

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.

#### 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):

**2014-11-05 Pratt & Whitney Canada Corp.**  
Amendment 39-17855; Docket No. FAA-2013-1009; Directorate Identifier 2013-NE-35-AD.

##### (a) Effective Date

This AD becomes effective August 5, 2014.

##### (b) Affected ADs

None.

##### (c) Applicability

This AD applies to Pratt & Whitney Canada Corp. (P&WC) turboprop engines as follows: all model PT6A-20, PT6A-20A, PT6A-20B, PT6A-25, PT6A-28, PT6A-34B, PT6A-36, and PT6A-135 engines; model PT6A-11 engines, serial number (S/N) PC-E10539 and earlier; PT6A-11AG, S/N PC-E10224 and earlier; PT6A-15AG engines, S/N earlier than PC-E14089; model PT6A-21 engines, S/N PCE-25361 and earlier; model PT6A-25A engines, S/N PCE-48757 and earlier; model PT6A-25C engines, S/N PCE-26258 and earlier; model PT6A-27 engines, S/N PCE-42523 and earlier as well as all engines converted to PT6A-27; model PT6A-34 engines, S/N PCE-57303 and earlier as well as all engines converted to PT6A-34; model PT6A-34AG engines, S/N PCE-57312 and earlier as well as all engines converted to PT6A-34AG; model PT6A-110 engines, S/N PC-E15052 and earlier; model PT6A-112 engines, S/N earlier than PC-E12563; model PT6A-114 engines, S/N PCE-17218 and earlier; and model PT6A-135A engines, S/N PCE-35089 and earlier.

##### (d) Reason

This AD was prompted by in-service events involving the perforation of engine

cases as a result of the liberation of power turbine (PT) blades and the fracture/displacement of the PT containment ring. We are issuing this AD to prevent uncontained engine failure and damage to the airplane.

#### (e) Actions and Compliance

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

(2) Within 48 months after the effective date of this AD, modify the existing PT containment ring. Use paragraph 2, Accomplishment Instructions, of P&WC Service Bulletin (SB) No. 12076, Revision 3, dated January 17, 1992, or paragraph 3, Accomplishment Instructions, P&WC SB No. PT6A-72-A1427, Revision 3, dated January 27, 2012, as applicable, to make the modification.

#### (f) Credit for Previous Actions

If you modified the PT containment ring before the effective date of this AD using P&WC SB No. 12076, Revision 2, dated April 24, 1991, or earlier versions, or P&WC SB No. PT6A-72-A1427, Revision 2, dated April 3, 1990, or earlier versions, you have met the requirements of this AD.

#### (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 Robert Green, Aerospace Engineer, Engine Certification Office, FAA, Engine & Propeller Directorate, 12 New England Executive Park, Burlington, MA 01803; phone: (781) 238-7754; fax: (781) 238-7199; email: [robert.green@faa.gov](mailto:robert.green@faa.gov).

(2) Refer to MCAI Transport Canada Civil Aviation AD CF-2013-33R1, dated November 14, 2013, for more information. You may examine the MCAI in the AD docket on the Internet at <http://www.regulations.gov/#/documentDetail;D=FAA-2013-1009-0003>.

#### (i) 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) Pratt & Whitney Canada (P&WC) Corp. Service Bulletin (SB) No. PT6A-72-A1427, Revision 3, dated January 27, 2012.

(ii) P&WC, Inc. SB No. 12076, Revision 3, dated January 17, 1992.

(3) For P&WC service information identified in this AD, contact Pratt & Whitney Canada Corp., 1000 Marie-Victorin, Longueuil, Quebec, Canada, J4G 1A1; phone: 800-268-8000; fax: 450-647-2888; Internet: [www.pwc.ca](http://www.pwc.ca).

(4) You may view this service information at 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.

(5) You may view this service information 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 May 22, 2014.

**Colleen M. D'Alessandro,**

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

[FR Doc. 2014-14955 Filed 6-30-14; 8:45 am]

**BILLING CODE 4910-13-P**

## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### 14 CFR Part 71

[Docket No. FAA-2014-0154; Airspace Docket No. 14-ACE-1]

#### Establishment of Class E Airspace; Steele, MO

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

**ACTION:** Final rule.

**SUMMARY:** This action establishes Class E airspace at Steele, MO. Controlled airspace is necessary to accommodate new Area Navigation (RNAV) Standard Instrument Approach Procedures at Steele Municipal Airport. The FAA is taking this action to enhance the safety and management of Instrument Flight Rule (IFR) operations at the airport.

