

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):

2007-24-13 Cirrus Design Corporation:
Amendment 39-15279; Docket No. FAA-2007-0250; Directorate Identifier 2007-CE-091-AD.

Effective Date

(a) This AD becomes effective on December 4, 2007.

Affected ADs

(b) None.

Applicability

(c) This AD applies to Model SR22 airplanes, serial numbers 2334, 2420, and 2438 through 2749, that are certificated in any category.

Unsafe Condition

(d) This AD results from reports of pilots' inability to move the aileron control without using excessive force when flying in freezing conditions. Moisture entered through a gap at the interface of the left and right outboard

wing tips and wing structure. The moisture traveled along the aft wing shear web, accumulated below the aileron control pulley, and froze at an altitude with an outside air temperature below freezing. When this moisture is exposed to freezing conditions, operation of the aileron control pulley is impaired. We are issuing this AD to prevent moisture from accumulating along the wing shear web where it may freeze in certain conditions. This condition could result in operational failure of the aileron control pulley, which could lead to loss of control.

Compliance

(e) To address this problem, you must do the following, unless already done:

Actions	Compliance	Procedures
Install a drain hole in the left and right outboard wing tips.	At whichever of the following occurs first: (1) Within the next 10 hours time-in-service after December 4, 2007 (the effective date of this AD); or (2) Within the next 30 days after December 4, 2007 (the effective date of this AD).	Follow Cirrus Design Service Bulletin SB 2X-57-08, dated November 2, 2007.

Alternative Methods of Compliance (AMOCs)

(f) The Manager, Chicago Aircraft Certification (ACO) Office, FAA, has the authority to approve AMOCs for this AD, if requested using the procedures found in 14 CFR 39.19. Send information to ATTN: Roy Boffo, Aerospace Engineer, Chicago ACO, 2300 East Devon Avenue, Room 107, Des Plaines, Illinois 60018; telephone: (847) 294-7564; fax: (847) 294-7834. Before using any approved AMOC on any airplane to which the AMOC applies, notify your appropriate principal inspector (PI) in the FAA Flight Standards District Office (FSDO), or lacking a PI, your local FSDO.

Material Incorporated by Reference

(g) You must use Cirrus Design Service Bulletin SB 2X-57-08, dated November 2, 2007, 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 Cirrus Design Corporation, 4515 Taylor Corporation, Duluth, Minnesota 55811; telephone: (218) 727-2737.

(3) You may review copies at the FAA, Central Region, Office of the Regional Counsel, 901 Locust, Kansas City, Missouri 64106; 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/code_of_federal_regulations/ibr_locations.html.

Issued in Kansas City, Missouri, on November 20, 2007.

Kim Smith,
Manager, Small Airplane Directorate, Aircraft Certification Service.

[FR Doc. E7-23118 Filed 11-28-07; 8:45 am]

BILLING CODE 4910-13-P

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. FAA-2006-26052; Directorate Identifier 2006-NE-30-AD; Amendment 39-15275; AD 2007-24-09]

RIN 2120-AA64

Airworthiness Directives; Rolls-Royce plc, RB211 Trent 768-60, 772-60, and 772B-60 Turbofan Engines

AGENCY: Federal Aviation Administration (FAA), Department of Transportation (DOT).

ACTION: Final rule; request for comments.

SUMMARY: The FAA is superseding an existing airworthiness directive (AD) for Rolls-Royce plc (RR) RB211 Trent 768-60, 772-60, and 772B-60 turbofan engines. That AD currently requires initial and repetitive on-wing or in-shop inspections of the high pressure/intermediate pressure (HP/IP) turbine bearing oil feed tube heat shield. This AD requires the same actions but introduces a terminating action to the repetitive inspections. This AD results

from RR introducing a revised HP/IP turbine bearing support structure as terminating action to the repetitive inspections of the HP/IP turbine bearing oil feed tube heat shield. We are issuing this AD to prevent an uncontained failure of the HP turbine disc and damage to the airplane.

