

contains this AD, the regulatory evaluation, any comments received, and other information. The street address for the Docket Operations office (telephone (800) 647-5527) is provided in the **ADDRESSES** section. Comments will be available in the AD docket shortly after receipt.

#### 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:

**2008-24-10 Pratt & Whitney Canada Corp.:** Amendment 39-15750. Docket No. FAA-2008-0752; Directorate Identifier 2008-NE-22-AD.

#### Effective Date

(a) This airworthiness directive (AD) becomes effective January 2, 2009.

#### Affected ADs

(b) None.

#### Applicability

(c) This AD applies to the following Pratt & Whitney Canada Corp. (P&WC) turbofan engines with compressor air to HMU delivery tube, part number (P/N) 3119150-01 installed:

(1) JT15D-5 turbofan engines, serial numbers (SNs) below and including SN PCE-100411.

(2) JT15D-5 turbofan engines, SNs below and including SN PCE-JA0818.

(3) All JT15D-5B turbofan engines.

(4) All JT15D-5F turbofan engines.

(5) JT15D-5R turbofan engines SNs below and including SN PCE-JG0104.

(6) All JT15D-5 turbofan engines converted to model JT15D-5R by incorporation of P&WC Service Bulletin No. 7605.

These engines are installed on, but not limited to, Hawker Beechcraft models 400, 400A, and 400T airplanes.

#### Reason

(d) Transport Canada AD CF-2008-23, dated June 27, 2008, states:

There have been several reported incidents of high altitude, dual engine flameout on JT15D-5 engine powered aircraft operating in certain meteorological conditions. Subsequent to the investigation of incidents, review of the engine design has revealed that

the Fuel Control Hydro Mechanical Unit (HMU) P3 servo can be exposed to excessive moisture and freezing. To preclude P3 servo freezing, P&WC has issued JT15D Alert Service Bulletin (ASB) JT15D-72-A7611 to re-route compressor delivery air to the HMU and improve moisture separation. Considering the potentially hazardous consequence of possible in-flight dual engine flameout, this airworthiness directive is issued to mandate the incorporation of P&WC ASB JT15D-72-A7611 to the affected JT15D-5 engines, in order to minimize the possibility of this hazard.

We are issuing this AD to prevent engine flameouts of one or both engines caused by excessive moisture and freezing in the P3 servo during certain flight conditions.

#### Actions and Compliance

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

(1) Within 200 flight hours after the effective date of this AD or within 30 days after the effective date of this AD, whichever occurs first, remove from service compressor air to HMU delivery tube, P/N 3119150-01.

(2) Install a serviceable compressor air to HMU delivery tube in accordance with P&WC Alert Service Bulletin (ASB) No. JT15D-72-A7611, Revision 1, dated June 16, 2008.

#### Prohibition of Compressor Air to HMU Delivery Tube, P/N 3119150-01

(3) After the effective date of this AD, do not install any compressor air to HMU delivery tube, P/N 3119150-01, onto any engine.

#### Definition

(f) For the purpose of this AD, a serviceable compressor air to HMU delivery tube is a compressor air to HMU delivery tube that is other than the tube part number listed in this AD.

(g) *Alternative Methods of Compliance (AMOCs):* The Manager, Engine Certification Office, FAA, has the authority to approve AMOCs for this AD, if requested using the procedures found in 14 CFR 39.19.

#### Previous Credit

(h) Replacement of the compressor air to HMU delivery tube using P&WC ASB No. JT15D-72-A7611, dated March 26, 2008, before the effective date of this AD, meets the requirements of this AD.

#### Related Information

(i) Refer to Transport Canada AD CF-2008-23, dated June 27, 2008, for related information.

(j) Hawker Beechcraft Service Bulletin No. SB 73-3888, Revision 1, dated July 2008, also pertains to the subject of this AD.

(k) Contact Ian Dargin, Aerospace Engineer, Engine Certification Office, FAA, Engine and Propeller Directorate, 12 New England Executive Park, Burlington, MA 01803; e-mail: [ian.dargin@faa.gov](mailto:ian.dargin@faa.gov); telephone (781) 238-7178; fax (781) 238-7199, for more information about this AD.

