

TABLE 1—Continued

Component	Part No. (P/N)	Serial No. (S/N)
Tail rotor servo-control .....	P/N SC5083-1 .....	S/N 2902 through 2921, inclusive.
	P/N 5084 .....	S/N 30, 84, 104, 186, 438, 575, or 695.
	P/N 5084-1 .....	S/N 1462 through 1481, inclusive.
	P/N SC5072 .....	S/N 222M, 306M, or 309.

*Compliance:* Required, as indicated.  
 To prevent the distributor slide valve jamming in its sleeve, leading to reduced controllability of the rotors and subsequent loss of control of the helicopter, accomplish the following:

(a) Within the next 50 hours time-in-service (TIS), or when a “hard point” is detected in the flight controls, whichever occurs earlier, replace each installed servo control that has a serial number listed in Table 1 of this AD, with an airworthy servo control.

**Note 1:** Eurocopter EASB No. 01.00.58 and No. 01.00.53, both Revision 1, and dated April 19, 2007, which are not incorporated by reference, contain additional information about the subject of this AD.

(b) To request a different method of compliance or a different compliance time for this AD, follow the procedures in 14 CFR 39.19. Contact the Manager, Safety Management Group, Rotorcraft Directorate, FAA, ATTN: J. R. Holton, Aviation Safety Engineer, Regulations and Policy Group, ASW-111, 2601 Meacham Blvd., Fort Worth, Texas 76137, telephone (817) 222-4964, fax (817) 222-5961, for information about previously approved alternative methods of compliance.

(c) The Joint Aircraft System/Component (JASC) Code is 6730: Rotorcraft Servo System.

(d) This amendment becomes effective on November 26, 2010.

**Note 2:** The subject of this AD is addressed in European Aviation Safety Agency (France) Emergency AD No. 2007-0141-E, dated May 21, 2007.

Issued in Fort Worth, Texas, on October 12, 2010.

**Kim Smith,**

*Manager, Rotorcraft Directorate, Aircraft Certification Service.*

[FR Doc. 2010-26565 Filed 10-21-10; 8:45 am]

**BILLING CODE 4910-13-P**

**DEPARTMENT OF TRANSPORTATION**

**Federal Aviation Administration**

**14 CFR Part 39**

**[Docket No. FAA-2010-0449; Directorate Identifier 2009-SW-38-AD; Amendment 39-16456; AD 2010-20-21]**

**RIN 2120-AA64**

**Airworthiness Directives; Agusta S.p.A. Model A109E Helicopters**

**AGENCY:** Federal Aviation Administration (FAA), Department of Transportation (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 AD number, as shown in the PART 39—AIRWORTHINESS DIRECTIVES section, is incorrect. This document corrects that error. In all other respects, the original document remains the same.

**DATES:** This final rule is effective November 9, 2010.

**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:** DOT/FAA Southwest Region, Mark Wiley, ASW-111, Aviation Safety Engineer, Rotorcraft Directorate, Regulations and Policy Group, 2601 Meacham Blvd., Fort Worth, Texas 76137, telephone (817) 222-5114, fax (817) 222-5961.

**SUPPLEMENTARY INFORMATION:** This AD, Amendment 39-16456 (75 FR 61341, October 5, 2010), requires modifying the fuselage electrical installation and the

overhead panel electrical installation for Agusta S.p.A. Model A109E helicopters.

As published, the AD number shown in the third column on **Federal Register** page 61342 under item 2. of PART 39—AIRWORTHINESS DIRECTIVES section is incorrect. The AD number shown is “2020-20-21;” the correct AD number should be “2010-20-21.”

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 November 9, 2010.

**Correction of Regulatory Text**

**§ 39.13 [Corrected]**

In the **Federal Register** document 2010-24723, filed October 4, 2010 and published on October 5, 2010 (75 FR 61341), on page 61342, in the third column, under “§ 39.13 [Amended],” the AD number is corrected to read as follows:

**2010-20-21 AGUSTA S.p.A.:** Amendment 39-16456; Docket No. FAA-2010-0449; Directorate Identifier 2009-SW-38-AD.

Issued in Fort Worth, Texas, on October 12, 2010.

**Kim Smith,**

*Manager, Rotorcraft Directorate, Aircraft Certification Service.*

[FR Doc. 2010-26569 Filed 10-21-10; 8:45 am]

**BILLING CODE 4910-13-P**

**DEPARTMENT OF TRANSPORTATION**

**Federal Aviation Administration**

**14 CFR Part 71**

**[Docket No. FAA-2010-0407; Airspace Docket No. 10-AGL-7]**

**Amendment of Class E Airspace; Williston, ND**

**AGENCY:** Federal Aviation Administration (FAA), DOT.

**ACTION:** Final rule.

**SUMMARY:** This action amends Class E airspace for Williston, ND, to accommodate Area Navigation (RNAV) Standard Instrument Approach Procedures (SIAPs) at Sloulin Field

International Airport, Williston, ND. The FAA is taking this action to enhance the safety and management of Instrument Flight Rule (IFR) operations at the airport.

