

(9) *T10M and T210M*: S/Ns 21061042, 21061574 through 21062954,

(10) *T10N and T210N*: S/Ns 21062955 through 21064897,

(11) *P210N*: S/Ns P21000001 through P21000834,

(12) *T10R and T210R*: S/Ns 21064898 through 21065009, and

(13) *P210R*: S/Ns P21000835 through P21000874.

(d) Subject

Joint Aircraft System Component (JASC)/ Air Transport Association (ATA) of America Code 57, Wings.

(e) Unsafe Condition

This AD was prompted by reports of cracks found in the wing lower main spar caps on the affected airplanes with cantilever metal wings. We are issuing this AD to prevent structural failure of the wing with consequent loss of control.

(f) Compliance

Comply with this AD within the compliance times specified, unless already done.

(g) Inspection of the Left Wing and the Right Wing

(1) For airplanes with 10,000 hours time-in-service (TIS) or more as of June 5, 2012, (the effective date of this AD), do the following in accordance with Cessna Single Engine Service Letter SEL-57-01, Revision 1, dated May 9, 2012:

(i) Before further flight after June 5, 2012 (the effective date of this AD), do an external visual inspection of the outer skin underneath the main spar cap fitting between wing station (WS) 25.25 and WS 45.00 for cracks.

(ii) If no cracks are found during the inspection required in paragraph (g)(1)(i) of this AD, within the next 5 hours TIS after June 5, 2012 (the effective date of this AD), do an internal visual inspection of the wing lower main spar caps between WS 25.25 and WS 45.00 for cracks.

(2) For airplanes with 5,000 hours TIS or more, but less than 10,000 hours TIS as of June 5, 2012 (the effective date of this AD), within the next 25 hours TIS after June 5, 2012 (the effective date of this AD), do an internal visual inspection of the wing lower main spar caps between WS 25.25 and WS 45.00 for cracks in accordance with Cessna Single Engine Service Letter SEL-57-01, Revision 1, dated May 9, 2012.

(3) For airplanes with less than 5,000 TIS as of June 5, 2012 (the effective date of this AD), when the airplane reaches 5,000 hours TIS or within the next 25 hours TIS after June 5, 2012 (the effective date of this AD), whichever occurs later, do an internal visual inspection of the wing lower main spar caps between WS 25.25 and WS 45.00 for cracks in accordance with Cessna Single Engine Service Letter SEL-57-01, Revision 1, dated May 9, 2012.

(h) Corrective Action

If cracks are found during the inspections required in paragraphs (g)(1)(i), (g)(1)(ii), (g)(2), or (g)(3) of this AD, before further flight after the inspection in which cracks are

found, either replace the cracked part (spar cap, wing spar, or wing, as applicable) with a serviceable part that is found free of cracks or modify the spar cap, wing spar, or wing (as applicable) following a procedure approved for this AD by the FAA, Wichita Aircraft Certification Office (ACO).

(i) Reporting Requirement

Within 10 days after each inspection or 10 days after June 5, 2012 (the effective date of this AD), whichever occurs later, report the results of the inspections to the FAA, Wichita ACO, Attn: Gary D. Park, Aerospace Engineer, 1801 Airport Road, Room 100; fax: (316) 946-4107; email: WICHITA-COS@FAA.GOV. Include the following information in addition to the undated Attachment (titled Wing Lower Main Spar Cap Inspection Report) to Cessna Single Engine Service Letter SEL-57-01, Revision 1, dated May 9, 2012. Please identify AD 2012-10-04 in the subject line if submitted through email.

(1) Hours TIS at time of inspection.

(2) Installed wing modifications.

(3) Approved gross weight increases.

(4) Extended low altitude operations (i.e., pipe line survey, surface spotting, sight-seeing, etc.)

(5) A description of any cracks detected.

(j) Credit for Actions Accomplished in Accordance With Previous Service Information

This paragraph provides credit for the actions required in paragraphs (g) and (h) of this AD if already done before June 5, 2012 (the effective date of this AD) following Cessna Single Engine Service Letter SEL-57-01, dated April 27, 2012.

(k) Paperwork Reduction Act Burden Statement

A federal agency may not conduct or sponsor, and a person is not required to respond to, nor shall a person be subject to a penalty for failure to comply with a collection of information subject to the requirements of the Paperwork Reduction Act unless that collection of information displays a current valid OMB Control Number. The OMB Control Number for this information collection is 2120-0056. Public reporting for this collection of information is estimated to be approximately 5 minutes per response, including the time for reviewing instructions, completing and reviewing the collection of information. All responses to this collection of information are mandatory. Comments concerning the accuracy of this burden and suggestions for reducing the burden should be directed to the FAA at: 800 Independence Ave. SW., Washington, DC 20591, Attn: Information Collection Clearance Officer, AES-200.

