

or on the distribution of power and responsibilities among the various levels of government.

For the reasons discussed above, I certify this AD:

(1) Is not a “significant regulatory action” under Executive Order 12866,

(2) Is not a “significant rule” under the DOT Regulatory Policies and Procedures (44 FR 11034, February 26, 1979),

(3) Will not affect intrastate aviation in Alaska to the extent that it justifies making a regulatory distinction, 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.

We prepared a regulatory evaluation of the estimated costs to comply with this AD and placed it in the AD docket.

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 airworthiness directive (AD):

2013–23–12 Rolls-Royce plc: Amendment 39–17667; Docket No. FAA–2013–0880; Directorate Identifier 2013–NE–28–AD.

(a) Effective Date

This AD is effective December 11, 2013.

(b) Affected ADs

None.

(c) Applicability

This AD applies to all Rolls-Royce plc (RR) RB211 Trent 553–61, 553A2–61, 556–61, 556A2–61, 556B–61, 556B2–61, 560–61, and 560A2–61 turbofan engines.

(d) Reason

This AD was prompted by reports of erosion of the leading edge profile of the low-pressure (LP) compressor blade set contributing to fan blade flutter. We are issuing this AD to prevent failure of the LP compressor blades, which could lead to an uncontained engine failure and damage to the airplane.

(e) Actions and Compliance

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

(1) If on the effective date of this AD, the LP compressor fan blades:

(i) Have less than 3,750 flight cycles since new (FCSN) or flight cycles since last leading edge profile blade repair (FCSLR), replace or repair the LP compressor fan blade set before accumulating 4,000 FCSN or FCSLR;

(ii) Have 3,750 or more FCSN or FCSLR, but less than 4,400 FCSN or FCSLR, replace or repair the LP compressor fan blade set within 250 flight cycles (FC), but not later than 4,500 FCSN or FCSLR;

(iii) Have 4,400 FCSN or FCSLR or more, replace or repair the LP compressor fan blade set within 100 FC; or

(iv) Have FCSN or FCSLR that are unknown, replace or repair the LP compressor fan blade set within 100 FC.

(2) Thereafter, replace or repair the LP compressor fan blade set within every 4,000 FCSN or FCSLR.

(f) Definition

LP compressor fan blades eligible for installation are:

(1) LP compressor fan blades with less than 4,000 FCSN; or

(2) LP compressor fan blades with less than 4,000 FCSLR, if LP compressor fan blades were repaired using RR Alert Non-Modification Service Bulletin No. RB.211–72–AH149, Revision 1, dated May 3, 2013 or earlier version or, for initial restoration only, RB.211–72–H464, dated August 28, 2013.

(g) Alternative Methods of Compliance (AMOCs)

The Manager, Engine Certification Office, FAA, may approve AMOCs to this AD. Use the procedures found in 14 CFR 39.19 to make your request.

(h) Related Information

(1) For more information about this AD, contact Frederick Zink, Aerospace Engineer, Engine Certification Office, FAA, Engine & Propeller Directorate, 12 New England Executive Park, Burlington, MA 01803; phone: 781–238–7779; fax: 781–238–7199; email: frederick.zink@faa.gov.

(2) Refer to MCAI European Aviation Safety Agency, AD 2013–0214, dated September 16, 2013, for more information. You may examine the MCAI in the AD docket on the Internet at <http://www.regulations.gov> by searching for and locating it in Docket No. FAA–2013–0880.

(3) Rolls-Royce plc Alert Non-Modification Service Bulletin No. RB.211–72–AH149, Revision 1, dated May 3, 2013 and RB.211–72–H464, dated August 28, 2013, which are not incorporated by reference in this AD, can be obtained from RR, using the contact information in paragraph (h)(4) of this AD.

(4) For service information identified in this AD, contact Rolls-Royce plc, Corporate Communications, P.O. Box 31, Derby, DE24 8BJ, UK; phone: 44–0–1332–242424; fax: 44–0–1332–249936; email: http://www.rolls-royce.com/contact/civil_team.jsp.

(5) You may view this service information at the FAA, Engine & Propeller Directorate,

12 New England Executive Park, Burlington, MA. For information on the availability of this material at the FAA, call 781–238–7125.

(i) Material Incorporated by Reference

None.

Issued in Burlington, Massachusetts, on November 8, 2013.