**DATES:** Effective date: 0901 UTC, April 30, 2015. 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:** Raul Garza, Jr., Central Service Center, Operations Support Group, Federal Aviation Administration, Southwest Region, 2601 Meacham Blvd., Fort Worth, TX 76137; telephone 817-321-7654.

#### SUPPLEMENTARY INFORMATION:

##### History

On April 22, 2014, the FAA published in the **Federal Register** a notice of proposed rulemaking (NPRM) to establish Class E airspace for the Steele, MO, area, creating controlled airspace at Steele Municipal Airport (79 FR 22457) Docket No. FAA-2014-0154. Interested parties were invited to participate in this rulemaking effort by submitting

written comments on the proposal to the FAA. No comments were received. Class E airspace designations are published in paragraph 6005 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 E airspace designations listed in this document will be published subsequently in the Order.

### The Rule

This action amends Title 14 Code of Federal Regulations (14 CFR) Part 71 by establishing Class E airspace extending upward from 700 feet above the surface within a 7-mile radius of Steele Municipal Airport, Steele, MO, for new standard instrument approach procedures developed at the airport. Controlled airspace is needed for the safety and management of IFR operations at the airport.

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 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 U.S. Code. Subtitle 1, 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 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 controlled airspace at Steele Municipal Airport, Steele, MO.

### 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 Part 71.1 of the Federal Aviation Administration Order 7400.9X, Airspace Designations and Reporting Points, dated August 7, 2013, and effective September 15, 2013, is amended as follows:

*Paragraph 6005 Class E airspace areas extending upward from 700 feet or more above the surface.*

\* \* \* \* \*

#### ACE MO E5 Steele, MO [New]

Steele Municipal Airport, MO  
(Lat. 36°05′44″ N., long. 089°51′34″ W.)

That airspace extending upward from 700 feet above the surface within a 7-mile radius of Steele Municipal Airport.

Issued in Fort Worth, Texas, on June 17, 2014.

**Kent M. Wheeler,**

*Manager, Operations Support Group, ATO  
Central Service Center.*

[FR Doc. 2014–15175 Filed 6–30–14; 8:45 am]

**BILLING CODE 4910–13–P**

## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### 14 CFR Part 71

[Docket No. FAA–2014–0224; Airspace  
Docket No. 13–ACE–15]

#### Establishment of Class E Airspace; Memphis, MO

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

**ACTION:** Final rule.

**SUMMARY:** This action establishes Class E airspace at Memphis, MO. Controlled airspace is necessary to accommodate new Area Navigation (RNAV) Standard Instrument Approach Procedures at Memphis Memorial Airport. The FAA is taking this action to enhance the safety and management of Instrument Flight Rule (IFR) operations at the airport.

**DATES:** Effective date: 0901 UTC, January 8, 2015. 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:** Raul Garza, Jr., Central Service Center, Operations Support Group, Federal Aviation Administration, Southwest Region, 2601 Meacham Blvd., Fort Worth, TX 76137; telephone 817–321–7654.

### SUPPLEMENTARY INFORMATION:

#### History

On April 22, 2014, the FAA published in the **Federal Register** a notice of proposed rulemaking (NPRM) to establish Class E airspace for the Memphis, MO, area, creating controlled airspace at Memphis Memorial Airport (79 FR 22458) Docket No. FAA–2014–0224. Interested parties were invited to participate in this rulemaking effort by submitting written comments on the proposal to the FAA. No comments were received. Class E airspace designations are published in paragraph 6005 of FAA Order 7400.9X dated August 7, 2013, and effective September 15, 2013, which is incorporated by reference in 14 CFR Part 71.1. The Class E airspace designations listed in this document will be published subsequently in the Order.

### The Rule

This action amends Title 14 Code of Federal Regulations (14 CFR) Part 71 by establishing Class E airspace extending upward from 700 feet above the surface within a 6.3-mile radius of Memphis Memorial Airport, Memphis, MO, for new standard instrument approach procedures developed at the airport. Controlled airspace is needed for the safety and management of IFR operations at the airport.

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”