(a) Effective Date
This AD is effective October 2, 2012.

(b) Affected ADs
None.

(c) Applicability
This AD applies to Honeywell International Inc.: (1) Model TFE731–5 series turboshaft engines, with a first stage low-pressure turbine (LPT1) rotor assembly, part number (P/N) 3075184–2, 3075184–3, or 3075184–4, installed, and (2) Models TFE731–SAR and –5SR series turboshaft engines, with a first stage LPT1 rotor assembly, P/N 3075447–1, 3075447–2, 3075447–4, 3075713–1, 3075713–2, 3075713–3, or 3074748–5, installed, and (3) Models TFE731–4–AR, –5AR, –5BR, and –5R series turboshaft engines, with an LPT1 rotor assembly, P/N 3074748–4, 3074748–5, 3074748–7, 3075447–2, 3075447–4, 3075713–1, 3075713–2, or 3075713–3, installed.

(d) Unsafe Condition
This AD was prompted by a report of a rim/web separation of an LPT1 rotor assembly. We are issuing this AD to prevent uncontained disk separation, engine failure, and damage to the airplane.

(e) Compliance
Comply with this AD within the compliance times specified, unless already done.

(f) Engines Installed in Dassault-Aviation Falcon 20 and Construcciones Aeronauticas, S.A. (CASA) 101 Airplanes
(1) Remove the LPT1 rotor assembly at the next access to the LPT1 rotor assembly or at the next major periodic inspection, not to exceed 5,100 hours-in-service since last major periodic inspection, or 8 years after the effective date of this AD, whichever occurs first.
(2) Install an LPT1 rotor assembly that is eligible for installation.

(g) Engines Not Installed in Dassault-Aviation Falcon 20 or CASA 101 Airplanes
(1) Remove the LPT1 rotor assembly at the next core zone inspection, not to exceed 5,100 hours-in-service since last core zone inspection, or at the next time the LPT1 rotor disc is removed for cause, or 8 years after the effective date of this AD, whichever occurs first.
(2) Install an LPT1 rotor assembly that is eligible for installation.

(h) Definitions
(1) For the purpose of this AD, “next access” is when the low-pressure tie rod is unstretched.
(2) For the purpose of this AD, an LPT1 rotor assembly “eligible for installation” is an LPT1 rotor assembly not having a P/N listed in this AD.

(i) Installation Prohibition
After the effective date of this AD, do not install any LPT1 rotor assembly listed by P/N in paragraphs (c)(1), (c)(2), and (c)(3) of this AD, into any engine.

(j) Alternative Methods of Compliance (AMOCs)
The Manager, Los Angeles Aircraft Certification Office, FAA, may approve AMOCs for this AD. Use the procedures in 14 CFR 39.19 to request an AMOC.

(k) Related Information
(2) Honeywell International Inc. Service Bulletin (SB) No. TFE731–72–3768; SB No. TFE731–72–3769; and SB No. TFE731–72–3770, pertain to the subject of this AD.
(3) For service information identified in this AD, contact Honeywell International Inc., 111 S. 34th Street, Phoenix, AZ 85034–2802; Web site: http://portal.honeywell.com; or call Honeywell toll free at phone: 800–601–3099 (U.S./Canada) or 602–365–399 (International Direct).

(l) Material Incorporated by Reference
None.

Issued in Burlington, Massachusetts, on August 12, 2012.

Robert G. Mann,
Acting Manager, Engine & Propeller Directorate, Aircraft Certification Service.

[FR Doc. 2012–21010 Filed 8–27–12; 8:45 am]
BILLING CODE 4910–13–P

DEPARTMENT OF TRANSPORTATION
Federal Aviation Administration

14 CFR Part 97
[Docket No. 30857; Amdt. No. 3492]

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

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Final rule.

SUMMARY: This rule 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 August 28, 2012. 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 August 28, 2012.

