

V2500–ENG–72–0580, Revision 3, dated August 23, 2011, to do these inspections.

TABLE 1—STAGE 1 BLADE OUTER AIR SEAL SEGMENT INSPECTION COMPLIANCE CRITERIA

Engine model	Stage 1 blade outer air seal segments hours-since-new or since-last-repair (greater than)	Stage 1 blade outer air seal segments cycles-since-new or since-last-repair (greater than)	Exhaust gas temperature margin degrees Celsius (less than)
A1 .....	6,000	3,800	45
A5 .....	6,000	3,500	45
D5 .....	5,000	3,500	45

(4) Exhaust Gas Temperature Margin is defined as the expected margin during a sea-level takeoff on a 30-degree Celsius Outside Air Temperature Day. Guidance on how to calculate EGT margin can be found in IAE SIL 057. EGT margin smoothed data (data averaged over 6 consecutive flights) is to be compared with the criteria in Table 1. If a gap in EGT data exists due to temporary loss of data, you may use linear interpolation. Calculate operating hours from the point when all criteria exceed the requirements in Table 1.

(5) Except as provided below, the inspection of paragraphs (f)(2)(i) through (f)(2)(iii) and (f)(3)(i) through (f)(3)(iii) must be performed after all the criteria in Table 1 are satisfied; regardless of subsequent EGT margin calculations or engine rating changes. Temporary EGT margin excursions below the criteria in Table 1 that are corrected with simple troubleshooting methods (e.g., LRU (line replaceable unit) replacement or correction of a measurement error) do not constitute satisfying the criteria in Table 1.

#### (g) Mandatory Terminating Action

(1) As terminating action to the repetitive 360 degree borescope inspections required in paragraphs (f)(2)(ii) and (f)(3)(ii) above, install improved durability stage 1 blade outer air seal segments at the next HPT module subassembly exposure, which is defined as separation of the HPT module mating flanges.

(i) For V2500–A1 turbofan engines, use paragraphs 1.B., Concurrent Requirements, and paragraphs 3.(1)(a), 3.(1)(b)(iii), and 3.(2)(a) of the Accomplishment Instructions of IAE SB No. V2500–ENG–72–0542, Revision 1, dated January 7, 2009, to do the installation.

(ii) For V2522–A5, V2524–A5, V2525–D5, V2527–A5, V2527E–A5, V2527M–A5, V2528–D5, V2530–A5, and V2533–A5 turbofan engines, use paragraphs 1.B., Concurrent Requirements, and paragraphs 3.(1)(a), 3.(1)(b), 3.(1)(c)(ii), and 3.(2)(a) of the Accomplishment Instructions of IAE SB No. V2500–ENG–72–0483, Revision 3, dated January 7, 2009, to do the installation.

(iii) Both IAE SBs No. V2500–ENG–72–0542, Revision 1, and SB No. V2500–ENG–72–0483, Revision 3, require modification of the stage 1 HPT support assembly before installing the new blade outer air seal segments. You must complete the modification using those SBs, as applicable to the appropriate engine model, to properly perform the mandatory terminating action of this AD.

#### (h) Alternative Methods of Compliance

The Manager, Engine Certification Office, may approve alternative methods of compliance for this AD. Use the procedures found in 14 CFR 39.19 to make your request.

#### (i) Related Information

(1) For more information about this AD, contact Carlos Fernandes, Aerospace Engineer, Engine Certification Office, FAA, Engine & Propeller Directorate, 12 New England Executive Park, Burlington, MA 01803; phone: (781) 238–7189; fax: (781) 238–7199; email: carlos.fernandes@faa.gov.

(2) Contact International Aero Engines AG, 628 Hebron Avenue Suite 400, Glastonbury, CT 06033; phone: (860) 368–3700; fax: (860) 368–4600; email: iaefinfo@iae2500.com; Web site: <https://www.iaeworld.com>; for a copy of the service information referenced in this AD.

#### (j) Material Incorporated by Reference

(1) You must use the following service information 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 of the following service information on the date specified:

(i) International Aero Engines (IAE) SB No. V2500–ENG–72–0580, Revision 3, dated August 23, 2011, approved for IBR January 17, 2012.

(ii) IAE SB No. V2500–ENG–72–0542, Revision 1, dated January 7, 2009, approved for IBR January 17, 2012.

(iii) IAE SB No. V2500–ENG–72–0483, Revision 3, dated January 7, 2009, approved for IBR January 17, 2012.

(2) For service information identified in this AD, contact International Aero Engines AG, 628 Hebron Avenue, Suite 400, Glastonbury, CT 06033; phone: (860) 368–3700; fax: (860) 368–4600; email: iaefinfo@iae2500.com; Web site: <https://www.iaeworld.com>.

(3) You may review copies of the service information at the FAA, Engine & Propeller Directorate, 12 New England Executive Park, Burlington, MA 01803. For information on the availability of this material at the FAA, call (781) 238–7125.

(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 an NARA facility, call (202) 741–

6030, or go to [http://www.archives.gov/federal\\_register/code\\_of\\_federal\\_regulations/ibr\\_locations.html](http://www.archives.gov/federal_register/code_of_federal_regulations/ibr_locations.html).

Issued in Burlington, MA, on November 30, 2011.

Peter A. White,

Manager, Engine & Propeller Directorate, Aircraft Certification Service.

[FR Doc. 2011–31663 Filed 12–9–11; 8:45 am]

BILLING CODE 4910–13–P

## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### 14 CFR Part 97

[Docket No. 30815; Amdt. No. 3454]

#### 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 December 12, 2011. 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 December 12, 2011.

**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](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 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 November 25, 2011.

