

Description	Section	Inspection No.
Hub (Disk), 1st Stage Compressor:		
* Hub Detail—All P/Ns	72-33-31	-03, -04, -05, -06
* Hub Assembly—All P/Ns	72-33-31	-03, -04, -05, -06
2nd Stage Compressor:		
Disk—All P/Ns	72-33-33	-02, -03
Disk Assembly—All P/Ns	72-33-33	-02, -03
Disk, 13th Stage Compressor—All P/Ns	72-36-47	-02
HP Turbine Disk, First Stage w/integral Shaft—All P/Ns	72-52-04	-03
HP Turbine, First Stage, w/separable Shaft:		
Rotor Assembly—All P/Ns	72-52-02	-04
Disk—All P/Ns	72-52-02	-03
Disk, 2nd Stage Turbine—All P/Ns	72-53-16	-02
* Disk, 3rd Stage Turbine—All P/Ns	72-53-17	-02, -03
* Disk (Separable), 4th Stage Turbine—All P/Ns	72-53-15	-02, -03
Disk (Integral Disk/Hub), 4th Stage Turbine—All P/Ns	72-53-18	-02"

(g) The parts that have an Engine Manual Inspection Task and or Sub Task Number reference updated in the table of this AD are identified by an asterisk (*) that precedes the part nomenclature.

(h) Except as provided in paragraph (i) of this AD and, notwithstanding contrary provisions in section 43.16 of the Federal Aviation Regulations (14 CFR 43.16), these mandatory inspections shall be performed only in accordance with the TLS of the manufacturer's engine manual.

Alternative Methods of Compliance (AMOC)

(i) You must perform these mandatory inspections using the TLS of the manufacturer's engine manual unless you receive approval to use an AMOC under paragraph (j) of this AD. Section 43.16 of the Federal Aviation Regulations (14 CFR 43.16) may not be used to approve alternative methods of compliance or adjustments to the times in which these inspections must be performed.

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

Maintaining Records of the Mandatory Inspections

(k) You have met the requirements of this AD when you revise the TLS of the manufacturer's engine manual as specified in paragraph (f) of this AD. For air carriers operating under part 121 of the Federal Aviation Regulations (14 CFR part 121), you have met the requirements of this AD when you modify your continuous airworthiness maintenance plan to reflect those changes. You do not need to record each piece-part inspection as compliance to this AD, but you must maintain records of those inspections according to the regulations governing your operation. For air carriers operating under part 121, you may use either the system established to comply with section 121.369 or an alternative accepted by your principal maintenance inspector if that alternative:

- (1) Includes a method for preserving and retrieving the records of the inspections resulting from this AD; and
- (2) Meets the requirements of section 121.369(c); and
- (3) Maintains the records either indefinitely or until the work is repeated.

(l) These record keeping requirements apply only to the records used to document the mandatory inspections required as a result of revising the TLS of the manufacturer's engine manual as specified in paragraph (f) of this AD. These record keeping requirements do not alter or amend the record keeping requirements for any other AD or regulatory requirement.

Related Information

(m) For more information about this AD, contact Ian Dargin, Aerospace Engineer, Engine Certification Office, FAA, Engine and Propeller Directorate, 12 New England Executive Park, Burlington, MA 01803; phone (781) 238-7178, fax (781) 238-7199; e-mail: ian.dargin@faa.gov.

Issued in Burlington, Massachusetts, on January 24, 2011.

Thomas A. Boudreau,

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

[FR Doc. 2011-1869 Filed 1-27-11; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 71

[Docket No. **FAA-2010-0688**; **Airspace Docket No. 09-AGL-23**]

RIN 2120-AA66

Establishment of Low Altitude Area Navigation Routes (T-281, T-283, T-285, T-286, and T-288); Nebraska and South Dakota

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Final rule.

SUMMARY: This action establishes five low altitude Area Navigation (RNAV) routes, designated T-281, T-283, T-285, T-286, and T-288, over Nebraska and South Dakota; controlled by Denver Air Route Traffic Control Center (ARTCC)

and Minneapolis ARTCC. T-routes are low altitude Air Traffic Service routes, based on RNAV, for use by aircraft that have instrument flight rules (IFR) approved Global Positioning System (GPS)/Global Navigation Satellite System (GNSS) equipment. This action enhances safety and improves the efficient use of the navigable airspace within Denver and Minneapolis ARTCC airspace.

