Due to manufacturing problems of BR700–710 HP stage 1 and 2 turbine discs it was necessary to re-calculate the Declared Safe Cyclic Life (DSCL) for all BR700–710 HP turbine discs. The analysis concluded that it is required to reduce the approved life limits for the HP turbine disc part numbers that are listed in Table 1 and Table 2 of this AD (MCAI). Exceeding the revised approved life limits could potentially result in non-contained disc failure.

We are issuing this AD to prevent failure of the HPT stage 1 and stage 2 discs, uncontained engine failure, and damage to the airplane.

**Reason**

(d) This AD results from mandatory continuing airworthiness information (MCAI) issued by an aviation authority of another country to identify and correct an unsafe condition on an aviation product. The MCAI states:

Due to manufacturing problems of BR700–710 HP stage 1 and 2 turbine discs it was necessary to re-calculate the Declared Safe Cyclic Life (DSCL) for all BR700–710 HP turbine discs. The analysis concluded that it is required to reduce the approved life limits for the HP turbine disc part numbers that are listed in Table 1 and Table 2 of this AD (MCAI). Exceeding the revised approved life limits could potentially result in non-contained disc failure.

We are issuing this AD to prevent failure of the HPT stage 1 and stage 2 discs, uncontained engine failure, and damage to the airplane.

**Actions and Compliance**

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

1. Within 30 days after the effective date of this AD, or upon accumulating the declared safe cyclic life indicated in Table 1 or Table 2 of this AD as applicable, whichever occurs later, initially replace the HPT stage 1 or HPT stage 2 discs with serviceable discs.

2. Thereafter, upon accumulating the declared safe cyclic life indicated in Table 1 or Table 2 of this AD as applicable, repetitively replace the HPT stage 1 or HPT stage 2 discs with serviceable discs.

**FAA AD Differences**

(f) None.

**Alternative Methods of Compliance (AMOCS)**

(g) 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**


(j) Contact Mark Riley, Aerospace Engineer, Engine Certification Office, FAA, Engine & Propeller Directorate, 12 New England Executive Park, Burlington, MA 01803; e-mail: mark.riley@faa.gov; telephone (781) 238–7758; fax (781) 238–7199, for more information about this AD.

Issued in Burlington, Massachusetts, on November 30, 2010.

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

**DEPARTMENT OF TRANSPORTATION**

Federal Aviation Administration

14 CFR Part 97

[Docket No. 30756; Amdt. No. 3402]

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 December 9, 2010. 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 December 9, 2010.

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**Table 2—Declared Safe Cyclic Life of Affected HPT Stage 2 Discs**

<table>
<thead>
<tr>
<th>HPT stage 2 disc P/N</th>
<th>Engine model</th>
<th>Declared safe cyclic life (flight cycles)</th>
</tr>
</thead>
<tbody>
<tr>
<td>BR700–710A1–10</td>
<td>BR700–710A1–10</td>
<td>9,300</td>
</tr>
<tr>
<td>BR700–710A1–10</td>
<td>BR700–710A2–20</td>
<td>9,600</td>
</tr>
<tr>
<td>BR700–710A1–10</td>
<td>BR700–710A2–20</td>
<td>9,600</td>
</tr>
<tr>
<td>BR700–710C4–11</td>
<td>BR700–710A1–10</td>
<td>10,500</td>
</tr>
<tr>
<td>BR700–710C4–11</td>
<td>BR700–710A2–20</td>
<td>10,500</td>
</tr>
<tr>
<td>BR700–710C4–11</td>
<td>BR700–710A1–10</td>
<td>3,700</td>
</tr>
<tr>
<td>BR700–710C4–11</td>
<td>BR700–710A2–20</td>
<td>10,500</td>
</tr>
<tr>
<td>BR700–710C4–11</td>
<td>BR700–710A1–10</td>
<td>10,500</td>
</tr>
<tr>
<td>BR700–710C4–11</td>
<td>BR700–710A2–20</td>
<td>10,500</td>
</tr>
<tr>
<td>BR700–710C4–11</td>
<td>BR700–710A1–10</td>
<td>10,500</td>
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<tr>
<td>BR700–710C4–11</td>
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<td>10,500</td>
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<td>BR700–710A1–10</td>
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</tr>
<tr>
<td>BR700–710C4–11</td>
<td>BR700–710A2–20</td>
<td>10,500</td>
</tr>
</tbody>
</table>

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76626
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 associated Takeoff Minimums or ODP listed on FAA forms is unnecessary. 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.

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ACTION: Final rule.

SUMMARY: This rule establishes, amends, suspends, or revokes Standard Instrument Approach Procedures, and Takeoff Minimums and Obstacle Departure Procedures; Miscellaneous Amendments

DEPARTMENT OF TRANSPORTATION

14 CFR Part 97

[Docket No. 30757; Amdt. No. 3403]

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

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Final rule.

The incorporation by reference of certain publications listed in the regulations is approved by the Director

Salt Lake City, UT, Salt Lake City Intl, ILS OR LOC/DME RWY 35, Amdt 3
Salt Lake City, UT, Salt Lake City Intl, RNAV (GPS) RWY 16L, Amdt 1
Salt Lake City, UT, Salt Lake City Intl, RNAV (GPS) RWY 16R, Amdt 1
Salt Lake City, UT, Salt Lake City Intl, RNAV (GPS) RWY 17, Amdt 1
Crew, VA, Crewe Muni, RNAV (GPS) RWY 15, Orig
Crew, VA, Crewe Muni, RNAV (GPS) RWY 33, Orig
Crew, VA, Crewe Muni, Takeoff Minimums and Obstacle DP, Orig
Galax/Hillsville, VA, Twn County, NDB–A, Amdt 6, CANCELLED
Kenbridge, VA, Lunenburg County, RNAV (GPS) RWY 2, Orig
Kenbridge, VA, Lunenburg County, RNAV (GPS) RWY 20, Orig
Kenbridge, VA, Lunenburg County, Takeoff Minimums and Obstacle DP, Orig
Williamsburg, VA, Williamsburg-Jamestown, RNAV (GPS)-C, Orig
Williamsburg, VA, Williamsburg-Jamestown, VOR–B, Amdt 3

[FR Doc. 2010–30586 Filed 12–8–10; 8:45 am]

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