

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 AD:

2013–04–12 Airbus: Amendment 39–17370. Docket No. FAA–2012–1164; Directorate Identifier 2012–NM–075–AD.

(a) Effective Date

This airworthiness directive (AD) becomes effective April 11, 2013.

(b) Affected ADs

None.

(c) Applicability

This AD applies to Airbus Model A310–204, –222, –304, –322, and –324 airplanes, certificated in any category, having received in production Airbus modification 04809 without Airbus modification 06243 or 13596.

(d) Subject

Air Transport Association (ATA) of America Code 57, Wings.

(e) Reason

This AD was prompted by the manufacturer re-classifying slat extension eccentric bolts as principle structural elements (PSE) with replacement due at or before newly calculated fatigue life limits. We are issuing this AD to prevent fatigue cracking, which could result in the loss of structural integrity of the airplane.

(f) Compliance

You are responsible for having the actions required by this AD performed within the compliance times specified, unless the actions have already been done.

(g) Compliance Times

At the applicable time specified in paragraphs (g)(1), (g)(2), or (g)(3) of this AD: Do the replacements specified in paragraphs (h)(1) and (h)(2) of this AD, as applicable. For the purposes of this AD, to establish the average flight time (AFT), take the accumulated flight time (counted from the take-off up to the landing) and divide it by the number of accumulated flight cycles. This gives the AFT per flight cycle.

(1) For Model A310–304, –322, and –324 airplanes operated with an AFT of less than 4 hours: Before the accumulation of 66,000 total flight hours or 40,000 total flight cycles, whichever occurs first.

(2) For Model A310–304, –322, and –324 airplanes operated with an AFT of 4 hours or more: Before the accumulation of 66,000 total flight hours or 31,400 total flight cycles, whichever occurs first.

(3) For Model A310–204 and –222 airplanes with Airbus modification 04809: Before the accumulation of 71,800 total flight hours or 35,900 total flight cycles, whichever occurs first.

(h) Replacement of Slat Extension Eccentric Bolt and Hardware on Both Wings

(1) For Model A310–304, –322, and –324 airplanes: Replace the slat extension eccentric bolts, part number (P/N) A57844015200, at the slat 2, tracks 4 and 7, and slat 3, track 8 positions with new slat eccentric extension bolts, P/N A57844015204, in accordance with the Accomplishment Instructions of Airbus Mandatory Service Bulletin A310–57–2100, Revision 01, dated February 3, 2012.

(2) For Model A310–304, –322, and –324 airplanes that have incorporated Airbus modification 04809: Replace the slat extension eccentric bolts, P/N A57843624200, at the slat 2, track 5, position with new slat extension eccentric bolts, P/N A57843624202; and replace the associated washers of eccentric bolts, P/N A57844016200, at the slat 2, track 5, position with washers, P/N A57844391200; in accordance with the Accomplishment Instructions of Airbus Mandatory Service Bulletin A310–57–2100, Revision 01, dated February 3, 2012.

(i) Parts Installation Prohibition

After the modification of the airplane with the replacement of slat extension eccentric bolts and associated hardware required by paragraphs (g) and (h) of this AD, no person may install any slat extension eccentric bolt, P/N A57844015200 or P/N A57843624200, with associated washer P/N A57844016200, on that airplane.

(j) Other FAA AD Provisions

The following provisions also apply to this AD:

(1) *Alternative Methods of Compliance (AMOCs):* The Manager, International Branch, ANM–116, Transport Airplane Directorate, FAA, has the authority to approve AMOCs for this AD, if requested using the procedures found in 14 CFR 39.19. In accordance with 14 CFR 39.19, send your request to your principal inspector or local Flight Standards District Office, as appropriate. If sending information directly to the International Branch, send it to ATTN: Dan Rodina, Aerospace Engineer, International Branch, ANM–116, Transport Airplane Directorate, FAA, 1601 Lind Avenue SW., Renton, WA 98057–3356; telephone (425) 227–2125; fax (425) 227–1149. Information may be emailed to: 9-ANM-116-AMOC-REQUESTS@faa.gov. Before using any approved AMOC, notify your appropriate principal inspector, or lacking a principal inspector, the manager of the local flight standards district office/certificate holding district office. The AMOC approval letter must specifically reference this AD.