#### Material Incorporated by Reference

(l) You must use Pratt & Whitney Canada Corp. Alert Service Bulletin No. JT15D-72-

A7611, Revision 1, dated June 16, 2008, to do the actions required by this AD, unless the AD specifies otherwise.

(1) The Director of the Federal Register approved the incorporation by reference of this service information under 5 U.S.C. 552(a) and 1 CFR part 51.

(2) For service information identified in this AD, contact Pratt & Whitney Canada Corp., 1000 Marie-Victorin, Longueuil, Quebec, Canada J4G 1A1, telephone: (800) 268-8000.

(3) You may review copies at the FAA, New England Region, 12 New England Executive Park, Burlington, MA; or 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/ibr-locations.html>.

Issued in Burlington, Massachusetts, on November 19, 2008.

**Peter A. White,**

*Assistant Manager, Engine and Propeller Directorate, Aircraft Certification Service.*

[FR Doc. E8-28062 Filed 11-26-08; 8:45 am]

**BILLING CODE 4910-13-P**

## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### 14 CFR Part 97

[Docket No. 30638; Amdt. No 3296]

#### Standard Instrument Approach Procedures, and Takeoff Minimums and Obstacle Departure Procedures; Miscellaneous Amendments

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

**ACTION:** Final rule.

**SUMMARY:** This 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 28, 2008. 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 28, 2008.

**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:**

Harry J. Hodges, 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 November 14, 2008.

**James J. Ballough,**

*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 18 DEC 2008*

Hopkinsville, KY, Hopkinsville-Christian County, Takeoff Minimums and Obstacle DP, Amdt 1

Hamilton, NY, Hamilton Muni, Takeoff Minimums and Obstacle DP, Amdt 2

*Effective 15 JAN 2009*

Fresno, CA, Fresno-Chandler Executive, Takeoff Minimums and Obstacle DP, Amdt 2

Ocala, FL, Ocala Intl-Jim Taylor Fld, ILS OR LOC/DME RWY 36, Amdt 1

Ocala, FL, Ocala Intl-Jim Taylor Fld, NDB RWY 36, Amdt 5, CANCELLED

Ocala, FL, Ocala Intl-Jim Taylor Fld, RNAV (GPS) RWY 18, Amdt 1

Ocala, FL, Ocala Intl-Jim Taylor Fld, RNAV (GPS) RWY 36, Amdt 1

Ocala, FL, Ocala Intl-Jim Taylor Fld, Takeoff Minimums and Obstacle DP, Orig

Ocala, FL, Ocala Intl-Jim Taylor Fld, VOR RWY 36, Amdt 18

Kahului, HI, Kahului, RNAV (GPS) RWY 23, Amdt 1

Kahului, HI, Kahului, Takeoff Minimums and Obstacle DP, Amdt 6

Clinton, IA, Clinton Muni, GPS RWY 21, Amdt 1A, CANCELLED

Clinton, IA, Clinton Muni, RNAV (GPS) RWY 3, Orig

Clinton, IA, Clinton Muni, RNAV (GPS) RWY 21, Orig

Clinton, IA, Clinton Muni, Takeoff Minimums and Obstacle DP, Orig

Clinton, IA, Clinton Muni, VOR RWY 3, Amdt 15

Quincy, IL, Quincy Rgnl-Baldwin Field, RNAV (GPS) RWY 4, Orig

Quincy, IL, Quincy Rgnl-Baldwin Field, RNAV (GPS) RWY 13, Orig

Quincy, IL, Quincy Rgnl-Baldwin Field, RNAV (GPS) RWY 31, Orig

Quincy, IL, Quincy Rgnl-Baldwin Field, RNAV (GPS) RWY 36, Orig

Quincy, IL, Quincy Rgnl-Baldwin Field, VOR RWY 4, Amdt 12

Quincy, IL, Quincy Rgnl-Baldwin Field, VOR/DME RNAV OR GPS RWY 13, Amdt 4, CANCELLED