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 73109 or


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

51894 Federal Register / Vol. 77, No. 167 / Tuesday, August 28, 2012 / Rules and Regulations
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 ODP, an effective date at least 30 days after publication is provided.

Further, the SIAPs and Takeoff Minimums and ODP 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 ODP, 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.

List of Subjects in 14 CFR Part 97

Air traffic control, Airports, Incorporation by reference, and Navigation (air).

Issued in Washington, DC, on August 17, 2012.

Ray Towles,
Deputy Director, Flight Standards Service.

Adoption of the Amendment

Accordingly, pursuant to the authority delegated to me, Title 14, Code of Federal Regulations, Part 97 (14 CFR part 97) is amended by establishing, amending, suspending, or revoking Standard Instrument Approach Procedures and/or Takeoff Minimums and/or Obstacle Departure Procedures effective at 0902 UTC on the dates specified, as follows:

PART 97—STANDARD INSTRUMENT APPROACH PROCEDURES

1. The authority citation for part 97 continues to read as follows:

Authority: 49 U.S.C. 106(g), 40103, 40106, 40113, 40114, 40120, 44502, 44514, 44701, 44719, 44721–44722.

2. Part 97 is amended to read as follows:

Effective 20 September 2012

Cold Bay, AK, Cold Bay, ILS OR LOC/ DME RWY 15, Amdt 18
Cold Bay, AK, Cold Bay, LOC/DME BC RWY 33, Amdt 10
Fairbanks, AK, Fairbanks Intl, ILS OR LOC RWY 20R, ILS RWY 20R (SA CAT I), ILS RWY 20R (SA CAT II), Amdt 24
Fairbanks, AK, Fairbanks Intl, RNAV (GPS) Y RWY 2L, Orig-B

Fairbanks, AK, Fairbanks Intl, RNAV (GPS) Y RWY 20R, Amdt 1
Fairbanks, AK, Fairbanks Intl, RNAV (RNP) Z RWY 2L, Orig
Fairbanks, AK, Fairbanks Intl, RNAV (RNP) Z RWY 20R, Orig
Riverside, CA, Riverside Muni, ILS OR LOC RWY 9, Amdt 8
Riverside, CA, Riverside Muni, RNAV (GPS) RWY 9, Amdt 2
Riverside, CA, Riverside Muni, Takeoff Minimums and Obstacle DP, Amdt 10
Riverside, CA, Riverside Muni, VOR RWY 9, Amdt 1
Sterling, CO, Sterling Muni, GPS RWY 33, Orig, CANCELED
Sterling, CO, Sterling Muni, NDB RWY 33, Amdt 3
Sterling, CO, Sterling Muni, RNAV (GPS) RWY 15, Orig
Sterling, CO, Sterling Muni, RNAV (GPS) RWY 33, Orig
Seling, CO, Sterling Muni, Takeoff Minimums and Obstacle DP, Amdt 1
Apopka, FL, Orlando Apopka, RNAV (GPS)-A, Orig
Apopka, FL, Orlando Apopka, RNAV (GPS)-B, Orig
Apopka, FL, Orlando Apopka, Takeoff Minimums and Obstacle DP, Orig
Okeechobee, FL, Okeechobee County, RNAV (GPS) RWY 5, Amdt 1A
Okeechobee, FL, Okeechobee County, RNAV (GPS) RWY 14, Amdt 1
Okeechobee, FL, Okeechobee County, RNAV (GPS) RWY 23, Amdt 2
Okeechobee, FL, Okeechobee County, RNAV (GPS) RWY 32, Orig-B
Williamsburg, KY, Williamsburg-Whitley County, LOC/DME RWY 20, Orig
Williamsburg, KY, Williamsburg-Whitley County, RNAV (GPS) RWY 2, Amdt 2
Williamsburg, KY, Williamsburg-Whitley County, RNAV (GPS) RWY 20, Amdt 1
Williamsburg, KY, Williamsburg-Whitley County, Takeoff Minimums and Obstacle DP, Amdt 1
Williamsburg, KY, Williamsburg-Whitley County, VOR/DME RWY 20, Orig-A
Baton Rouge, LA, Baton Rouge Metropolitan, Ryan Field, ILS OR LOC RWY 22R, Amdt 11
Baton Rouge, LA, Baton Rouge Metropolitan, Ryan Field, RNAV (GPS) RWY 4L, Amdt 2
Baton Rouge, LA, Baton Rouge Metropolitan, Ryan Field, RNAV (GPS) RWY 22R, Amdt 2
Bedford, MA, Laurence G Hanscom FLD, ILS OR LOC RWY 29, Amdt 7
Bedford, MA, Laurence G Hanscom FLD, RNAV (GPS) RWY 29, Amdt 1
Bedford, MA, Laurence G Hanscom FLD, RNAV (GPS) RWY 23, Orig-A
Bedford, MA, Laurence G Hanscom FLD, RNAV (GPS) Z RWY 11, Amdt 1
Bedford, MA, Laurence G Hanscom FLD, RNAV (GPS) Z RWY 29, Amdt 1
Bedford, MA, Laurence G Hanscom FLD, RNAV (RNP) Y RWY 11, Orig
Bedford, MA, Laurence G Hanscom FLD, RNAV (RNP) Y RWY 29, Orig
Bedford, MA, Laurence G Hanscom FLD, VOR RWY 23, Amdt 9