(2) *Airworthy Product:* For any requirement in this AD to obtain corrective actions from a manufacturer or other source, use these actions if they are FAA-approved. Corrective actions are considered FAA-approved if they are approved by the State of Design Authority (or their delegated agent). You are required to assure the product is airworthy before it is returned to service.

(k) Related Information

Refer to MCAI European Aviation Safety Agency Airworthiness Directive 2012–0042, dated April 10, 2012; and Airbus Mandatory Service Bulletin A310–57–2100, Revision 01, dated February 3, 2012; for related information.

(l) Material Incorporated by Reference

(1) The Director of the Federal Register approved the incorporation by reference (IBR) of the service information listed in this paragraph under 5 U.S.C. 552(a) and 1 CFR part 51.

(2) You must use this service information as applicable to do the actions required by this AD, unless the AD specifies otherwise.

(i) Airbus Mandatory Service Bulletin A310–57–2100, Revision 01, dated February 3, 2012.

(ii) Reserved.

(3) For service information identified in this AD, contact Airbus SAS—EAW (Airworthiness Office), 1 Rond Point Maurice Bellonte, 31707 Blagnac Cedex, France; telephone +33 5 61 93 36 96; fax +33 5 61 93 44 51; email account.airworth-eas@airbus.com; Internet <http://www.airbus.com>.

(4) You may review copies of the service information at the FAA, Transport Airplane Directorate, 1601 Lind Avenue SW., Renton, WA. For information on the availability of this material at the FAA, call 425–227–1221.

(5) You may view this service information that is incorporated by reference at 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/cfr/ibr-locations.html>.

Issued in Renton, Washington, on February 21, 2013.

Jeffrey E. Duven,

Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.

[FR Doc. 2013–04632 Filed 3–6–13; 8:45 am]

BILLING CODE 4910–13–P

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 71

[Docket No. FAA–2013–0080; Airspace Docket No. 12–AWA–6]

RIN 2120–AA66

Amendment of Class B Airspace Description; Tampa, FL

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Final rule, technical amendment.

SUMMARY: This action amends the description of the Tampa International Airport, FL, Class B airspace area by changing the references for defining the

centerpoint of the airspace from the “airport surveillance radar (ASR) antenna” to “Point of Origin.” In addition, the description is edited throughout to improve clarity. These changes are editorial only and do not alter the current charted boundaries or altitudes or the ATC procedures for the Tampa Class B airspace area.

DATES: Effective date: April 8, 2013. 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: Paul Gallant, Airspace Policy and ATC Procedures Group, Office of Mission Airspace Services, Federal Aviation Administration, 800 Independence Avenue SW., Washington, DC 20591; telephone: (202) 267-8783.

SUPPLEMENTARY INFORMATION:

Background

The Tampa Class B airspace area was established as a “Terminal Control Area (TCA)” on September 20, 1990 (55 FR 19226, May 8, 1990). In 1993, as part of the Airspace Reclassification Final Rule (56 FR 65638, December 17, 1991), the term “terminal control area” was replaced by “Class B airspace area.” Because there was no VHF Omnidirectional Range (VOR) navigation aid located on the Tampa International Airport to serve as a reference for describing the airspace, the area was designed using the latitude/longitude position of the ASR antenna as the centerpoint. In 2012, the ASR antenna was moved to another location on the airport. So that there will be no change to the existing charted boundaries of the Tampa Class B airspace area, the FAA is retaining the same latitude/longitude of the “old” ASR antenna location as the centerpoint for the Class B airspace. To accomplish this, all references to the ASR in the Tampa Class B airspace description (as published in FAA Order 7400.9) are replaced by “Point of Origin.” This practice is consistent with other Class B airspace locations that do not have a suitable navigation aid located on the airport.