(l) Alternative Methods of Compliance (AMOCs)

(1) The Manager, Wichita ACO, 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 manager of the ACO, send it to the

attention of the person identified in the Related Information section of this AD.

(2) 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.

(m) Related Information

For more information about this AD, contact Gary D. Park, Aerospace Engineer, Wichita ACO, FAA, 1801 Airport Road, Wichita, KS 67209; phone: (316) 946-4123; fax: (316) 946-4107; email: WICHITA-COS@FAA.GOV.

(n) Material Incorporated by Reference

(1) You must use Cessna Single Engine Service Letter SEL-57-01, Revision 1, dated May 9, 2012, (includes the undated Attachment titled Wing Lower Main Spar Cap Inspection Report) to do the actions required by this AD, unless the AD specifies otherwise. The Director of the Federal Register approved the incorporation by reference (IBR) under 5 U.S.C. 552(a) and 1 CFR part 51.

(2) For service information identified in this AD, contact Cessna Aircraft Company, Customer Support Service, P.O. Box 7706, Wichita, Kansas 67277; telephone: (316) 517-5800; fax (316) 517-7271; Internet: www.cessnasupport.com.

(3) You may review copies of the referenced service information at the FAA, Small Airplane Directorate, 901 Locust, Kansas City, Missouri 64106. For information on the availability of this material at the FAA, call (816) 329-4148.

(4) You may also review copies of the 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 Kansas City, Missouri, on May 11, 2012.

John Colomy,

Acting Manager, Small Airplane Directorate, Aircraft Certification Service.

[FR Doc. 2012-11944 Filed 5-18-12; 8:45 am]

BILLING CODE 4910-13-P

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 71

[Docket No. FAA-2011-0608; Airspace Docket No. 11-ASW-6]

Amendment of Class E Airspace; Leesville, LA

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Final rule.

SUMMARY: This action amends Class E airspace at Leesville, LA. Additional controlled airspace is necessary to

accommodate new Area Navigation (RNAV) Standard Instrument Approach Procedures at Leesville 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, July 26, 2012. 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 January 31, 2012, the FAA published in the **Federal Register** a notice of proposed rulemaking (NPRM) to amend Class E airspace for the Leesville, LA, area, creating additional controlled airspace at Leesville Airport (77 FR 4702) Docket No. FAA-2011-0608. 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 7400.9V dated August 9, 2011, and effective September 15, 2011, which is incorporated by reference in 14 CFR Part 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 amending Class E airspace extending upward from 700 feet above the surface to accommodate new standard instrument approach procedures at Leesville Airport, Leesville, LA. This action is necessary for the safety and management of IFR operations at the airport. Geographic coordinates are also updated to coincide with the FAA's aeronautical database.

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 Leesville Airport, Leesville, LA.

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 part 71.1 of the Federal Aviation Administration Order 7400.9V, Airspace Designations and Reporting Points, dated August 9, 2011, and effective September 15, 2011, is amended as follows:

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

* * * * *

ASW LA E5 Leesville, LA [Amended]
Leesville Airport, LA
(Lat. 31°10'06" N., long. 93°20'33" W.)
Leesville NDB
(Lat. 31°06'08" N., long. 93°20'31" W.)

That airspace extending upward from 700 feet above the surface within a 6.5-mile radius of Leesville Airport, and within 3.6 miles each side of the 345° bearing from the airport extending from the 6.5-mile radius to 12.2 miles north of the airport, and within 2.5 miles each side of the 000° bearing of the Leesville NDB extending from the 6.5-mile radius to 7.3 miles north of the airport, excluding that airspace within the Fort Polk, LA, Class D airspace area, and excluding that airspace within restricted area R-3803A.

Issued in Fort Worth, Texas, on May 10, 2012.

Walter L. Tweedy,

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

[FR Doc. 2012-12084 Filed 5-18-12; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 71

[Docket No. FAA-2011-0847; Airspace Docket No. 11-ASW-11]

Amendment of Class E Airspace; Springhill, LA

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Final rule.

SUMMARY: This action amends Class E airspace for Springhill, LA. Decommissioning of the Springhill non-directional beacon (NDB) at Springhill Airport has made this action necessary to enhance the safety and management of Instrument Flight Rule (IFR) operations at the airport. The geographic coordinates of the airport also are adjusted.

DATES: Effective date: 0901 UTC, July 26, 2012. 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 January 31, 2012, the FAA published in the **Federal Register** a notice of proposed rulemaking to amend Class E airspace for Springhill, LA, reconfiguring controlled airspace at Springhill Airport (77 FR 4707) Docket