

**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:

**2011–24–08 Turbomeca S.A.:** Amendment 39–16872; Docket No. FAA–2011–1037; Directorate Identifier 2011–NE–30–AD.

**(a) Effective Date**

This airworthiness directive (AD) becomes effective December 7, 2011.

**(b) Affected ADs**

None.

**(c) Applicability**

This AD applies to Makila 1A2 turboshaft engines, all serial numbers.

**(d) Reason**

(1) This AD results from mandatory continuing airworthiness information (MCAI) issued by an aviation authority of another country to identify and correct an unsafe condition on an aviation product. The MCAI describes the unsafe condition as:

A helicopter experienced an inadvertent activation of the 65% N1 (gas generator speed) back up control mode.

The subsequent technical investigations carried by Turbomeca revealed that an N2 (power turbine speed) sensor harness wire crimping discrepancy was at the origin of this event. Further quality investigations performed with the supplier led to the conclusion that N2 sensor Part Number (P/N) 0 301 52 001 0 whose Serial Numbers (S/N) are between S/N 242 and S/N 339 inclusive are potentially concerned by the same manufacturing discrepancy.

This condition, if not corrected, could lead to the inadvertent activation of the 65% N1 back up mode and consequently to significant power loss on one or more or both engines installed on the same helicopter, potentially resulting in an emergency landing of the helicopter.

(2) We are issuing this AD to prevent inadvertent activation of the backup control mode, which could result in engine power loss and emergency landing of the helicopter.

**(e) Actions and Compliance**

(1) Unless already done, do the following actions.

(2) For engines equipped with N2 sensor harnesses, P/N 0 301 52 001 0, whose S/Ns

are between S/N 242 and S/N 339 inclusive, do the following:

(i) If an affected P/N is installed on each of the 2 (two) engines of the helicopter, then within 10 flight hours (FHs) after the effective date of this AD, replace one N2 sensor harness with an N2 sensor harness that is eligible for installation, and within 50 FHs after the effective date of this AD, replace the second harness with an N2 sensor harness that is eligible for installation.

(ii) If an affected P/N is installed only on 1 (one) engine of the helicopter, then within 50 FHs after the effective date of this AD, replace the affected N2 sensor harness with an N2 harness that is eligible for installation.

(3) After the effective date of this AD, do not install in an engine any N2 sensor harness, P/N 0 301 52 001 0, whose S/N is between S/N 242 and S/N 339 inclusive, unless the part has “SB 0815” marked on the identification plate.

(4) After the effective date of this AD, do not install in a helicopter an engine equipped with an N2 sensor harness, P/N 0 301 52 001 0, whose S/N is between S/N 242 and S/N 339 inclusive, unless the part has “SB 0815” marked on the identification plate.

**(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**

(1) Refer to MCAI EASA AD 2011–0147, dated August 5, 2011, and Turbomeca Service Bulletin No. 298 77 0817, for related information. Contact Turbomeca; 40220 Tarnos, France; *phone*: 33–05–59–74–40–00; *fax*: 33–05–59–74–45–11; for a copy of this service information.

(2) Contact James Lawrence, Aerospace Engineer, Engine Certification Office, FAA, Engine & Propeller Directorate, 12 New England Executive Park, Burlington, MA 01803; *email*: [james.lawrence@faa.gov](mailto:james.lawrence@faa.gov); *phone*: (781)–238–7176; *fax*: (781) 238–7199, for more information about this AD.

**(h) Material Incorporated by Reference**

None.

Issued in Burlington, Massachusetts, on November 9, 2011.

**Peter A. White,**

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

[FR Doc. 2011–30061 Filed 11–21–11; 8:45 am]

**BILLING CODE 4910–13–P**

**DEPARTMENT OF TRANSPORTATION****Federal Aviation Administration****14 CFR Part 71**

[Docket No. FAA–2010–1016; Airspace Docket No. 11–ACE–6]

**RIN 2120–AA66**

**Amendment of VOR Federal Airways V–81, V–89, and V–169 in the Vicinity of Chadron, NE**

**AGENCY:** Federal Aviation Administration (FAA), DOT.

**ACTION:** Final rule.

**SUMMARY:** This action amends the legal description of the VHF omnidirectional range (VOR) Federal airways V–81, V–89, and V–169 in the vicinity of Chadron, Nebraska. The FAA is taking this action because the Chadron VOR distance measuring equipment (DME), included as part of the V–81, V–89, and V–169 route structure, is being renamed the Toadstool VOR/DME to avoid confusion with Chadron Airport that shares the same identifier.

**DATES:** *Effective Dates:* 0901 UTC, April 5, 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:** Colby Abbott, Airspace, Regulations and ATC Procedures Group, Office of Airspace Services, Federal Aviation Administration, 800 Independence Avenue SW., Washington, DC 20591; telephone: (202) 267–8783.