Colleen M. D'Alessandro,

Assistant Directorate Manager, Engine & Propeller Directorate, Aircraft Certification Service.

[FR Doc. 2013–28178 Filed 11–25–13; 8:45 am]

BILLING CODE 4910–13–P

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 97

[Docket No. 30930; Amdt. No. 3565]

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 November 26, 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 November 26, 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 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.

Because of the close and immediate relationship between these SIAPs and safety in air commerce, I find that notice and public procedure before adopting these SIAPs are impracticable and contrary to the public interest and, where applicable, that good cause exists for making these 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 8, 2013.

John Duncan,

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 amending Standard Instrument Approach Procedures, effective at 0901 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:

§§ 97.23, 97.25, 97.27, 97.29, 97.31, 97.33 and 97.35 [Amended]

By amending: § 97.23 VOR, VOR/DME, VOR or TACAN, and VOR/DME or TACAN; § 97.25 LOC, LOC/DME, LDA, LDA/DME, SDF, SDF/DME; § 97.27 NDB, NDB/DME; § 97.29 ILS, ILS/DME, MLS, MLS/DME, MLS/RNAV; § 97.31 RADAR SIAPs; § 97.33 RNAV SIAPs; and § 97.35 COPTER SIAPs, Identified as follows:

* * * *Effective Upon Publication*

AIRAC date	State	City	Airport	FDC No.	FDC date	Subject
12/12/13	WA	Everett	Snohomish County (Paine Fld).	3/5409	10/15/13	This NOTAM, published in TL 13–25, is hereby rescinded in its entirety.
12/12/13	AK	Venetie	Venetie	3/5254	10/15/13	This NOTAM, published in TL 13–25, is hereby rescinded in its entirety.
12/12/13	FL	Fernandina Beach	Fernandina Beach Muni ...	3/0475	11/5/13	RNAV (GPS) RWY 22, Amdt 1.
12/12/13	MN	Bigfork	Bigfork Muni	3/1279	11/4/13	NDB RWY 15, Orig.
12/12/13	MN	Bigfork	Bigfork Muni	3/1280	11/4/13	RNAV (GPS) RWY 15, Orig.
12/12/13	MN	Bigfork	Bigfork Muni	3/1281	11/4/13	RNAV (GPS) RWY 33, Orig.