**DATES:** *Effective date:* 0901 UTC, January 13, 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:** Scott Enander, Central Service Center, Operations Support Group, Federal Aviation Administration, Southwest Region, 2601 Meacham Blvd., Fort Worth, TX 76137; telephone (817) 321-7716.

**SUPPLEMENTARY INFORMATION:**

**History**

On June 17, 2010, the FAA published in the **Federal Register** a notice of proposed rulemaking to amend Class E airspace for Williston, ND, creating additional controlled airspace at Sloulin Field International Airport (75 FR 34391) Docket No. FAA-2010-0407. Interested parties were invited to participate in this rulemaking effort by submitting written comments on the proposal to the FAA. No comments were received. Class E airspace designations are published in paragraph 6005 of FAA Order 7400.9U signed August 18, 2010, and effective September 15, 2010, which is incorporated by reference in 14 CFR 71.1. The Class E airspace designations listed in this document will be published subsequently in the Order.

**The Rule**

This action amends Title 14 Code of Federal Regulations (14 CFR) part 71 by adding additional Class E airspace extending upward from 700 feet above the surface to accommodate SIAPs at Sloulin Field International Airport, Williston, ND. Geographic coordinates will be updated in accordance with the FAA's National Aeronautical Navigation Services. This action is necessary for the safety and management of IFR operations at the airport.

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 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 U.S. Code. Subtitle 1, 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 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 amends controlled airspace at Sloulin Field International Airport, Williston, ND.

**List of Subjects in 14 CFR Part 71**

Airspace, Incorporation by reference, Navigation (Air).

**Adoption of 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 14 CFR 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 the Federal Aviation Administration Order 7400.9U, Airspace Designations and Reporting Points, signed August 18, 2010, and effective September 15, 2010, is amended as follows:

*Paragraph 6005 Class E airspace areas extending upward from 700 feet or more above the surface.*

\* \* \* \* \*

**AGL ND E5 Williston, ND [Amended]**

Sloulin Field International Airport, ND  
(Lat. 48°10'41" N., long. 103°38'32" W.)  
Williston VORTAC  
(Lat. 48°15'12" N., long. 103°45'02" W.)

That airspace extending upward from 700 feet above the surface within a 6.6-mile

radius of Sloulin Field International Airport, and within 4 miles each side of the Williston VORTAC 317° radial extending from the 6.6-mile radius to 12.7 miles northwest of the airport, and within 4 miles each side of the 304° bearing from the airport extending from the 6.6-mile radius to 12.1 miles northwest of the airport, and within 4 miles each side of the 124° bearing from the airport extending from the 6.6-mile radius to 13.4 miles southeast of the airport, and within 3.8 miles each side of the Williston VORTAC 135° radial extending from the 6.6-mile radius to 12.3 miles southeast of the airport; and that airspace extending upward from 1,200 feet above the surface within a 21.8-mile radius of the Williston VORTAC extending from the Williston VORTAC 172° radial clockwise to V-430, and within 39.2 miles of the Williston VORTAC extending from V-430 clockwise to V-71, and within a 60-mile radius of the Williston VORTAC extending from V-71 clockwise to the Williston VORTAC 172° radial, excluding those portions within Federal airways.

Issued in Fort Worth, Texas, on October 7, 2010.

**Anthony D. Roetzel,**

*Manager Operations Support Group, ATO Central Service Center.*

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**BILLING CODE 4910-13-P**

**DEPARTMENT OF TRANSPORTATION**

**Federal Aviation Administration**

**14 CFR Part 71**

[Docket No. FAA-2010-267; Airspace Docket No. 10-AGL-5]

**Amendment of Class E Airspace; Youngstown, OH**

**AGENCY:** Federal Aviation Administration (FAA), DOT.

**ACTION:** Final rule.

**SUMMARY:** This action amends Class E airspace for Youngstown, OH to accommodate Area Navigation (RNAV) Standard Instrument Approach Procedures (SIAP) at Youngstown Elser Metro Airport. The FAA is taking this action to enhance the safety and management of Instrument Flight Rule (IFR) operations at the airport.

**DATES:** Effective date: 0901 UTC, January 13, 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:** Scott Enander, Central Service Center, Operations Support Group, Federal Aviation Administration, Southwest Region, 2601 Meacham Blvd., Fort