

Procedures (44 FR 11034, February 26, 1979),

(3) Will not affect intrastate aviation in Alaska, and

(4) Will not have a significant economic impact, positive or negative, on a substantial number of small entities under the criteria of the Regulatory Flexibility Act.

List of Subjects in 14 CFR Part 39

Air transportation, Aircraft, Aviation safety, Incorporation by reference, Safety.

Adoption of the Amendment

Accordingly, under the authority delegated to me by the Administrator, the FAA amends 14 CFR part 39 as follows:

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:

2013-06-02 Diamond Aircraft Industries GmbH: Amendment 39-17397; Docket No. FAA-2013-0247; Directorate Identifier 2013-CE-001-AD.

(a) Effective Date

This airworthiness directive (AD) becomes effective April 8, 2013.

(b) Affected ADs

None.

(c) Applicability

This AD applies to Diamond Aircraft Industries GmbH Models DA 42 M-NG and DA 42 NG airplanes, all serial numbers, certificated in any category.

(d) Subject

Air Transport Association of America (ATA) Code 71: Power Plant.

(e) Reason

This AD was prompted by mandatory continuing airworthiness information (MCAI) issued by the aviation authority of another country to identify and correct an unsafe condition on an aviation product. The MCAI describes the unsafe condition as the engine air inlet filter is subject to icing. We are issuing this AD to address the unsafe condition on these products.

(f) Actions and Compliance

Unless already done, do the following actions within 30 days after April 8, 2013 (the effective date of this AD).

(1) *For Model DA 42 NG airplanes:* Incorporate the following into the applicable pilot's operating handbook (POH)/FAA-approved airplane flight manual (AFM) into the applicable sections:

(i) Diamond Aircraft DA 42 NG AFM Temporary Revision TR-MAM 42-701, Doc. 7.01.15-E, dated November 20, 2012;

(ii) Diamond Aircraft DA 42 NG AFM Temporary Revision TR-MAM 42-701, Doc. 7.01.16-E, dated November 20, 2012; and

(iii) Diamond Aircraft DA 42 NG AFM Temporary Revision TR-OAM-42-200/a, Doc. #7.01.15-E, dated November 30, 2012.

(2) *For Model DA 42 M-NG airplanes:* Incorporate the following into the applicable POH/FAA-approved AFM into the applicable sections:

(i) Diamond Aircraft DA 42 NG AFM Temporary Revision TR-MAM 42-701, Doc. 7.01.15-E, dated November 20, 2012;

(ii) Diamond Aircraft DA 42 NG AFM Temporary Revision TR-OAM-42-200/a, Doc. #7.01.15-E, dated November 30, 2012.

(3) The actions required by paragraphs (f)(1) and (f)(2) of this AD may be performed by the owner/operator (pilot) holding at least a private pilot certificate and must be entered into the aircraft records showing compliance with this AD in accordance with 14 CFR 43.9 (a)(1)-(4) and 14 CFR 91.417(a)(2)(v). The record must be maintained as required by 14 CFR 91.417, 121.380, or 135.439.

(g) Other FAA AD Provisions

The following provisions also apply to this AD:

(1) *Alternative Methods of Compliance (AMOCs):* The Manager, Standards Office, FAA, has the authority to approve AMOCs for this AD, if requested using the procedures found in 14 CFR 39.19. Send information to ATTN: Mike Kiesov, Aerospace Engineer, FAA, Small Airplane Directorate, 901 Locust, Room 301, Kansas City, Missouri 64106; telephone: (816) 329-4144; fax: (816) 329-4090; email: mike.kiesov@faa.gov. Before using any approved AMOC on any airplane to which the AMOC applies, notify your appropriate principal inspector (PI) in the FAA Flight Standards District Office (FSDO), or lacking a PI, your local FSDO.

(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.

(3) *Reporting Requirements:* For any reporting requirement in this AD, 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.

(h) Related Information

Refer to MCAI European Aviation Safety Agency (EASA) AD No.: 2012-0269, dated December 19, 2012; and Diamond Aircraft Industries GmbH Service Information No. SI 42NG-039, dated November 14, 2012, for related information.