The current Tampa Class B description also refers to the LOC/DME antenna. However, the FAA’s Digital Navigation Products Team reviewed the charted boundaries and determined that none of the boundaries are defined from the LOC/DME antenna position. Therefore, those references are unnecessary and are removed from the description. Additionally, the

description has been edited to eliminate confusing wording and improve clarity.

The Rule

The FAA is amending Title 14 Code of Federal Regulations (14 CFR) part 71 by editing the description of the Tampa, FL, Class B airspace (as published in FAA Order 7400.9) to remove references to the “ASR antenna” and replace them with “Point of Origin” for defining the centerpoint of the airspace. The Point of Origin uses the same latitude/longitude of the “old” ASR antenna location. The FAA is taking this action so that the currently charted boundaries of the Class B airspace area are not affected by the recent relocation of the ASR antenna to a new position on the airport. The Class B airspace description is also edited to remove unnecessary references to the LOC/DME antenna and to improve the clarity of the description.

Because this action is a minor editorial change that does not alter the currently charted boundaries or altitudes or ATC procedures for the Tampa International Airport, I find that notice and public procedure under 5 U.S.C 553(b) are unnecessary and contrary to the public interest.

Class B airspace areas are published in paragraph 3000 of FAA Order 7400.9W dated August 8, 2012, and effective September 15, 2012, which is incorporated by reference in 14 CFR 71.1. The Class B airspace area listed in this document will be published subsequently in the Order.

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 Department of Transportation (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 United States Code. Subtitle I, 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 the 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 makes editorial corrections to an existing Class B airspace description to maintain accuracy.

Environmental Review

The FAA has determined that this action qualifies for categorical exclusion under the National Environmental Policy Act in accordance with 311a, FAA Order 1050.1E, “Environmental Impacts: Policies and Procedures.” This airspace action is an editorial change only and 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 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 FAA Order 7400.9W, Airspace Designations and Reporting Points, signed August 8, 2012, and effective September 15, 2012, is amended as follows:

Paragraph 3000 Subpart B—Class B Airspace.

* * * * *

ASO FL B Tampa, FL [Amended]

Tampa International Airport (Primary Airport)

(Lat. 27°58’32” N., long. 82°32’00” W.)

Point of Origin

(Lat. 27°59’15” N., long. 82°32’40” W.)

Boundaries.

Area A. That airspace extending upward from the surface to and including 10,000 feet MSL bounded by an area beginning at lat.

27°54'29" N., long. 82°30'56" W.; then clockwise along the 5-mile radius of the Point of Origin to lat. 27°57'43" N., long. 82°27'18" W.; then southwest to the point of beginning.

Area B. That airspace extending upward from 1,200 feet MSL to and including 10,000 feet MSL beginning at the intersection of the Anna Maria Island, FL, shoreline and the 30-mile radius of the Point of Origin; then north along the shoreline to lat. 27°40'47" N., long. 82°44'14" W.; then northeast to lat. 27°42'15" N., long. 82°40'45" W. (the end of the Skyway Bridge); then north along the shoreline to the 10-mile radius of the Point of Origin; then clockwise along the 10-mile radius to U.S. Highway 301; then south along U.S. Highway 301 to Interstate 75; then south along Interstate 75 to the 10-mile arc of the Sarasota, FL, Class C airspace area; then counterclockwise along the Sarasota Class C airspace area 10-mile arc to the 30-mile radius of the Point of Origin; then clockwise along the 30-mile radius to the point of beginning.

Area C. That airspace extending upward from 3,000 feet MSL up to and including 10,000 feet MSL bounded by a line beginning at the shoreline (lat. 28°19'48" N., long. 82°43'37" W.); then east to the intersection of Highway 19 and Highway 52; then east along Highway 52 to Interstate 75; then south along the eastern edge of Interstate 75 to Highway 54; then east along Highway 54 to Highway 39–301 at Zephyrhills, FL; then south on Highway 39 to Highway 60; then west on Highway 60 to lat. 27°56'17" N., long. 82°11'05" W.; then south to and along the railroad to Parrish, FL; then southwest along Highway 301 to the 10-mile DME arc of the Sarasota Class C airspace area; then counterclockwise along the Sarasota Class C airspace area 10-mile DME arc to Interstate 75; then north along Interstate 75 to the 10-mile radius of the Point of Origin; then counterclockwise along 10-mile radius of the Point of Origin to the shoreline; then south along the shoreline to lat. 27°42'15" N., long. 82°40'45" W.; then direct to the shoreline at lat. 27°40'47" N., long. 82°44'14" W.; then north along the shoreline to the point of beginning.

