20
Fort Wayne, IN, Fort Wayne Intl, VOR OR TACAN RWY 14, Amdt 17
Richmond, IN, Richmond Muni, ILS OR LOC RWY 24, Amdt 1
Richmond, IN, Richmond Muni, RNAV (GPS) RWY 6, Orig
Richmond, IN, Richmond Muni, RNAV (GPS) RWY 24, Orig
Richmond, IN, Richmond Muni, Takeoff Minimums and Obstacle DP, Orig
Richmond, IN, Richmond Muni, VOR RWY 6, Amdt 12
Richmond, IN, Richmond Muni, VOR RWY 24, Amdt 13
Richmond, IN, Richmond Muni, VOR RWY 33, Amdt 2
Topeka, KS, Forbes Field, GPS RWY 3, Orig, CANCELLED
Topeka, KS, Forbes Field, GPS RWY 21, Orig, CANCELLED
Topeka, KS, Forbes Field, RNAV (GPS) RWY 3, Orig
Topeka, KS, Forbes Field, RNAV (GPS) RWY 21, Orig
Topeka, KS, Forbes Field, Takeoff Minimums and Obstacle DP, Orig
Reserve, LA, St John The Baptist Parish, RNAV (GPS) RWY 35, Orig
Hyannis, MA, Barnstable Muni Boardman/Polando Field, ILS OR LOC RWY 15, Amdt 4
Hyannis, MA, Barnstable Muni-Boardman/Polando Field, ILS OR LOC RWY 24, Amdt 18
Hyannis, MA, Barnstable Muni-Boardman/Polando Field, RNAV (GPS) RWY 15, Orig
Hyannis, MA, Barnstable Muni-Boardman/Polando Field, RNAV (GPS) RWY 24, Amdt 1
Lincoln, ME, Lincoln Regional, NDB RWY 17, Amdt 1
Lincoln, ME, Lincoln Regional, RNAV (GPS) RWY 17, Orig
Lincoln, ME, Lincoln Regional, RNAV (GPS) RWY 35, Orig
Lincoln, ME, Lincoln Regional, VOR/DME–A, Amdt 2
Presque Isle, ME, Northern Main Regional Arpt at Presque Is, ILS OR LOC RWY 1, Amdt 6
Presque Isle, ME, Northern Main Regional Arpt at Presque Is, RNAV (GPS) RWY 1, Amdt 1
Presque Isle, ME, Northern Main Regional Arpt at Presque Is, RNAV (GPS) RWY 19, Orig
Presque Isle, ME, Northern Main Regional Arpt at Presque Is, RNAV (GPS) RWY 28, Amdt 1
Presque Isle, ME, Northern Main Regional Arpt at Presque Is, RNAV (GPS) Y RWY 1, Orig, CANCELLED
Kirksville, MO, Kirksville Rgnl, ILS OR LOC/DME RWY 36, Amdt 1
Kirksville, MO, Kirksville Rgnl, RNAV (GPS) RWY 18, Amdt 2
Kirksville, MO, Kirksville Rgnl, RNAV (GPS) RWY 36, Amdt 2
Kirksville, MO, Kirksville Rgnl, VOR–A, Amdt 15
Kirksville, MO, Kirksville Rgnl, VOR/DME–B, Amdt 7
Gulfport, MS, Gulfport-Biloxi Intl, RNAV (GPS) RWY 14, Amdt 1
Gulfport, MS, Gulfport-Biloxi Intl, RNAV (GPS) RWY 18, Amdt 1
Gulfport, MS, Gulfport-Biloxi Intl, RNAV (GPS) RWY 32, Amdt 1
Gulfport, MS, Gulfport-Biloxi Intl, RNAV (GPS) RWY 36, Amdt 1
Gulfport, MS, Gulfport-Biloxi Intl, Takeoff Minimums and Obstacle DP, Amdt 6
Great Falls, MT, Great Falls Intl, VOR/DME RWY 3, Amdt 17
Kalispell, MT, Glacier Park Intl, ILS OR LOC RWY 2, Amdt 6
Kalispell, MT, Glacier Park Intl, RNAV (GPS) RWY 30, Amdt 1
Kalispell, MT, Glacier Park Intl, RNAV (GPS) Z RWY 2, Amdt 2
Kalispell, MT, Glacier Park Intl, RNAV (RNP) RWY 20, Orig