(i) 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) Diamond Aircraft DA 42 NG AFM Temporary Revision TR-MAM 42-701, Doc. 7.01.15-E, dated November 20, 2012;

(ii) Diamond Aircraft DA 42 NG AFM Temporary Revision TR-MAM 42-701, Doc. 7.01.16-E, dated November 20, 2012; and

(iii) Diamond Aircraft DA 42 NG AFM Temporary Revision TR-OAM-42-200/a, Doc. #7.01.15-E, dated November 30, 2012.

(3) For Diamond Aircraft Industries GmbH service information identified in this AD, contact Diamond Aircraft Industries GmbH, N.A. Otto-Straße 5, A-2700 Wiener Neustadt, Austria, telephone: +43 2622 26700; fax: +43 2622 26780; email: office@diamond-air.at; Internet: <http://www.diamond-air.at>.

(4) You may view this service information at 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.

(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/index.html>.

Issued in Kansas City, Missouri, on March 7, 2013.

Earl Lawrence,
Manager, Small Airplane Directorate, Aircraft Certification Service.

[FR Doc. 2013-05989 Filed 3-15-13; 8:45 am]

BILLING CODE 4910-13-P

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 97

[Docket No. 30889; Amdt. No. 3524]

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 March 18, 2013. 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 March 18, 2013.

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 73169 or,

4. 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/code_of_federal_regulations/ibr_locations.html.

*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 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 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 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 March 1, 2013.

John M. Allen,

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 4 April 2013

Kansas City, MO, Kansas City Intl, RNAV (RNP) Z RWY 1L, Amdt 1A
 Kansas City, MO, Kansas City Intl, RNAV (RNP) Z RWY 1R, Amdt 1A
 Seattle, WA, Seattle-Tacoma Intl, RNAV (RNP) Z RWY 16C, Orig–A
 Seattle, WA, Seattle-Tacoma Intl, RNAV (RNP) Z RWY 34L, Orig–A
 Newcastle, WY, Mondell Field, RNAV (GPS) RWY 13, Orig–A
 Newcastle, WY, Mondell Field, RNAV (GPS) RWY 31, Orig–A

