

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):

2014–10–03 Airbus Helicopters (Type Certificate previously held by Eurocopter France): Amendment 39–17850; Docket No. FAA–2014–0306; Directorate Identifier 2013–SW–046–AD.

(a) Applicability

This AD applies to Model AS332L1 helicopters, serial number (S/N) 2774, and Model EC225LP helicopters, S/N 2600, 2623, 2645, 2656, 2659, 2663, 2666, 2670, 2673, 2685, 2691, 2692, 2693, 2702, 2715, 2716, 2721, 2725, 2739, 2744, 2747, 2753, 2756, 2759, 2767, 2779, and 2794, certificated in any category.

(b) Unsafe Condition

This AD defines the unsafe condition as engine ice ingestion during flight, which could result in complete loss of engine thrust and possible loss of control of the helicopter.

(c) Effective Date

This AD becomes effective June 11, 2014.

(d) Compliance

You are responsible for performing each action required by this AD within the specified compliance time unless it has already been accomplished prior to that time.

(e) Required Actions

Before flight into known icing conditions:

(1) For Model AS332L1 helicopter, S/N 2774, relocate the engine 1 Multi-Purpose Air Intake (MPAI) power supply circuit breaker as described in the Accomplishment Instructions, paragraph 3.B.2., and Figures 1, 2, and 3 of Eurocopter Alert Service Bulletin (ASB) No. AS332–30.00.74, Revision 0, dated July 31, 2013.

(2) For Model EC225LP helicopters, S/N 2600, 2623, 2645, 2656, 2659, 2663, 2666, 2670, 2673, and 2693, relocate the engine 2 MPAI power supply circuit breaker as described in the Accomplishment Instructions, paragraph 3.B.2.a., and Figures 1 and 2 of Eurocopter ASB No. EC225–30A032, Revision 0, dated July 31, 2013.

(3) For Model EC225LP helicopters, S/N 2685, 2691, 2692, 2702, 2715, 2716, 2721, 2725, 2739, 2744, 2747, 2753, 2756, 2759, 2767, 2779, and 2794, relocate the engine 2 MPAI power supply circuit breaker as described in the Accomplishment Instructions, paragraph 3.B.2.b., and Figures 1 and 3 of Eurocopter ASB No. EC225–30A032.

(4) For all model helicopters, perform a functional test of each MPAI after relocating the MPAI power supply circuit breaker.

(f) Special Flight Permits

Special flight permits are prohibited for flights into known icing conditions.

(g) Alternative Methods of Compliance (AMOCs)

(1) The Manager, Safety Management Group, FAA, may approve AMOCs for this AD. Send your proposal to: George Schwab, Aviation Safety Engineer, Safety Management Group, Rotorcraft Directorate, FAA, 2601 Meacham Blvd., Fort Worth, Texas 76137; telephone (817) 222–5110; email george.schwab@faa.gov.

(2) For operations conducted under a 14 CFR part 119 operating certificate or under 14 CFR part 91, subpart K, we suggest that you notify your principal inspector, or lacking a principal inspector, the manager of the local flight standards district office or certificate holding district office, before operating any aircraft complying with this AD through an AMOC.

(h) Additional Information

The subject of this AD is addressed in European Aviation Safety Agency (EASA) AD No. 2013–0173, dated August 1, 2013. You may view the EASA AD on the internet at <http://www.regulations.gov> in Docket No. FAA–2014–0306.

(i) Subject

Joint Aircraft Service Component (JASC) Code: 3097: Ice/Rain Protection System Wiring.

(j) Material Incorporated by Reference

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

(2) You must use this service information as applicable to do the actions required by this AD, unless the AD specifies otherwise.

(i) Eurocopter Alert Service Bulletin No. AS332–30.00.74, Revision 0, dated July 31, 2013.

(ii) Eurocopter Alert Service Bulletin No. EC225–30A032, Revision 0, dated July 31, 2013.

(3) For Eurocopter service information identified in this AD, contact Airbus Helicopters, Inc., 2701 N. Forum Drive, Grand Prairie, TX 75052; telephone (972) 641–0000 or (800) 232–0323; fax (972) 641–3775; or at <http://www.airbushelicopters.com/techpub>.

(4) You may view this service information at FAA, Office of the Regional Counsel, Southwest Region, 2601 Meacham Blvd., Room 663, Fort Worth, Texas 76137. For information on the availability of this material at the FAA, call (817) 222–5110.

(5) You may view this service information that is incorporated by reference 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 Fort Worth, Texas, on May 6, 2014.

Kim Smith,

Directorate Manager, Rotorcraft Directorate, Aircraft Certification Service.

[FR Doc. 2014–11528 Filed 5–23–14; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 71

[Docket No. FAA–2013–1062; Airspace Docket No. 13–ACE–3]

RIN 2120–AA66

Modification of Air Traffic Service (ATS) Routes; North Central United States

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Final rule.

