

# Rules and Regulations

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## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### 14 CFR Part 33

[Docket No. FAA-2010-0398; Amendment No. 33-31]

RIN 2120-AJ62

#### Airworthiness Standards; Rotor Overspeed Requirements; Correction

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

**ACTION:** Final rule; correction.

**SUMMARY:** The FAA is correcting an unintentional error in the preamble of the final rule, Airworthiness Standards; Rotor Overspeed Requirements, published on July 18, 2011 (76 FR 42020). The final rule established uniform rotor overspeed design and test requirements for aircraft engines and turbochargers certificated by the FAA and the European Aviation Safety Agency (EASA). This document corrects an error in the preamble.

**DATES:** Effective September 8, 2011.

**FOR FURTHER INFORMATION CONTACT:** For technical questions concerning this final rule, contact Tim Mouzakis, Engine and Propeller Directorate Standards Staff, ANE-111, Engine and Propeller Directorate, Federal Aviation Administration, 12 New England Executive Park, Burlington, Massachusetts 01803-5299; telephone (781) 238-7114; fax (781) 238-7199; e-mail [timoleon.mouzakis@faa.gov](mailto:timoleon.mouzakis@faa.gov). For legal questions concerning this final rule contact Vincent Bennett, ANE-7, Office of Regional Counsel, Federal Aviation Administration, 12 New England Executive Park, Burlington, Massachusetts 01803-5299; telephone (781) 238-7044; fax (781) 238-7055; e-mail [vincent.bennett@faa.gov](mailto:vincent.bennett@faa.gov).

#### SUPPLEMENTARY INFORMATION

### Background

On Monday, July 18, 2011, the FAA published a final rule entitled "Airworthiness Standards; Rotor Overspeed Requirements" (76 FR 42022). The final rule revised the aircraft turbine engine rotor overspeed type certification standards.

During the review process, we determined a portion of the section entitled "Total Estimated Benefits and Costs of this Proposed Rule" should be removed. We found that this section included a discussion of a comment that had already been fully discussed in the paragraph headed "Material Properties of Test Rotors". We are therefore eliminating discussion of this comment in the benefits and costs section of the preamble.

### Correction to Preamble

1. On page 42022, third column, revise the first full paragraph of "Total Estimated Benefits and Costs of This Proposed Rule" to read as follows:

"Industry must currently certificate to the two standards that are substantively similar, but have a few slightly different testing and documentation procedures and requirements. The rule harmonizes these procedures and requirements to the higher standard and, thereby, may increase safety. In addition, by reducing the amount of duplicative testing that would need to be either witnessed or analyzed by the FAA, the FAA is better able to prioritize its resources to other, more safety critical areas. Consequently, we determined that unquantifiable future minimal benefits from the rule may also accrue. The FAA concludes that the combination of cost savings and potential increased safety benefits will make this rule cost beneficial. Further, we therefore determined that this rule is not a "significant regulatory action" as defined in section 3(f) of Executive Order 12866, and is not "significant" as defined in DOT'S Regulatory Policies and Procedures."

This correction ensures correct understanding of and FAA response to comments received. There are no changes to the existing regulatory text.

Issued in Washington, DC, on August 31, 2011.

**Dennis R. Pratte,**

*Acting Director, Office of Rulemaking.*

[FR Doc. 2011-23025 Filed 9-7-11; 8:45 am]

**BILLING CODE 4910-13-P**

## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### 14 CFR Part 71

[Docket No. FAA-2011-0087; Airspace Docket No. 11-ASO-12]

#### Amendment of Class D Airspace; Eglin AFB, FL

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

**ACTION:** Final rule.

**SUMMARY:** This action amends Class D Airspace in the Eglin Air Force Base (AFB), FL airspace area. The Destin Non-Directional Beacon (NDB) has been decommissioned and new Standard Instrument Approaches have been developed for Destin-Fort Walton Beach Airport that enhances the safety and management of Instrument Flight Rules (IFR) operations at the airport.

This action also corrects the geographic coordinates of Eglin AFB, Duke Field, and Hulbert Field.

**DATES:** Effective 0901 UTC, October 20, 2011. The Director of the Federal Register approves this incorporation by reference action under title 1, Code of Federal Regulations, part 51, subject to the annual revision of FAA Order 7400.9 and publication of conforming amendments.

**FOR FURTHER INFORMATION CONTACT:** John Fornito, Operations Support Group, Eastern Service Center, Federal Aviation Administration, P.O. Box 20636, Atlanta, Georgia 30320; telephone (404) 305-6364.

#### SUPPLEMENTARY INFORMATION:

##### History

On July 1, 2011, the FAA published in the **Federal Register** a notice of proposed rulemaking to amend Class D airspace in the Eglin AFB, FL area (76 FR 38580) Docket No. FAA-2011-0087. Subsequent to publication, the FAA found that the latitude coordinates for Eglin AFB were not rounded up. This rule makes that correction. Also, this action adjusts the geographic coordinates for Duke Field and Hurlburt Field. Interested parties were invited to participate in this rulemaking effort by submitting written comments on the proposal to the FAA. One comment was received supporting this action. Class D airspace designations are published in