Kalispell, MT, Glacier Park Intl, RNAV (RNP) Y RWY 2, Orig
Elizabethtown, NC, Curtis L Brown Jr Field, Takeoff Minimums and Obstacle DP, Orig
Roxboro, NC, Person County, ILS OR LOC RWY 6, Amdt 1
Gwinner, ND, Gwinner-Roger Melroe Field, NDB RWY 34, Amdt 2
Gwinner, ND, Gwinner-Roger Melroe Field, RNAV (GPS) RWY 16, Amdt 2
Gwinner, ND, Gwinner-Roger Melroe Field, RNAV (GPS) RWY 34, Amdt 2
Gwinner, ND, Gwinner-Roger Melroe Field, Takeoff Minimums and Obstacle DP, Orig
Columbus, NE, Columbus Muni, LOC/DME RWY 14, Amdt 8
Reno, NV, Reno/Stead, ILS OR LOC/DME RWY 32, Orig
Shirley, NY, Brookhaven, RNAV (GPS) RWY 33, Orig
Tiffin, OH, Seneca County, GPS RWY 24, Orig–A, CANCELLED
Tiffin, OH, Seneca County, RNAV (GPS) RWY 6, Orig
Tiffin, OH, Seneca County, RNAV (GPS) RWY 24, Orig
Tiffin, OH, Seneca County, Takeoff Minimums and Obstacle DP, Amdt 2
Tiffin, OH, Seneca County, VOR RWY 6, Amdt 9
Bend, OR, Bend Muni, BEND ONE Graphic Obstacle DP
Bend, OR, Bend Muni, Takeoff Minimums and Obstacle DP, Amdt 4
Pendleton, OR, Eastern Oregon Regional at Pendleton, ILS OR LOC/DME RWY 25, Amdt 25
Pendleton, OR, Eastern Oregon Regional at Pendleton, RNAV (GPS) RWY 7, Orig
Pendleton, OR, Eastern Oregon Regional at Pendleton, RNAV (GPS) RWY 11, Orig
Pendleton, OR, Eastern Oregon Regional at Pendleton, RNAV (GPS) RWY 25, Orig
Pendleton, OR, Eastern Oregon Regional at Pendleton, RNAV (GPS) RWY 29, Orig
Pendleton, OR, Eastern Oregon Regional at Pendleton, Takeoff Minimums and Obstacle DP, Amdt 3
Pendleton, OR, Eastern Oregon Regional at Pendleton, VOR RWY 7, Amdt 15
Harrisburg, PA, Harrisburg Intl, RNAV (GPS) RWY 13, Amdt 1
Harrisburg, PA, Harrisburg Intl, RNAV (GPS) RWY 31, Amdt 1
Tower City, PA, Bendigo, Takeoff Minimums and Obstacle DP, Orig
Pawtucket, RI, North Central State, GPS RWY 5, Orig, CANCELLED
Pawtucket, RI, North Central State, LOC RWY 5, Amdt 6
Pawtucket, RI, North Central State, RNAV (GPS) RWY 5, Orig
Pawtucket, RI, North Central State, VOR–A, Amdt 7
Pawtucket, RI, North Central State, VOR–B, Amdt 7
Heber City, UT, Heber City Muni-Russ McDonald Field, RNAV (GPS)–A, Amdt 1
Leesburg, VA, Leesburg Executive, Takeoff Minimums and Obstacle DP, Amdt 1
Barre/Montpelier, VT, Edward F. Knapp State, ILS OR LOC RWY 17, Amdt 6
Barre/Montpelier, VT, Edward F. Knapp State, RNAV (GPS) RWY 17, Orig
Beckley, WV, Raleigh County Memorial, VOR RWY 10, Amdt 13
Morgantown, WV, Morgantown Muni-Walter L. Bill Hart Field, RNAV (GPS) Y RWY 18, Orig
Morgantown, WV, Morgantown Muni-Walter L. Bill Hart Field, RNAV (GPS) Z RWY 18, Orig

[FR Doc. E9–12140 Filed 5–27–09; 8:45 am]

BILLING CODE 4910–13–P