SUMMARY: This action modifies three Jet Routes (J–45, J–151, and J–233) and a high altitude area navigation (RNAV) route (Q–19). The FAA is taking this action due to a service restriction of the Des Moines, IA (DSM), VHF Omnidirectional Range (VOR)/Tactical Air Navigation (VORTAC) facility that provides navigation guidance for a portion of the ATS routes identified.

DATES: *Effective Date:* 0901 UTC, July 24, 2014. 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 Policy and Regulations Group, Office of Airspace Services, Federal Aviation Administration, 800 Independence Avenue SW., Washington, DC 20591; telephone: (202) 267–8783.

SUPPLEMENTARY INFORMATION:

History

On Wednesday, January 22, 2014, the FAA published in the **Federal Register** a notice of proposed rulemaking (NPRM) to modify J–45, J–151, J–233, and Q–19 in the vicinity of the DSM VORTAC, Des Moines, IA (79 FR 3545). Interested parties were invited to participate in this rulemaking effort by submitting written comments on this proposal to the FAA. No comments were received in response to the NPRM.

Differences From the NPRM

Subsequent to publication of the NPRM, an error in the J–233 route

description format was identified. Airway and route legal descriptions are published in FAA Order 7400.9X, Airspace Designations and Reporting Points. Current format guidelines for these legal descriptions require that the order of points in a description be listed from “south-to-north” or from “west-to-east,” as applicable. The description for J-233 in the NPRM listed the points from “north-to-south,” in error. The rule simply reverses the order of the points listed for J-233 to a “south-to-north” format for standardization. The route structure is unchanged from that proposed in the NPRM.

The Rule

This action amends Title 14, Code of Federal Regulations (14 CFR) part 71 by modifying Jet Routes J-45, J-151, and J-233, and high altitude RNAV route Q-19. The DSM, VOR radial restrictions have made this action necessary. The route modifications are outlined below.

J-45: J-45 extends between Virginia Key, FL, and Aberdeen, SD. The route segment between the St Louis, MO (STL), and DSM VORTACs is relocated over the Kirksville, MO (IRK), VORTAC and extended approximately four nautical miles (NM) to restore navigable route structure using serviceable DSM VOR radials.

J-151: J-151 extends between Cross City, FL, and Whitehall, MT. The route segment between STL and O’Neil, NE (ONL), VORTACs is realigned over the IRK and Omaha, NE (OVR), VORTACs, providing a nearly direct routing from STL to ONL and reducing the route segment by 12.5 NM.

J-233: J-233 extends between STL and Waterloo, IA (ALO). The route is realigned over the IRK VORTAC to resolve an extended service volume flight check failure impacting the navigable use of the route.

Q-19: Q-19 extends between Nashville, TN (BNA), and the PLESS fix, overlying a portion of J-45. The route is extended northwest from the PLESS fix over the STL VORTAC to the DSM VORTAC, retaining a direct routing capability between STL and DSM for aircraft capable of flying RNAV routes.

The navigation aid radials cited in the proposed Jet Route and high altitude RNAV route descriptions below, are stated relative to True north.

Jet Routes are published in paragraph 2004 and high altitude RNAV routes (Q) are published in paragraph 2006, respectively, of FAA Order 7400.9X dated August 7, 2013, and effective September 15, 2013, which is incorporated by reference in 14 CFR 71.1. The Jet Routes and high altitude RNAV route listed in this document will be subsequently published in the Order.

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 Department of Transportation (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 that 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 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 modifies the route structure as necessary to preserve the safe and efficient flow of air traffic within the NAS.

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 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 FAA Order 7400.9X, Airspace Designations and Reporting Points, dated August 7, 2013 and effective September 15, 2013, is amended as follows:

Paragraph 2004 Jet Routes.

J-45 [Amended]

From Virginia Key, FL; INT Virginia Key 014° and Treasure, FL, 143° radials; Treasure; INT Treasure 330° and Ormond Beach, FL, 183° radials; Ormond Beach; Craig, FL; Alma, GA; Macon, GA; Atlanta, GA; Nashville, TN; St Louis, MO; Kirksville, MO; Des Moines, IA; Sioux Falls, SD; to Aberdeen, SD.

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J-151 [Amended]

From Cross City, FL; Vulcan, AL; Farmington, MO; St. Louis, MO; Kirksville, MO; Omaha, NE; O’Neil, NE; Rapid City, SD; Billings, MT; INT Billings 266° and Whitehall, MT, 103° radials; to Whitehall.

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J-233 [Amended]

From St. Louis, MO; Kirksville, MO; to Waterloo, IA.

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Paragraph 2006 United States Area Navigation Routes.