Alpena, MI, Alpena County Rgnl, NDB RWY 1, Amdt 7

Alpena, MI, Alpena County Rgnl, Takeoff Minimums and Obstacle DP, Orig

Minneapolis, MN, Crystal, GPS RWY 14L, Orig-C, CANCELLED

Minneapolis, MN, Crystal, RNAV (GPS) RWY 14L, Orig

Rushford, MN, Rushford Muni, GPS RWY 34, Orig, CANCELLED

Rushford, MN, Rushford Muni, RNAV (GPS) RWY 34, Orig

Rushford, MN, Rushford Muni, VOR/DME-A, Amdt 2

Hammonton, NJ, Hammonton Muni, Takeoff Minimums and Obstacle DP, Orig

Brockport, NY, Ledge Dale Airpark, GPS RWY 28, Orig, CANCELLED

Brockport, NY, Ledge Dale Airpark, RNAV (GPS) RWY 28, Orig

Brockport, NY, Ledge Dale Airpark, Takeoff Minimums and Obstacle DP, Orig

Columbus, OH, Bolton Field, ILS OR LOC RWY 4, Amdt 5

Columbus, OH, Bolton Field, NDB RWY 4, Amdt 7

Columbus, OH, Bolton Field, RNAV (GPS) RWY 4, Orig

Columbus, OH, Bolton Field, Takeoff Minimums and Obstacle DP, Orig

Mount Vernon, OH, Knox County, RNAV (GPS) RWY 10, Orig

Mount Vernon, OH, Knox County, RNAV (GPS) RWY 28, Orig

Mount Vernon, OH, Knox County, Takeoff Minimums and Obstacle DP, Orig

Mount Vernon, OH, Knox County, VOR/DME RNAV OR GPS RWY 10, Amdt 2A, CANCELLED

Mount Vernon, OH, Knox County, VOR/DME RNAV OR GPS RWY 28, Amdt 2B, CANCELLED

Van Wert, OH, Van Wert County, GPS RWY 9, Orig, CANCELLED

Van Wert, OH, Van Wert County, GPS RWY 27, Orig, CANCELLED

Van Wert, OH, Van Wert County, NDB RWY 9, Amdt 3

Van Wert, OH, Van Wert County, RNAV (GPS) RWY 9, Orig

Van Wert, OH, Van Wert County, RNAV (GPS) RWY 27, Orig

Van Wert, OH, Van Wert County, Takeoff Minimums and Obstacle DP, Amdt 3

Oklahoma City, OK, Will Rogers World, RNAV (GPS) RWY 17R, Amdt 2A

Watonga, OK, Watonga Rgnl, NDB RWY 17, Orig, CANCELLED

Pittsburgh, PA, Pittsburgh Intl, RNAV (GPS) Y RWY 28L, Amdt 4A

Sterling, PA, Spring Hill, Takeoff Minimums and Obstacle DP, Orig

Beaumont, TX, Beaumont Muni, Takeoff Minimums and Obstacle DP, Orig

Big Spring, TX, Big Spring Mc Mahon-Wrinkle, RNAV (GPS) RWY 17, Orig

Big Spring, TX, Big Spring Mc Mahon-Wrinkle, RNAV (GPS) RWY 35, Orig

Big Spring, TX, Big Spring Mc Mahon-Wrinkle, VOR/DME RWY 17, Amdt 8

Big Spring, TX, Big Spring Mc Mahon-Wrinkle, VOR/DME RWY 35, Amdt 8

Fort Hood, TX, Hood AAF, Takeoff Minimums and Obstacle DP, Amdt 1

Killeen, TX, Skylark Field, Takeoff Minimums and Obstacle DP, Amdt 2

Eau Claire, WI, Chippewa Valley Rgnl, ILS OR LOC RWY 22, Amdt 8

Eau Claire, WI, Chippewa Valley Rgnl, LOC/DME BC RWY 4, Amdt 9

Stevens Point, WI, Stevens Point Muni, ILS OR LOC RWY 21, Orig

Stevens Point, WI, Stevens Point Muni, Takeoff Minimums and Obstacle DP, Orig

Bluefield, WV, Mercer County, Takeoff Minimums and Obstacle DP, Amdt 4

[FR Doc. E8-28035 Filed 11-26-08; 8:45 am]

**BILLING CODE 4910-13-P**

## DEPARTMENT OF TRANSPORTATION

### 14 CFR Part 97

[Docket No. 30639; Amdt. No. 3297]

#### 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 28, 2008. 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 28, 2008.

**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 <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:**

Harry J. Hodges, 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