Area D. That airspace extending upward from 6,000 feet MSL to and including 10,000 feet MSL beginning at the intersection of the Anna Maria Island, FL, shoreline and the 30-mile radius of the Point of Origin; then clockwise along the 30-mile radius of the Point of Origin to long. 83°00'00" W.; then north along long. 83°00'00" W. to the 30-mile radius of the Point of Origin; then clockwise along the 30-mile radius of the Point of Origin to Dade City, FL; then south on Highway 39–301 to Highway 54 at Zephyrhills, FL; then west on Highway 54 to Interstate 75; then north on the eastern edge of Interstate 75 to Highway 52; then west on Highway 52 to the intersection of Highway 52 and Highway 19 at Hudson, FL; then due west to and south along the shoreline to lat. 27°40'47" N., long. 82°44'14" W.; then south along the shoreline to the point of beginning; and that airspace beginning at the intersection of Highway 301 and the Sarasota Class C airspace area 10-mile DME arc; then northeast along Highway 301 to Parrish, FL;

then northeast along the railroad to lat. 27°56'17" N., long. 82°11'05" W.; then east along Highway 60 to the intersection of Highway 60 and Highway 39; then south along Highway 39 to the 30-mile radius of the Point of Origin; then clockwise along the 30-mile radius of the Point of Origin to the Sarasota, FL, Class C airspace area 10-mile DME arc; then counterclockwise along the Sarasota Class C airspace area 10-mile DME arc to the point of beginning.

Issued in Washington, DC, on February 21, 2013.

Gary A. Norek,

Manager, Airspace Policy and ATC Procedures Group.

[FR Doc. 2013–04829 Filed 3–6–13; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 71

[Docket No. FAA–2012–0610; Airspace Docket No. 12–ASO–28]

Amendment of Class E Airspace; Goldsboro, NC

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Final rule.

SUMMARY: This action amends Class E Airspace in the Goldsboro, NC area, to accommodate new Area Navigation (RNAV) Global Positioning System (GPS) Standard Instrument Approach Procedures at Mount Olive Municipal Airport. Airspace reconfiguration is necessary for the continued safety and management of instrument flight rules (IFR) operations within the Goldsboro, NC, airspace area. This action also updates the geographic coordinates of Mount Olive Municipal Airport and the Seymour Johnson TACAN, and recognizes the airport name change of Goldsboro-Wayne Municipal Airport to Wayne Executive Jetport.

DATES: Effective 0901 UTC, May 2, 2013. 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 September 28, 2012, the FAA published in the **Federal Register** a notice of proposed rulemaking (NPRM) to amend Class E airspace in the Goldsboro, NC area (77 FR 59572). Interested parties were invited to participate in this rulemaking effort by submitting written comments on the proposal to the FAA. No comments were received. Subsequent to publication, the FAA found an error in the name of the Wayne Executive Jetport and makes the correction in the rule. Except for editorial changes, and the change noted above, this rule is the same as published in the NPRM.

Class E airspace designations are published in paragraph 6005 of FAA Order 7400.9W dated August 8, 2012, and effective September 15, 2012, 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 amendment to Title 14, Code of Federal Regulations (14 CFR) part 71 amends Class E airspace extending upward from 700 feet above the surface in the Goldsboro, NC, area, providing the controlled airspace required to support the new RNAV (GPS) standard instrument approach procedures for Mount Olive Municipal Airport. The geographic coordinates of Mount Olive Municipal Airport and the Seymour Johnson TACAN are also adjusted to coincide with the FAA's aeronautical database. This action also recognizes the airport name change of Goldsboro-Wayne Municipal Airport to Wayne Executive Jetport.

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, is non-controversial and unlikely to result in adverse or negative comments. 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. 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.