

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):

2011–20–51 Pratt & Whitney Canada:
Amendment 39–16843; Docket No. FAA–2011–1038; Directorate Identifier 2011–NE–31–AD.

(a) Effective Date

This AD is effective November 1, 2011 to all persons except those persons to whom it was made immediately effective by Emergency AD 2011–20–51, issued on September 15, 2011, which contained the requirements of this amendment.

(b) Affected ADs

None.

(c) Applicability

This AD applies to Pratt & Whitney Canada PT6A–15AG, –27, –28, –34, –34AG, –34B, and –36 series turboprop engines that have had maintenance done to the power section module involving first stage reduction sun gear replacement since February 3, 2010, and having a Timken Alcor Aerospace Technologies, Inc. (TAATI) part manufacturer approval (PMA) replacement first stage reduction sun gear, part number (P/N) E3024765, serial numbers (S/Ns) PC5–091 through PC5–176, installed.

(d) Unsafe Condition

This AD was prompted by failures of certain first stage reduction sun gears, manufactured by TAATI. We are issuing this AD to prevent failure of the shaft portion of the sun gear, which will result in an engine in-flight shut down, possible uncontained engine failure, aircraft damage, and serious injuries.

(e) Compliance

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

(f) For affected engines, remove the PMA replacement TAATI first stage reduction sun gear and the interacting planet gears from the propeller reduction gearbox assembly within 15 operating hours or 15 days after the effective date of this AD, whichever occurs first.

(g) Installation Prohibition

After the effective date of this AD, do not install on any airplane, any engine or power section module with a TAATI PMA replacement first stage reduction sun gear, P/

N E3024765, S/Ns PC5–091 through PC5–176.

(h) Alternative Methods of Compliance (AMOCs)

The Manager, Los Angeles Aircraft Certification Office, FAA, has the authority to approve AMOCs for this AD, if requested using the procedures found in 14 CFR 39.19.

(i) Related Information

For further information about this AD, contact: Paul Craig, Aerospace Engineer, Los Angeles Aircraft Certification Office, FAA, 3960 Paramount Blvd., Suite 100, Lakewood, CA 90712; phone: 562–627–5252; fax: 562–627–5210; e-mail: paul.craig@faa.gov.

Issued in Burlington, Massachusetts, on October 12, 2011.

Peter A. White,
Manager, Engine & Propeller Directorate,
Aircraft Certification Service.

[FR Doc. 2011–26840 Filed 10–14–11; 8:45 am]

BILLING CODE 4910–13–P

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. FAA–2011–0760; Directorate Identifier 2011–NE–10–AD; Amendment 39–16789; AD 2011–18–07]

RIN 2120–AA64

Airworthiness Directives; WYTWORKIA SPRZETU KOMUNIKACYJNEGO (WSK) “PZL– RZESZOW”—SPOLKA AKCYJNA (SA) PZL–10W Turboshift Engines

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Final rule; correction.

SUMMARY: The FAA is correcting an airworthiness directive (AD) that published in the **Federal Register**. That AD applies to the products listed above. The effective date in paragraph (a) of the Amended section of the AD is incorrect. This document corrects that error. In all other respects, the original document remains the same.

DATES: This final rule is effective October 17, 2011. The effective date of AD 2011–18–07 remains October 4, 2011.

ADDRESSES: You may examine the AD docket on the Internet at <http://www.regulations.gov>; or in person at the Docket Management Facility between 9 a.m. and 5 p.m., Monday through Friday, except Federal holidays. The AD docket contains this AD, the regulatory evaluation, any comments received, and other information. The address for the Docket Office (phone: 800–647–5527) is Document Management Facility, U.S.

Department of Transportation, Docket Operations, M–30, West Building Ground Floor, Room W12–140, 1200 New Jersey Avenue, SE., Washington, DC 20590.

FOR FURTHER INFORMATION CONTACT: James Lawrence, Aerospace Engineer, Engine Certification Office, FAA, Engine & Propeller Directorate, 12 New England Executive Park, Burlington, MA 01803; e-mail: james.lawrence@faa.gov; phone: 781–238–7176; fax: 781–238–7199.

SUPPLEMENTARY INFORMATION:

Airworthiness Directive 2011–18–07, Amendment 39–16789 (76 FR 57900, September 19, 2011), currently requires a one time inspection of spline teeth on the fuel metering pump shaft for excessive wear, for WSK PZL–10W series turboshaft engines.

As published, paragraph (a) of the Amended section is incorrect.

No other part of the preamble or regulatory information has been changed; therefore, only the changed portion of the final rule is being published in the **Federal Register**.

The effective date of this AD remains October 4, 2011.

Correction of Regulatory Text

§ 39.13 [Corrected]

- In the **Federal Register** of September 19, 2011, on page 57901, in the third column, paragraph (a) of AD 2011–18–07 is corrected to read as follows:

(a) This airworthiness directive (AD) becomes effective October 4, 2011.

Issued in Burlington, Massachusetts, on October 4, 2011.

Peter A. White,
Manager, Engine and Propeller Directorate,
Aircraft Certification Service.

[FR Doc. 2011–26274 Filed 10–14–11; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 73

[Docket No. FAA–2011–1017; Airspace Docket No. 11–ASO–30]

RIN 2120–AA66

Amendment of Time of Designation for Restricted Areas R–5314A, B, C, D, E, F, H, and J; Dare County, NC

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Final rule.

