FARM CREDIT ADMINISTRATION
12 CFR Parts 615, 621, and 652
RIN 3052–AC75

Federal Register / Vol. 78, No. 111 / Monday, June 10, 2013 / Rules and Regulations

FOR FURTHER INFORMATION CONTACT:

SUPPLEMENTARY INFORMATION:

Discussion
We issued a notice of proposed rulemaking (NPRM) to amend 14 CFR part 39 to include an AD that would apply to the specified products. That NPRM was published in the Federal Register on February 22, 2013 (78 FR 12255). That NPRM proposed to correct an unsafe condition for the specified products. The mandatory continuing airworthiness information states:

A review, carried out by Rolls-Royce, of the lives of critical parts of the Viper Mk. 601–22 engine, has resulted in reduced cyclic life limits for certain critical parts.

Operation of critical parts beyond these reduced cyclic life limits may result in part failure, possibly resulting in the release of high-energy debris, which may cause damage to the aeroplane and/or injury to the occupants.

For the reasons described above, this AD requires implementation of the reduced cyclic life limits for the affected critical parts, i.e., replacement of each part before the applicable reduced life limit is exceeded, and replacement of those critical parts that have already exceeded the reduced cyclic life limits.

We are issuing this AD to prevent failure of life-limited parts, damage to the engine, and damage to the airplane.

Comments
We gave the public the opportunity to participate in developing this AD. We considered the comments received.

Request To Change the Identity of the Type Certificate (TC) Holder
Rolls-Royce plc requested that we identify the TC holder as Rolls-Royce plc rather than Rolls-Royce (1971) Limited, Bristol Engine Division.

We agree. We changed the AD to identify the TC holder as Rolls-Royce plc.

Request To Change the Contact Information for the TC Holder
Rolls-Royce plc requested that we change the contact information used to request service information for Viper Mk. 601–22 turbojet engines.

We agree. We changed the contact information for requesting service information related to this AD to:

Defence Aerospace Communications at Rolls-Royce plc, P.O. Box 3, Gypsy Patch Lane, Filton, Bristol, BS347QE, United Kingdom; phone: 011–44–117–9791234; or email: http://www.rolls-royce.com/contact/defence_team.jsp.

Conclusion
We reviewed the available data, including the comments received, and determined that air safety and the public interest require adopting the AD with the changes described previously. We determined that these changes will not increase the economic burden on any operator or increase the scope of the AD.

Costs of Compliance
We estimate that this AD will affect about 32 engines installed on airplanes of U.S. registry. We also estimate that it will take 0 hours per product to comply with this AD. The average labor rate is $85 per hour. We are not requiring parts replacement, so parts cost is $0. Based on these figures, we estimate the cost of the AD on U.S. operators to be $0.

Authority For This Rulemaking
Title 49 of the United States Code specifies the FAA’s authority to issue rules on aviation safety. 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.

We are issuing this rulemaking under the authority described in “Subtitle VII, Part A, Subpart III, Section 44701: General requirements.” Under that section, Congress charges the FAA with promoting safe flight of civil aircraft in air commerce by prescribing regulations for practices, methods, and procedures the Administrator finds necessary for safety in air commerce. This regulation is within the scope of that authority because it addresses an unsafe condition that is likely to exist or develop on products identified in this rulemaking action.

Regulatory Findings
We determined that this AD will not have federalism implications under Executive Order 13132. This AD will not have a substantial direct effect on the States, on the relationship between the national government and the States, 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); and
(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 proposed 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 AD:


(a) Effective Date
This airworthiness directive (AD) becomes effective July 15, 2013.

(b) Affected ADs
None.

(c) Applicability
This AD applies to all Rolls-Royce plc (RR) Viper Mk. 601–22 turbojet engines.

(d) Reason
This AD was prompted by a review carried out by RR of the lives of certain critical parts. We are issuing this AD to prevent failure of life-limited parts, damage to the engine, and damage to the airplane.

(e) Actions and Compliance

Unless already done, do the following actions.
(1) After the effective date of this AD, remove the following parts before they reach their specified new, lower, life limits: compressor shaft, part number IP/N V900766: 20,720 flight cycles since new...
(CSN); compressor rear stubshaft (center bearing hub), P/Ns V9000007 and V900994: 9,600 flight CSN; combustion chamber outer casing, P/Ns V950013 and V950331: 32,000 flight CSN.