Q-19 Nashville, TN (BNA) to Aberdeen, SD (ABR) [Amended]		
Nashville, TN (BNA)	VORTAC	(Lat. 36°08’13” N., long. 86°41’05” W.)
PLESS, IL	Fix	(Lat. 37°48’35” N., long. 88°57’48” W.)
St. Louis, MO (STL)	VORTAC	(Lat. 38°51’38” N., long. 90°28’57” W.)
Des Moines, IA (DSM)	VORTAC	(Lat. 41°26’15” N., long. 93°38’55” W.)

Sioux Falls, SD (FSD)	VORTAC	(Lat. 43°38'58" N., long. 96°46'52" W.)
Aberdeen, SD (ABR)	VOR/DME	(Lat. 45°25'02" N., long. 98°22'07" W.)

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Issued in Washington, DC, on May 19, 2014.

Gary A. Norek,

Manager, Airspace Policy and Regulations Group.

[FR Doc. 2014-11999 Filed 5-23-14; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 71

[Docket No. FAA-2013-0922; Airspace Docket No. 13-AWA-5]

RIN 2120-AA66

Modification of the Philadelphia, PA, Class B Airspace Area

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Final rule.

SUMMARY: This action amends the description of Area G of the Philadelphia Class B airspace area to correct a design error that resulted in the Class B airspace boundary being published 2.1 nautical miles (NM) larger on the southeast side of the area than intended. There are no other changes to the Philadelphia Class B airspace area.

DATES: Effective date 0901 UTC, July 24, 2014. 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: Paul Gallant, Airspace Policy and Regulations Group, Office of Airspace Services, Federal Aviation Administration, 800 Independence Avenue SW., Washington, DC 20591; telephone: (202) 267-8783.

SUPPLEMENTARY INFORMATION:

History

The FAA published in the **Federal Register** a notice of proposed rulemaking (NPRM) to modify Area G of the Philadelphia, PA, Class B airspace area (78 FR 76779, December 19, 2013). Interested parties were invited to participate in this rulemaking effort by submitting written comments on the proposal. No comments were received.

The Rule

The FAA is amending Title 14 Code of Federal Regulations (14 CFR) part 71 to correct two points used to define the boundaries of Area G in the description of the Philadelphia Class B airspace area. Specifically, the point that reads “. . . the intersection of the PHL 20-mile radius and the 136° bearing from PHL. . .” is changed to read “. . . the intersection of the 17.9-mile radius and the 138° bearing from PHL. . . .” This point appears in two places in the Area G description. In addition, the point that reads “. . . the intersection of the PHL 20-mile radius and the 120° bearing from PHL. . .” is changed to read “. . . the intersection of the 20-mile radius and the 118° bearing from PHL. . . .” This point appears once in the Area G description. This change results in a small reduction in the lateral dimensions of Class B airspace, southeast of Philadelphia International Airport, near the Cross Keys Airport, NJ (17N). This action does not modify any other parts of the Philadelphia Class B airspace area.

Class B airspace areas are published in paragraph 3000 of FAA Order 7400.9X dated August 7, 2013, and effective September 15, 2013, which is incorporated by reference in 14 CFR 71.1. The Class B airspace area listed in this document will be published subsequently in the Order.

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 Department of Transportation (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 that this rule 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 makes editorial corrections to an existing Class B airspace description to maintain accuracy.

Regulatory Evaluation Summary

Changes to federal regulations must undergo several economic analyses. First, Executive Order 12866 and Executive Order 13563 direct that each Federal agency shall propose or adopt a regulation only upon a reasoned determination that the benefits of the intended regulation justify its costs. Second, the Regulatory Flexibility Act of 1980 (Public Law 96-354) requires agencies to analyze the economic impact of regulatory changes on small entities. Third, the Trade Agreements Act (Pub. L. 96-39) prohibits agencies from setting standards that create unnecessary obstacles to the foreign commerce of the United States. In developing U.S. standards, the Trade Act requires agencies to consider international standards and, where appropriate, that they be the basis of U.S. standards. Fourth, the Unfunded Mandates Reform Act of 1995 (Pub. L. 104-4) requires agencies to prepare a written assessment of the costs, benefits, and other effects of proposed or final rules that include a Federal mandate likely to result in the expenditure by State, local, or tribal governments, in the aggregate, or by the private sector, of \$100 million or more annually (adjusted for inflation with base year of 1995). This portion of the preamble summarizes the FAA’s analysis of the economic impacts of this final rule.

Department of Transportation Order DOT 2100.5 prescribes policies and procedures for simplification, analysis, and review of regulations. If the expected cost impact is so minimal that a final rule does not warrant a full evaluation, this order permits that a statement to that effect and the basis for it to be included in the preamble if a full regulatory evaluation of the cost and benefits is not prepared. Such a determination has been made for this