DATES: Effective date 0901 UTC, May 5, 2011. 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 7400.9 and publication of conforming amendments.

FOR FURTHER INFORMATION CONTACT:

Colby Abbott, Airspace, Regulations and ATC Procedures Group, Office of Airspace Services, Federal Aviation Administration, 800 Independence Avenue, SW., Washington, DC 20591; telephone: (202) 267-8783.

SUPPLEMENTARY INFORMATION:

History

On August 5, 2010, the FAA published in the **Federal Register** a notice of proposed rulemaking (NPRM) to establish five low altitude RNAV routes within Denver and Minneapolis ARTCC airspace (75 FR 47252). Previously, the pilot's only options are to either fly Visual Flight Rules (VFR), VFR-On-Top, file a flight plan with an altitude high enough for air traffic control to maintain radar surveillance and communication frequency coverage, or fly many miles out of their way to use established airways. Interested parties were invited to participate in this rulemaking effort by submitting written comments on the proposal. One comment was received, from the Aircraft Owners and Pilots Association, supporting the proposal.

The Rule

The FAA is amending Title 14 Code of Federal Regulations (14 CFR) part 71 to establish five low altitude RNAV routes within Denver and Minneapolis ARTCC airspace. This action establishes five T-routes where none exist today and enables aircraft to navigate between the sites identified in the regulatory route descriptions. The routes, designated as T-281, T-283, T-285, T-286, and T-288, will be depicted on the appropriate IFR En Route Low Altitude charts and will only be available for use by GPS/GNSS equipped aircraft. This action enhances safety and facilitates the efficient use of navigable airspace for en route IFR operations within Denver and Minneapolis ARTCC airspace.

Low altitude RNAV routes are published in paragraph 6011 of FAA Order 7400.9U dated August 18, 2010, and effective September 15, 2010, which is incorporated by reference in 14 CFR 71.1. The low altitude RNAV routes listed in this document will be published subsequently in the Order.

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. Therefore, this regulation: (1) Is not a “significant regulatory action” under Executive Order 12866; (2) is not a “significant rule” under Department of Transportation (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. Since this is a routine matter that will only affect air traffic procedures and air navigation, it is certified that this rule, when promulgated, will not have a significant economic impact on a substantial number of small entities under the criteria of the Regulatory Flexibility Act.

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. Subtitle VII, Aviation Programs, describes in more detail the scope of the agency’s authority.

This rulemaking is promulgated under the authority described in subtitle VII, part A, subpart I, section 40103. Under that section, the FAA is charged with prescribing regulations to assign the use of the airspace necessary to ensure the safety of aircraft and the efficient use of airspace. This regulation is within the scope of that authority as it establishes low altitude RNAV routes (T-routes) over Nebraska and South Dakota.

Environmental Review

The FAA has determined that this action qualifies for categorical exclusion under the National Environmental Policy Act in accordance with FAA

Order 1050.1E, “Environmental Impacts: Policies and Procedures,” paragraph 311a. This airspace action is not expected to cause any potentially significant environmental impacts, and no extraordinary circumstances exist that warrant preparation of an environmental assessment.

List of Subjects in 14 CFR Part 71

Airspace, Incorporation by reference, Navigation (air).

The Amendment

In consideration of the foregoing, the Federal Aviation Administration amends 14 CFR part 71 as follows:

PART 71—DESIGNATION OF CLASS A, B, C, D, AND E AIRSPACE AREAS; AIR TRAFFIC SERVICE ROUTES; AND REPORTING POINTS

■ 1. The authority citation for part 71 continues to read as follows:

Authority: 49 U.S.C. 106(g), 40103, 40113, 40120; E.O. 10854, 24 FR 9565, 3 CFR, 1959–1963 Comp., p. 389.