Effective 2 May 2013

Dunnellon, FL, Marion County, VOR/DME RWY 23, Amdt 1B, CANCELED
 Fort Lauderdale, FL, Fort Lauderdale/Hollywood Intl, ILS OR LOC RWY 10L, Amdt 22
 Fort Lauderdale, FL, Fort Lauderdale/Hollywood Intl, ILS OR LOC RWY 28R, Amdt 10
 Fort Lauderdale, FL, Fort Lauderdale/Hollywood Intl, VOR RWY 28R, Amdt 13
 Albany, GA, Southwest Georgia Rgnl, RNAV (GPS) RWY 34, Amdt 2
 Camilla, GA, Camilla-Mitchell County, NDB RWY 8, Amdt 3
 Camilla, GA, Camilla-Mitchell County, RNAV (GPS) RWY 8, Amdt 1
 Camilla, GA, Camilla-Mitchell County, RNAV (GPS) RWY 26, Amdt 1
 Savannah, GA, Savannah/Hilton Head Intl, RNAV (RNP) Y RWY 28, Amdt 1
 Le Mars, IA, Le Mars Muni, RNAV (GPS) RWY 18, Amdt 1
 Le Mars, IA, Le Mars Muni, RNAV (GPS) RWY 36, Amdt 1
 Le Mars, IA, Le Mars Muni, Takeoff Minimums and Obstacle DP, Amdt 2
 Le Mars, IA, Le Mars Muni, VOR/DME RWY 36, Amdt 4
 Salem, IL, Salem-Leckrone, RNAV (GPS) RWY 18, Amdt 1
 Salem, IL, Salem-Leckrone, RNAV (GPS) RWY 36, Amdt 1
 St Jacob, IL, St Louis Metro-East/Shafer Field, RNAV (GPS)–A, Orig
 St Jacob, IL, St Louis Metro-East/Shafer Field, VOR–A, Amdt 4
 Frankfort, KY, Capital City, LOC RWY 25, Amdt 3
 Frankfort, KY, Capital City, Takeoff Minimums and Obstacle DP, Amdt 3
 Frankfort, KY, Capital City, VOR RWY 25, Amdt 3
 Manistee, MI, Manistee CO.-Blacker, ILS OR LOC RWY 27, Amdt 1
 Manistee, MI, Manistee CO.-Blacker, RNAV (GPS) RWY 9, Orig
 Manistee, MI, Manistee CO.-Blacker, RNAV (GPS) RWY 27, Orig
 Manistee, MI, Manistee CO.-Blacker, VOR RWY 9, Amdt 1
 Manistee, MI, Manistee CO.-Blacker, VOR RWY 27, Amdt 1
 Marshall, MI, Brooks Field, RNAV (GPS) RWY 28, Orig
 Marshall, MI, Brooks Field, Takeoff Minimums and Obstacle DP, Orig
 Marshall, MI, Brooks Field, VOR/DME–A, Orig
 Marshall, MI, Brooks Field, VOR OR GPS RWY 28, Amdt 14, CANCELED
 Glenwood, MN, Glenwood Muni, RNAV (GPS) RWY 15, Orig
 Glenwood, MN, Glenwood Muni, RNAV (GPS) RWY 33, Amdt 1
 Willmar, MN, Willmar Muni-John L Rice Field, RNAV (GPS) RWY 31, Amdt 1
 Charlotte, NC, Charlotte/Douglas Intl, Takeoff Minimums and Obstacle DP, Amdt 6
 Trenton, NJ, Trenton Mercer, Takeoff Minimums and Obstacle DP, Amdt 5
 Saratoga Springs, NY, Saratoga County, Takeoff Minimums and Obstacle DP, Amdt 4
 Portland, OR, Portland Intl, LOC/DME RWY 21, Amdt 8B
 Portland, OR, Portland Intl, VOR RWY 28R, Amdt 3, CANCELED
 Portland, OR, Portland Intl, VOR/DME RWY 21, Amdt 1, CANCELED
 Houston, TX, Weiser Air Park, NDB–F, Orig, CANCELED
 Houston, TX, Weiser Air Park, RNAV (GPS)–G, Amdt 1, CANCELED
 Houston, TX, Weiser Air Park, Takeoff Minimums and Obstacle DP, Amdt 2, CANCELED
 Suffolk, VA, Suffolk Executive, LOC RWY 4, Amdt 4
 Suffolk, VA, Suffolk Executive, RNAV (GPS) RWY 4, Amdt 3
 Suffolk, VA, Suffolk Executive, RNAV (GPS) RWY 22, Amdt 1
 Suffolk, VA, Suffolk Executive, RNAV (GPS) RWY 25, Amdt 1
 Suffolk, VA, Suffolk Executive, Takeoff Minimums and Obstacle DP, Amdt 5
 Ellensburg, WA, Bowers Field, RNAV (GPS)–C, Orig
 Tacoma, WA, Tacoma Narrows, NDB RWY 35, Amdt 8
 Cody, WY, Yellowstone Rgnl, GPS–B, Orig, CANCELED
 Cody, WY, Yellowstone Rgnl, RNAV (GPS)–B, Orig
 Cody, WY, Yellowstone Rgnl, VOR–A, Amdt 8

[FR Doc. 2013–05809 Filed 3–15–13; 8:45 am]

BILLING CODE 4910–13–P

DEPARTMENT OF TRANSPORTATION**Federal Aviation Administration****14 CFR Part 97**

[Docket No. 30890; Amdt. No. 3525]

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 March 18, 2013. 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 March 18, 2013.

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 information on the availability of this material at NARA, call 202–741–6030, or go to: http://www.archives.gov/federal_register/code_of_federal_regulations/ibr_locations.html.

*Availability—*All SIAPs are available online free of charge. Visit 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