DATES: Effective December 14, 2007. The Director of the Federal Register previously approved the incorporation by reference of certain publications listed in the regulations as of December 19, 2006 (71 FR 66229, November 14, 2006). The Director of the Federal Register approved the incorporation by reference of certain publications listed in the regulations as of December 14, 2007.

We must receive any comments on this AD by January 28, 2008.

ADDRESSES: Use one of the following addresses to comment on this AD.

- **Federal eRulemaking Portal:** Go to <http://www.regulations.gov> and follow the instructions for sending your comments electronically.

- **Mail:** U.S. Docket Management Facility, Department of Transportation, 1200 New Jersey Avenue, SE., West Building Ground Floor, Room W12-140, Washington, DC 20590-0001.

- **Hand Delivery:** Deliver to Mail address above between 9 a.m. and 5 p.m., Monday through Friday, except Federal holidays.

- **Fax:** (202) 493-2251.

Contact Rolls-Royce plc, P.O. Box 31, Derby, DE24 8BJ, United Kingdom; telephone 44 (0) 1332 242424; Fax 44 (0)

1332 249936 for a copy of the service information identified in this AD.

FOR FURTHER INFORMATION CONTACT:

Christopher Spinney, Aerospace Engineer, Engine Certification Office, FAA, Engine and Propeller Directorate, 12 New England Executive Park, Burlington, MA 01803; e-mail: Christopher.spinney@faa.gov; telephone (781) 238-7175; fax (781) 238-7199.

SUPPLEMENTARY INFORMATION: On November 3, 2006, the FAA issued AD 2006-23-11, Amendment 39-14823 (71 FR 66229, November 14, 2006). That AD requires initial and repetitive on-wing or in-shop inspections of the HP/IP turbine bearing oil feed tube heat shield. That AD was the result of a report that a damaged outer heat shield caused fretting of the oil feed tubes. That condition, if not corrected, could result in an uncontained failure of the HP turbine disc and damage to the airplane.

Actions Since AD 2006-23-11 Was Issued

Since that AD was issued, the European Aviation Safety Agency (EASA), which is the Technical Agent for the Member States of the European Community, recently notified us that RR introduced a revised HP/IP turbine bearing support structure to terminate the repetitive inspections. This AD requires initial and repetitive on-wing or in-shop inspections of the HP/IP turbine bearing oil feed tube heat shield, and requires revising the HP/IP turbine bearing support structure as terminating action to the repetitive inspections in this AD. We are issuing this AD to prevent an uncontained failure of the HP turbine disc and damage to the airplane.

Relevant Service Information

We have reviewed and approved the technical contents of RR Service Bulletin (SB) No. RB.211-72-F117, Revision 2, dated September 25, 2006, RR SB No. RB.211-72-F227, Revision 1, dated October 8, 2007, and RR Immediate Operational Request SB No. RB.211-72-F048, Revision 11, dated September 9, 2006, that describe procedures for revising the HP/IP turbine bearing support structure. EASA classified these SBs as mandatory and issued AD 2007-0260 in order to ensure the airworthiness of these RR engines in Europe.

Bilateral Airworthiness Agreement

These engine models are manufactured in the United Kingdom and are type certificated for operation in the United States under the provisions of section 21.29 of the Federal Aviation Regulations (14 CFR 21.29) and the

applicable bilateral airworthiness agreement. Under this bilateral airworthiness agreement, EASA has kept the FAA informed of the situation described above. We have examined the findings of EASA, reviewed all available information, and determined that AD action is necessary for products of this type design that are certificated for operation in the United States.

FAA's Determination and Requirements of This AD

Although no airplanes that are registered in the United States use these Trent 768-60, 772-60, and 772B-60 turbofan engines, the possibility exists that these engines could be used on airplanes that are registered in the United States in the future. The unsafe condition described previously is likely to exist or develop on other Trent 768-60, 772-60, and 772B-60 turbofan engines of the same type design. We are issuing this AD to prevent an uncontained failure of the HP turbine disc and damage to the airplane. This AD requires initial and repetitive on-wing or in-shop inspections of the HP/IP turbine bearing oil feed tube heat shield, and requires revising the HP/IP turbine bearing support structure as terminating action to the repetitive inspections in this AD. You must use the service information described previously to perform the actions required by this AD.