**SUPPLEMENTARY INFORMATION:****The Rule**

This action amends Title 14 Code of Federal Regulations (14 CFR) part 71 by amending the legal description of VOR Federal Airways V–81, V–89, and V–169, in the vicinity of Chadron, NE. Currently, V–81, V–89, and V–169 include the Chadron, NE, [VOR/DME] as part of their route structure. The Chadron VOR/DME and the Chadron Airport share the same name and identifier (CDR), but are located nineteen nautical miles apart. A navigation facility and airport having the same name and identifier causes frequent confusion to air traffic automation systems, as well as pilot/controller communications. To eliminate confusion, and a potential flight safety issue, the Chadron VOR/DME is renamed the Toadstool VOR/DME and assigned a new facility identifier (TST). All VOR Federal

airways with Chadron, NE, [VOR/DME] included in their legal description are amended to reflect the Toadstool, NE, [VOR/DME] name change. The name change of the VOR/DME will coincide with the effective date of this rule.

Additionally, the exclusionary language in the V-169 legal description addressing the Devils Lake West Military Operations Area (MOA) has been simplified for clarity. No changes to the current operational use are expected to occur from this editorial amendment.

Since this action merely involves editorial changes in the legal descriptions of VOR Federal airways, and does not involve a change in the dimensions or operating requirements of that airspace, notice and public procedures under 5 U.S.C. 553(b) are unnecessary.

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 United States 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 I, Section 40103. Under that section, the FAA is charged with prescribing regulations to assign the use of the 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 revises the legal description of four VOR Federal Airways in the vicinity of Chadron, NE.

Domestic VOR Federal Airways are published in paragraph 6010(a) of FAA Order 7400.9V, dated August 9, 2011, and effective September 15, 2011, which is incorporated by reference in 14 CFR 71.1. The domestic VOR Federal

Airways listed in this document will be published subsequently in the Order.

### 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 that warrant preparation of an environmental assessment.

### 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 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 6010(a)—Domestic VOR Federal Airways*

\* \* \* \* \*

#### V-81 [Amended]

From Chihuahua, Mexico; Marfa, TX; Fort Stockton, TX; Midland, TX; Lubbock, TX; Plainview, TX; Panhandle, TX; Dalhart, TX; Tobe, CO; Pueblo, CO; Black Forest, CO; Jeffco, CO; Cheyenne, WY; Scottsbluff, NE; to Toadstool, NE. The airspace outside the United States is excluded.

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#### V-89 [Amended]

From Gill, CO; INT Gill 003° and Cheyenne, WY, 131° radials; Cheyenne; to Toadstool, NE.

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#### V-169 [Amended]

From Tobe, CO; 69 MSL, Hugo, CO; 38 miles, 67MSL, Thurman, CO; Akron, CO; Sidney, NE; Scottsbluff, NE; Toadstool, NE; Rapid City, SD; Dupree, SD; Bismarck, ND; to Devils Lake, ND. The airspace within the

Devils Lake West MOA is excluded when activated by NOTAM.

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Issued in Washington, DC on November 14, 2011.

**Gary A. Norek,**

*Acting Manager, Airspace, Regulations and ATC Procedures Group.*

[FR Doc. 2011-29895 Filed 11-21-11; 8:45 am]

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## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### 14 CFR Part 95

[Docket No. 30814; Amdt. No. 497]

#### IFR Altitudes; Miscellaneous Amendments

**AGENCY:** Federal Aviation Administration (FAA), DOT.

**ACTION:** Final rule.

**SUMMARY:** This amendment adopts miscellaneous amendments to the required IFR (instrument flight rules) altitudes and changeover points for certain Federal airways, jet routes, or direct routes for which a minimum or maximum en route authorized IFR altitude is prescribed. This regulatory action is needed because of changes occurring in the National Airspace System. These changes are designed to provide for the safe and efficient use of the navigable airspace under instrument conditions in the affected areas.

**DATES:** *Effective Date:* 0901 UTC, December 15, 2011.

**FOR FURTHER INFORMATION CONTACT:** Rick Dunham, Flight Procedure Standards Branch (AMCAFS-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 addresses: P.O. Box 25082 Oklahoma City, OK 73125) telephone: (405) 954-4164.

**SUPPLEMENTARY INFORMATION:** This amendment to part 95 of the Federal Aviation Regulations (14 CFR part 95) amends, suspends, or revokes IFR altitudes governing the operation of all aircraft in flight over a specified route or any portion of that route, as well as the changeover points (COPs) for Federal airways, jet routes, or direct routes as prescribed in part 95.

#### The Rule

The specified IFR altitudes, when used in conjunction with the prescribed changeover points for those routes,