(2) After the effective date of this AD, do not install any part identified in paragraph (e)(1) of this AD into any engine, nor return any engine to service with the parts identified in paragraph (e)(1) of this AD installed, if the part exceeds the new, lower, life limit specified in paragraph (e)(1) of this AD.

(f) Alternative Methods of Compliance (AMOCs)

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

(g) Related Information


(3) For service information identified in this AD, contact Defence Aerospace Communications at Rolls-Royce plc, P.O. Box 3, Gypsy Patch Lane, Filton, Bristol, BS347QE, United Kingdom; phone: 011–44–117–9791234; or email: http://www.rolls-royce.com/contact/defence_team.jsp. You may view this 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.

(h) Material Incorporated by Reference

None.

Issued in Burlington, Massachusetts, on May 28, 2013.

Colleen M. D’Alessandro,
Assistant Manager, Engine & Propeller Directorate, Aircraft Certification Service.

[FR Doc. 2013–13012 Filed 6–7–13; 8:45 am]

BILLING CODE 4910–13–P

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 71

[Docket No. FAA–2012–1345; Airspace Docket No. 12–AM–31]

Modification of Class D and Class E Airspace and Establishment of Class E Airspace; Pasco, WA

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Final rule.

SUMMARY: This action establishes Class E surface airspace at Tri-Cities Airport, Pasco, WA, to accommodate aircraft using Area Navigation (RNAV) Global Positioning System (GPS) standard instrument approach procedures at Tri-Cities Airport, Pasco, WA. The geographic coordinates of Tri-Cities Airport and Vista Field Airport, Kennewick, WA, formerly called Vista Airport, are adjusted for existing Class D and E airspace. This action also makes a minor change to the legal description of the Class E airspace designated as an extension to Class D surface area. This improves the safety and management of Instrument Flight Rules (IFR) operations at the airport.

DATES: Effective date, 0901 UTC, August 22, 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: Eldon Taylor, Federal Aviation Administration, Operations Support Group, Western Service Center, 1601 Lind Avenue SW., Renton, WA, 98057; telephone (425) 203–4537.

SUPPLEMENTARY INFORMATION:

History

On March 26, 2013, the FAA published in the Federal Register a notice of proposed rulemaking (NPRM) to establish Class E surface airspace and modify Class D and E airspace at Pasco, WA (78 FR 18259). Interested parties were invited to participate in this rulemaking effort by submitting written comments on the proposal to the FAA. No comments were received.

The FAA’s Aeronautical Products Office found that the Pasco Compass Locator at ILS Outer Marker (LOM) has been decommissioned and needs to be removed from Class E airspace designated as an extension to Class D surface area. With the exception of editorial changes and the changes described above, this rule is the same as that proposed in the NPRM.

Class E airspace designations are published in paragraphs 5000, 6002, 6004 and 6005, respectively, 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 that Order.

The Rule

This action amends Title 14 Code of Federal Regulations (14 CFR) Part 71 by establishing Class E surface airspace within a 4.3-mile radius, with exclusion, at Tri-Cities Airport, Pasco, WA, to accommodate IFR aircraft executing RNAV (GPS) standard instrument approach procedures at the airport. Also, Vista Airport, Kennewick, WA, is renamed Vista Field Airport, and the geographic coordinates of the airports are updated to coincide with the FAA’s aeronautical database for existing Class D airspace, Class E airspace designated as an extension to Class D surface area, and Class E airspace extending upward from 700 feet above the surface, at Pasco, WA. This action is necessary for the safety and management of IFR operations.

The FAA has determined 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 only affects air traffic procedures and air navigation, it is certified this rule, when promulgated, does 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 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 1, 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 establishes additional controlled airspace at Tri-Cities Airport, Pasco, WA.

Environmental Review

The FAA has determined that this action qualifies for categorical exclusion under the National Environmental Policy Act in accordance with FAA Order 1050.1E, “Environmental Impacts: Policies and Procedures,” paragraph 311a. This airspace action is not expected to cause any potentially significant environmental impacts, and no extraordinary circumstances exist.