AIRAC date	State	City	Airport	FDC No.	FDC date	Subject
12/12/13	OK	Tulsa	Tulsa Intl	3/1334	11/4/13	VOR OR TACAN RWY 26, Amdt 24B.
12/12/13	CT	Hartford	Hartford-Brainard	3/2461	11/4/13	LDA RWY 2, Amdt 2.
12/12/13	CT	Hartford	Hartford-Brainard	3/2462	11/4/13	VOR A, Amdt 10.
12/12/13	CT	Hartford	Hartford-Brainard	3/2463	11/4/13	RNAV (GPS) RWY 2, Orig.
12/12/13	MA	Vineyard Haven	Marthas Vineyard	3/5342	11/1/13	RNAV (GPS) RWY 24, Amdt 2A.
12/12/13	MS	Madison	Bruce Campbell Field	3/5363	11/4/13	VOR/DME RWY 17, Orig.
12/12/13	NY	Akron	Akron	3/5376	11/4/13	RNAV (GPS) RWY 25, Amdt 2.
12/12/13	NY	Akron	Akron	3/5380	11/4/13	RNAV (GPS) RWY 7, Amdt 2.
12/12/13	AL	Mobile	Mobile Downtown	3/5640	11/1/13	VOR RWY 32, Amdt 11B.
12/12/13	GA	Montezuma	Dr. C P Savage Sr.	3/5670	11/4/13	NDB RWY 18, Amdt 2.
12/12/13	IL	Chicago	Chicago O'Hare Intl	3/6022	11/1/13	RNAV (GPS) RWY 28C, Orig.
12/12/13	OH	Cambridge	Cambridge Muni	3/7336	11/4/13	LOC/DME RWY 22, Amdt 1.
12/12/13	IN	Muncie	Delaware County Rgnl	3/7346	11/1/13	Takeoff Minimums and (Obstacle) DP, Amdt 4.
12/12/13	TN	Elizabethton	Elizabethton Muni	3/7362	11/1/13	RNAV (GPS) RWY 6, Orig.
12/12/13	IL	Chicago	Chicago O'Hare Intl	3/7522	11/1/13	RNAV (GPS) RWY 27R, Amdt 2.
12/12/13	IL	Chicago	Chicago O'Hare Intl	3/7523	11/1/13	RNAV (GPS) RWY 27L, Amdt 3.
12/12/13	IL	Chicago	Chicago O'Hare Intl	3/7524	11/1/13	ILS OR LOC RWY 27L, ILS RWY 27L (SA CAT I), ILS RWY 27L (CAT II), ILS RWY 27L (CAT III), Amdt 29.
12/12/13	IL	Chicago	Chicago O'Hare Intl	3/7526	11/1/13	RNAV (GPS) RWY 9L, Amdt 2.
12/12/13	IL	Chicago	Chicago O'Hare Intl	3/7528	11/1/13	ILS OR LOC RWY 9L, ILS RWY 9L (SA CAT I), ILS RWY 9L (CAT II), ILS RWY 9L (CAT III), Amdt 2.
12/12/13	IL	Chicago	Chicago O'Hare Intl	3/7529	11/1/13	ILS OR LOC RWY 27R, ILS RWY 27R (SA CAT I), ILS RWY 27R (CAT II), ILS RWY 27R (CAT III), Amdt 2.
12/12/13	IL	Chicago	Chicago O'Hare Intl	3/7533	11/1/13	ILS OR LOC RWY 9R, Amdt 10.
12/12/13	IL	Chicago	Chicago O'Hare Intl	3/7534	11/1/13	RNAV (GPS) RWY 9R, Amdt 3.
12/12/13	MO	St Louis	Lambert-St Louis Intl	3/7538	11/4/13	RNAV (GPS) RWY 24, Amdt 1.
12/12/13	NY	New York	La Guardia	3/7695	11/5/13	ILS OR LOC RWY 4, Amdt 36.
12/12/13	NY	Jamestown	Chautauqua County/Jamestown.	3/7771	11/5/13	VOR RWY 25, Amdt 8.
12/12/13	NY	Jamestown	Chautauqua County/Jamestown.	3/7784	11/5/13	RNAV (GPS) RWY 13, Orig.
12/12/13	NY	Jamestown	Chautauqua County/Jamestown.	3/7789	11/5/13	RNAV (GPS) RWY 31, Orig.
12/12/13	NY	Jamestown	Chautauqua County/Jamestown.	3/7791	11/5/13	RNAV (GPS) RWY 7, Amdt 1.
12/12/13	NY	Jamestown	Chautauqua County/Jamestown.	3/7792	11/5/13	RNAV (GPS) RWY 25, Amdt 1A.
12/12/13	NY	Jamestown	Chautauqua County/Jamestown.	3/7793	11/5/13	ILS OR LOC RWY 25, Amdt 7.
12/12/13	IL	Chicago	Chicago O'Hare Intl	3/7881	11/1/13	ILS OR LOC RWY 10C, ILS RWY 10C (SA CAT I), ILS RWY 10C (CAT II), ILS RWY 10C (CAT III), Orig.
12/12/13	NY	New York	La Guardia	3/8174	11/5/13	VOR RWY 4, Amdt 3A.
12/12/13	AK	Northway	Northway	3/8262	11/5/13	RNAV (GPS) RWY 5, Orig.
12/12/13	FL	Lake City	Lake City Gateway	3/8321	11/4/13	Takeoff Minimums and (Obstacle) DP, Orig.
12/12/13	FL	Homestead	Homestead General Aviation.	3/8440	11/4/13	Takeoff Minimums and (Obstacle) DP, Orig.
12/12/13	SC	Charleston	Charleston AFB/Intl	3/9133	11/4/13	ILS OR LOC/DME RWY 33, Amdt 8.
12/12/13	IA	Creston	Creston Muni	3/9469	11/4/13	NDB RWY 34, Amdt 2.
12/12/13	MI	Bay City	James Clements Muni	3/9533	11/4/13	VOR A, Amdt 12.
12/12/13	MI	Bay City	James Clements Muni	3/9534	11/4/13	RNAV (GPS) RWY 18, Orig-A.

[FR Doc. 2013-27946 Filed 11-25-13; 8:45 am]

BILLING CODE 4910-13-P

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 97

[Docket No. 30929; Amdt. No. 3564]

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 November 26, 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 November 26, 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 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).