Trenton, NJ, Trenton Mercer, RNAV (GPS) RWY 33, Orig
Trenton, NJ, Trenton Mercer, RNAV (GPS) RWY 35, Orig
Trenton, NJ, Trenton Mercer, VOR OR GPS RWY 24, Amdt 4B, CANCELED
Albuquerque, NM, Albuquerque Intl Sunport, RNAV (GPS) Y RWY 3, Orig-B
Albuquerque, NM, Albuquerque Intl Sunport, RNAV (GPS) Y RWY 8, Orig-A
Albuquerque, NM, Albuquerque Intl Sunport, RNAV (RNP) Y RWY 21, Orig

Trenton, NJ, Trenton Mercer, VOR OR GPS RWY 24, Amdt 4B, CANCELED
Albuquerque, NM, Albuquerque Intl Sunport, RNAV (GPS) Y RWY 3, Orig-B
Albuquerque, NM, Albuquerque Intl Sunport, RNAV (GPS) Y RWY 8, Orig-A
Albuquerque, NM, Albuquerque Intl Sunport, RNAV (RNP) Y RWY 21, Orig

Trenton, NJ, Trenton Mercer, VOR OR GPS RWY 24, Amdt 4B, CANCELED
Albuquerque, NM, Albuquerque Intl Sunport, RNAV (GPS) Y RWY 3, Orig-B
Albuquerque, NM, Albuquerque Intl Sunport, RNAV (GPS) Y RWY 8, Orig-A
Albuquerque, NM, Albuquerque Intl Sunport, RNAV (RNP) Y RWY 21, Orig

Roseburg, OR, Roseburg Rgnl, Takeoff Minimums and Obstacle DP, Amdt 7

ADDRESSES:

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 97

[Docket No. 30858; Amdt. No. 3493]

Effective 18 October 2012

Fort Huachuca/Sierra Vista, AZ, Sierra Vista Muni.Libby AAF, RADAR 1, Amdt 5, CANCELED

[FR Doc. 2012–20863 Filed 8–27–12; 8:45 am]

BILLING CODE 4910–13–P

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

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Final rule.

SUMMARY: This rule establishes, amends, suspends, or revokes Standard Instrument Approach Procedures (SIAPs) and associated Takeoff Minimums and Obstacle Departure Procedures for operation 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 August 28, 2012. 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 August 28, 2012.

ADDRESSES: Availability of matter 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