SUMMARY: This action amends the time of designation for restricted areas R–5314A, B, C, D, E, F, H, and J in Dare

County, NC, by removing the specific published times on Saturday and Sunday. This change reflects current utilization of the restricted areas and provides increased public access to the area on weekends.

DATES: Effective date 0901 UTC, December 15, 2011.

FOR FURTHER INFORMATION CONTACT: Paul Gallant, Airspace, Regulations and ATC Procedures Group, AJV-11, Office of Airspace Services, Federal Aviation Administration, 800 Independence Avenue, SW., Washington, DC 20591; telephone: (202) 267-8783.

SUPPLEMENTARY INFORMATION:

Background

The U.S. Air Force requested the FAA to amend the time of designation for the Dare County Range restricted areas by removing the specific published times on Saturday and Sunday. Military use of the restricted areas on Saturday and Sunday would still be available through issuance of a NOTAM six hours in advance. The change reflects current utilization of the restricted areas and increases the availability of the airspace to the public on weekends.

The Rule

This action amends Title 14 Code of Federal Regulations (14 CFR) part 73 by reducing the published time of designation of restricted areas R-5314A, B, C, D, E, F, H, and J, Dare County, NC, by removing the words “0700–1800 local time Saturday–Sunday.” The restricted areas would continue to be available for weekend use by NOTAM issued six hours in advance.

This change reduces the time of designation for the restricted areas thereby increasing public access to the airspace. Because the amendment does not affect the boundaries, designated altitudes, or activities conducted within the restricted area and lessens the burden on the public, notice and public procedures under 5 U.S.C. 553(b) are unnecessary.

The FAA has determined that this action 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 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.

Environmental Review

The FAA has determined that this action qualifies for categorical exclusion under the National Environmental Policy Act in accordance with 311c., FAA Order 1050.1E, Environmental Impacts: Policies and Procedures. This airspace action is an administrative change to the descriptions of the affected restricted areas to reduce the time of designation. It does not alter the dimensions, altitudes, or activities conducted within the airspace; therefore, it 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 73

Airspace, Prohibited areas, Restricted areas.

Adoption of the Amendment

In consideration of the foregoing, the Federal Aviation Administration amends 14 CFR part 73, as follows:

PART 73—SPECIAL USE AIRSPACE

- 1. The authority citation for part 73 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.

§ 73.53 [Amended]

- 2. Section 73.53 is amended as follows:

- 1. R-5314A Dare County, NC [Amended].

By removing the words “Time of designation. 0600–2400 local time, Monday–Friday; 0700–1800 local time Saturday–Sunday; other times by NOTAM 6 hours in advance,” and inserting the words “Time of designation. 0600–2400 local time, Monday–Friday; other times by NOTAM 6 hours in advance.”

- 2. R-5314B Dare County, NC [Amended].

By removing the words “Time of designation. 0600–2400 local time, Monday–Friday; 0700–1800 local time Saturday–Sunday; other times by NOTAM 6 hours in advance,” and inserting the words “Time of designation. 0600–2400 local time, Monday–Friday; other times by NOTAM 6 hours in advance.”

- 3. R-5314C Dare County, NC [Amended].

By removing the words “Time of designation. 0600–2400 local time, Monday–Friday; 0700–1800 local time Saturday–Sunday; other times by NOTAM 6 hours in advance,” and inserting the words “Time of designation. 0600–2400 local time, Monday–Friday; other times by NOTAM 6 hours in advance.”

- 4. R-5314D Dare County, NC [Amended].

By removing the words “Time of designation. 0600–2400 local time, Monday–Friday; 0700–1800 local time Saturday–Sunday; other times by NOTAM 6 hours in advance,” and inserting the words “Time of designation. 0600–2400 local time, Monday–Friday; other times by NOTAM 6 hours in advance.”

- 5. R-5314E Dare County, NC [Amended].

By removing the words “Time of designation. 0600–2400 local time, Monday–Friday; 0700–1800 local time Saturday–Sunday; other times by NOTAM 6 hours in advance,” and inserting the words “Time of designation. 0600–2400 local time, Monday–Friday; other times by NOTAM 6 hours in advance.”

- 6. R-5314F Dare County, NC [Amended].

By removing the words “Time of designation. 0600–2400 local time, Monday–Friday; 0700–1800 local time Saturday–Sunday; other times by NOTAM 6 hours in advance,” and inserting the words “Time of designation. 0600–2400 local time, Monday–Friday; other times by NOTAM 6 hours in advance.”

- 7. R-5314H Dare County, NC [Amended].

By removing the words “Time of designation. 0600–2400 local time, Monday–Friday; 0700–1800 local time Saturday–Sunday; other times by NOTAM 6 hours in advance,” and inserting the words “Time of designation. 0600–2400 local time, Monday–Friday; other times by NOTAM 6 hours in advance.”

- 8. R-5314J Dare County, NC [Amended].

By removing the words “Time of designation. 0600–2400 local time, Monday–Friday; 0700–1800 local time Saturday–Sunday; other times by NOTAM 6 hours in advance,” and inserting the words “Time of designation. 0600–2400 local time, Monday–Friday; other times by NOTAM 6 hours in advance.”

Issued in Washington, DC, on October 11, 2011.

Gary A. Norek,

Acting Manager, Airspace, Regulations and ATC Procedures Group.

[FR Doc. 2011-26785 Filed 10-14-11; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 97

[Docket No. 30806; Amdt. No. 3446]

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 October 17, 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 October 17, 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:

Richard A. Dunham III, 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 part 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.