§ 71.1 [Amended]

■ 2. The incorporation by reference in 14 CFR 71.1 of FAA Order 7400.9U, Airspace Designations and Reporting Points, signed August 18, 2010 and effective September 15, 2010, is amended as follows:

Paragraph 6011 Area Navigation Routes

* * * * *

T-281 YOZLE, NE to Pierre, SD [New]

YOZLE, NE	Fix	(Lat. 41°01’33” N., long. 99°39’06” W.)
BOKKI, NE	Fix	(Lat. 41°39’55” N., long. 99°52’17” W.)
Ainsworth, NE (ANW)	VOR/DME	(Lat. 42°34’09” N., long. 99°59’23” W.)
LKOTA, SD	WP	(Lat. 43°15’28” N., long. 100°03’14” W.)
Pierre, SD (PIR)	VORTAC	(Lat. 44°23’40” N., long. 100°09’46” W.)

* * * * *

T-283 Scottsbluff, NE to Pierre, SD [New]

Scottsbluff, NE (BFF)	VORTAC	(Lat. 41°53’39” N., long. 103°28’55” W.)
Gordon, NE (GRN)	NDB	(Lat. 42°48’04” N., long. 102°10’46” W.)
WNDED, SD	WP	(Lat. 43°19’14” N., long. 101°32’19” W.)
Pierre, SD (PIR)	VORTAC	(Lat. 44°23’40” N., long. 100°09’46” W.)

* * * * *

T-285 North Platte, NE to Huron, SD [New]

North Platte, NE (LBF)	VORTAC	(Lat. 41°02’55” N., long. 100°44’50” W.)
Thedford, NE (TDD)	VOR/DME	(Lat. 41°58’54” N., long. 100°43’09” W.)
MARSS, NE	Fix	(Lat. 42°27’49” N., long. 100°36’15” W.)
Valentine, NE (VTN)	NDB	(Lat. 42°51’42” N., long. 100°32’59” W.)
LKOTA, SD	WP	(Lat. 43°15’28” N., long. 100°03’14” W.)
Winner, SD (ISD)	VOR	(Lat. 43°29’16” N., long. 99°45’41” W.)
Huron, SD (HON)	VORTAC	(Lat. 44°26’24” N., long. 98°18’40” W.)

T-286 Rapid City, SD to Grand Island, NE [New]

Rapid City, SD (RAP)	VORTAC	(Lat. 43°58’34” N., long. 103°00’44” W.)
Gordon, NE (GRN)	NDB	(Lat. 42°48’04” N., long. 102°10’46” W.)
EFFEX, NE	WP	(Lat. 42°19’59” N., long. 101°20’11” W.)
Thedford, NE (TDD)	VOR/DME	(Lat. 41°58’54” N., long. 100°43’09” W.)
BOKKI, NE	Fix	(Lat. 41°39’55” N., long. 99°52’17” W.)
Grand Island, NE (GRI)	VORTAC	(Lat. 40°59’03” N., long. 98°18’53” W.)

T-288 Rapid City, SD to Wolback, NE [New]

Rapid City, SD (RAP)	VORTAC	(Lat. 43°58'34" N., long. 103°00'44" W.)
WNDED, SD	WP	(Lat. 43°19'14" N., long. 101°32'19" W.)
Valentine, NE (VTN)	NDB	(Lat. 42°51'42" N., long. 100°32'59" W.)
Ainsworth, NE (ANW)	VOR/DME	(Lat. 42°34'09" N., long. 99°59'23" W.)
FESNT, NE	WP	(Lat. 42°03'57" N., long. 99°17'18" W.)
Wolbach, NE (OBH)	VORTAC	(Lat. 41°22'33" N., long. 98°21'13" W.)

Issued in Washington, DC, on January 20, 2011.

Edith V. Parish,

Manager, Airspace, Regulations and ATC Procedures Group.

[FR Doc. 2011-1800 Filed 1-27-11; 8:45 am]

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DEPARTMENT OF THE TREASURY**Fiscal Service****31 CFR Part 285****RIN 1510-AB29**

Offset of Tax Refund Payments To Collect Delinquent State Unemployment Compensation Debts

AGENCY: Financial Management Service, Fiscal Service, Treasury.

ACTION: Interim rule with request for comments.