**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 15 DEC 2011*

Rota Island-North Mariana Island, CQ, Rota Intl, GPS RWY 9, Orig-C, CANCELLED  
Rota Island-North Mariana Island, CQ, Rota Intl, GPS RWY 27, Orig-C, CANCELLED  
Rota Island-North Mariana Island, CQ, Rota Intl, RNAV (GPS) RWY 9, Orig  
Rota Island-North Mariana Island, CQ, Rota Intl, RNAV (GPS) RWY 27, Orig

*Effective 12 JAN 2012*

Hampton, IA, Hampton Muni, NDB RWY 17, Amdt 4B, CANCELLED  
Mount Vernon, IL, Mount Vernon, ILS OR LOC RWY 23, Amdt 11A  
Ashland, OH, Ashland County, NDB RWY 19, Amdt 11B  
Ashland, OH, Ashland County, RNAV (GPS) RWY 19, Orig-B  
Ashland, OH, Ashland County, VOR-A, Amdt 9B  
Celina, OH, Lakefield, NDB RWY 8, Amdt 5, CANCELLED

Wapakoneta, OH, Neil Armstrong, LOC RWY 26, Amdt 3D, CANCELLED  
 Fort Hood/Killeen, TX, Robert Gray AAF, RADAR-1, Orig  
 New Market, VA, New Market, RNAV (GPS) RWY 6, Orig  
 New Market, VA, New Market, RNAV (GPS) RWY 24, Orig  
 Roanoke, VA, Roanoke Rgnl/Woodrum Field, LDA RWY 6, Amdt 11

*Effective 9 FEB 2012*

Huntsville, AL, Huntsville Intl—Carl T Jones field, Takeoff Minimums and Obstacle DP, Amdt 2  
 Chico, CA, Chico Muni, Takeoff Minimums and Obstacle DP, Amdt 6  
 Concord, CA, Buchanan Field, RNAV (GPS) Y RWY 19R, Amdt 1  
 Concord, CA, Buchanan Field, RNAV (GPS) Z RWY 19R, Orig  
 Torrance, CA, Zamperini Field, VOR RWY 11L, Amdt 15  
 Eaton Rapids, MI, Skyways Estates, Takeoff Minimums and Obstacle DP, Orig, CANCELLED  
 Eaton Rapids, MI, Skyways Estates, VOR OR GPS-A, Amdt 1A, CANCELLED  
 Gaylord, MI, Gaylord Rgnl, ILS OR LOC RWY 9, Amdt 1  
 Harbor Springs, MI, Harbor Springs, VOR-A, Amdt 2  
 Charlotte, NC, Charlotte/Douglas Intl, ILS OR LOC RWY 18C, Amdt 10A  
 Charlotte, NC, Charlotte/Douglas Intl, ILS OR LOC RWY 36C, ILS RWY 36C (CAT II), ILS RWY 36C (CAT III), Amdt 16A  
 Charlotte, NC, Charlotte/Douglas Intl, RNAV (GPS) Y RWY 18C, Amdt 3A  
 Charlotte, NC, Charlotte/Douglas Intl, RNAV (GPS) Y RWY 36C, Amdt 3A  
 Charlotte, NC, Charlotte/Douglas Intl, RNAV (RNP) Z RWY 18C, Orig-B  
 Charlotte, NC, Charlotte/Douglas Intl, RNAV (RNP) Z RWY 36C, Orig-C  
 New York, NY, John F Kennedy Intl, RNAV (GPS) Y RWY 4R, Amdt 1C  
 Kent, OH, Kent State Univ, NDB RWY 1, Amdt 13  
 Kent, OH, Kent State Univ, VOR-A, Amdt 14  
 Youngstown, OH, Lansdowne, NDB OR GPS-B, Amdt 8, CANCELLED  
 Youngstown, OH, Lansdowne, Takeoff Minimums and Obstacle DP, Amdt 2, CANCELLED  
 Seymour, TX, Seymour Muni, Takeoff Minimums and Obstacle DP, Orig

[FR Doc. 2011-31215 Filed 12-9-11; 8:45 am]

**BILLING CODE 4910-13-P**

## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### 14 CFR Part 97

[Docket No. 30816; Amdt. No. 3455]

#### 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 December 12, 2011. 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 December 12, 2011.

**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](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](http://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 Division, 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, Code of Federal Regulations, Part 97 (14 CFR part 97) by amending the referenced SIAPs. The complete regulatory description of each SIAP is listed on the appropriate FAA Form 8260, as modified by the National Flight Data Center (FDC)/Permanent Notice to Airmen (P-NOTAM), and is incorporated by reference in the amendment under 5 U.S.C. 552(a), 1 CFR part 51, and § 97.20 of Title 14 of the Code of Federal Regulations.

The large number of SIAPs, their complex nature, and the need for a special format make their verbatim publication in the **Federal Register** expensive and impractical. Further, airmen do not use the regulatory text of the SIAPs, but refer to their graphic depiction on charts printed by publishers of aeronautical materials. Thus, the advantages of incorporation by reference are realized and publication of the complete description of each SIAP contained in FAA form documents is unnecessary. This amendment provides the affected CFR sections and specifies the types of SIAP and the corresponding effective dates. 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 as amended in the transmittal. For safety and timeliness of change considerations, this amendment incorporates only specific changes contained for each SIAP as modified by FDC/P-NOTAMs.

The SIAPs, as modified by FDC/P-NOTAM, and contained in this amendment are based on the criteria contained in the U.S. Standard for Terminal Instrument Procedures (TERPS). In developing these changes to SIAPs, the TERPS criteria were applied only to specific conditions existing at the affected airports. All SIAP amendments in this rule have been previously issued by the FAA in a FDC NOTAM as an emergency action of immediate flight safety relating directly to published aeronautical charts. The circumstances which created the need for all these SIAP amendments requires making them effective in less than 30 days.