SUMMARY: This rule implements the authority added by the SSI Extension for Elderly and Disabled Refugees Act of 2008 ("2008 Act"), as amended by the Claims Resolution Act of 2010 (2010 Act") to offset overpayments of Federal taxes (referred to as "tax refund offset") to collect delinquent State unemployment compensation debts. The Department of the Treasury (Treasury) will incorporate the procedures necessary to collect State unemployment compensation debts as part of the Treasury Offset Program (TOP), a centralized offset program operated by the Financial Management Service (FMS), a Treasury bureau. FMS has promulgated a rule governing the offset of federal tax refunds to collect delinquent State income tax obligations. This rule amends FMS regulations to include unemployment compensation debts among the types of State debts that may be collected by tax refund offset. This rule does not affect any of the requirements or procedures for collecting delinquent State income tax obligations.

DATES: This rule is effective January 28, 2011. Comments must be received by March 29, 2011.

ADDRESSES: Treasury participates in the U.S. government's eRulemaking

Initiative by publishing rulemaking information on <http://www.regulations.gov>. Regulations.gov offers the public the ability to comment on, search, and view publicly available rulemaking materials, including comments received on rules. Comments on this rule should be submitted using only the following methods:

Federal eRulemaking Portal: <http://www.regulations.gov>. Follow the instructions on the Web site for submitting comments.

Mail: Thomas Dungan, Senior Policy Analyst, U.S. Department of the Treasury, Financial Management Service, 401 14th St., SW., Washington, DC 20227.

All submissions received must include the agency name ("Fiscal Service") and the title of this rulemaking. In general, comments received will be published on Regulations.gov without change, including any business or personal information provided. Comments received, including attachments and other supporting materials, are part of the public record and subject to public disclosure. Do not enclose any information in your comment or supporting materials that you consider confidential or inappropriate for public disclosure.

FOR FURTHER INFORMATION CONTACT: Thomas Dungan, Senior Policy Analyst, at (202)874-6660, or Tricia Long, Senior Counsel, at (202) 874-6680.

SUPPLEMENTARY INFORMATION:**I. Background**

General. The Internal Revenue Code authorizes the Secretary of the Treasury to offset Federal tax refund payments to satisfy debts owed to the United States, past-due support collected by States, and income tax debts owed to States. The 2008 Act amended section 6402 of the Internal Revenue Code to authorize tax refund offset to collect an additional type of debt unemployment compensation debts owed to the States which were incurred as a result of fraud, and which were not outstanding for more than ten years. The 2010 Act expanded that authority to include all unemployment compensation debts incurred as a result of the debtor's failure to report earnings, whether or

not the failure constituted fraud. The 2010 Act also eliminated the ten-year time limitation on collection, the requirement that the debtor reside in the State seeking to collect the debt, and the requirement to use certified mail with return receipt for pre-offset notices.

This rule governs the offset of one type of payment (i.e., Federal tax refunds) to pay one type of delinquent debt (i.e., past-due, legally enforceable State unemployment debts). FMS has promulgated separate rules and procedures governing other types of offset, such as tax refund offset to collect nontax debt owed to the United States (see section 285.2 of this title).

The Treasury Offset Program. FMS operates TOP to carry out offsets under the Internal Revenue Code and other laws. TOP is a centralized offset program by which FMS offsets payments to collect delinquent debts owed to Federal agencies and States. TOP currently works as follows. FMS maintains a database containing information about delinquent debts submitted and updated by Federal and State agencies. Before Federal payments, including Federal tax refund payments, are disbursed to a payee, FMS compares the payee information with debt information in the TOP delinquent debt database. If the name and taxpayer identifying number (TIN) associated with a payment match the name (or derivative of the name) and TIN associated with a debt, the payment is offset in whole or part to satisfy the debt. FMS transmits amounts collected to the appropriate agencies or States owed the delinquent debts after deducting a fee charged to cover the cost of the offset program. Information about a delinquent debt or past-due, legally enforceable debt will remain in the debtor database for offset as long as the debt remains past due and legally collectible by offset.

Offset of Tax Refund Payments To Collect Debts Owed to States Through the Treasury Offset Program. TOP will be expanded to include the collection of past-due, legally enforceable State unemployment compensation debts. As is done by States for State income tax debts, before submitting a debt to the database, States will certify to FMS that the debt is past due, legally enforceable