FAA's Determination of the Effective Date

Since there are currently no domestic operators of this engine model, notice and opportunity for public comment before issuing this AD are unnecessary. Therefore, a situation exists that allows the immediate adoption of this regulation.

Comments Invited

This AD is a final rule that involves requirements affecting flight safety and was not preceded by notice and an opportunity for public comment. However, we invite you to send us any written relevant data, views, or arguments regarding this AD. Send your comments to an address listed under **ADDRESSES**. Include "AD Docket No. FAA-2006-26052; Directorate Identifier 2006-NE-30-AD" in the subject line of your comments. We specifically invite comments on the overall regulatory, economic, environmental, and energy aspects of the rule that might suggest a need to modify it.

We will post all comments we receive, without change, to <http://www.regulations.gov>, including any personal information you provide. We

will also post a report summarizing each substantive verbal contact with FAA personnel concerning this AD. Using the search function of the FDMS Web site, anyone can find and read the comments in any of our dockets, including the name of the individual who sent the comment (or signed the comment on behalf of an association, business, labor union, etc.). You may review the DOT's complete Privacy Act Statement in the **Federal Register** published on April 11, 2000 (65 FR 19477-78).

Examining the AD Docket

You may examine the AD docket on the Internet at <http://www.regulations.gov>; or in person at the Docket Operations office between 9 a.m. and 5 p.m., Monday through Friday, except Federal holidays. The AD docket 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 the same as the Mail address provided in the **ADDRESSES** section. Comments will be available in the AD docket shortly after receipt.

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 have 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 that 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 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 summary of the costs to comply with this AD and placed it in the AD Docket. You may get a copy of this summary at the address listed under **ADDRESSES**.

List of Subjects in 14 CFR Part 39

Air transportation, Aircraft, Aviation safety, Incorporation by reference, Safety.

Adoption of the Amendment

■ Under the authority delegated to me by the Administrator, the Federal Aviation Administration amends part 39 of the Federal Aviation Regulations (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 removing Amendment 39–14823 (71 FR 66229, November 14, 2006), and by adding a new airworthiness directive, Amendment 39–15275, to read as follows:

2007–24–09 Rolls-Royce plc: Amendment 39–15275. Docket No. FAA–2006–26052; Directorate Identifier 2006–NE–30–AD.

Effective Date

(a) This airworthiness directive (AD) becomes effective December 14, 2007.

Affected ADs

(b) This AD supersedes AD 2006–23–11, Amendment 39–14823.

Applicability

(c) This AD applies to Rolls-Royce plc (RR) RB211 Trent 768–60, 772–60, and 772B–60 turbofan engines. These engines are installed on, but not limited to, Airbus A330 series airplanes.

Unsafe Condition

(d) This AD results from RR introducing a revised high pressure/low pressure (HP/IP) turbine bearing support structure as terminating action to the repetitive inspections of the HP/IP turbine bearing oil feed tube heat shield. We are issuing this AD to prevent an uncontained failure of the HP turbine disc and damage to the airplane.

Compliance

(e) You are responsible for having the actions required by this AD performed within the compliance times specified unless the actions have already been done.

Initial Inspection

(f) Initially inspect the HP/IP turbine oil feed tube outer heat shield for cracks. Use either 3.A.(1) through 3.A.(3) on-wing procedures or 3.B.(1)(a) through 3.B.(1)(e) in-shop procedures of RR Alert Service Bulletin (ASB) No. RB.211–72–AF045, Revision 2, dated July 27, 2006, at one of the following compliance times:

- (1) At the next shop visit of the 05 Module regardless of the reason for the visit; or
- (2) Before one of the following intervals whichever occurs latest:
 - (i) 10,000 hours or 2,500 cycles since new, whichever occurs first, or
 - (ii) 2,500 cycles since overhaul of the 05 Module.

Repetitive Inspection

(g) Re-inspect the HP/IP turbine oil feed tube outer heat shield for cracks as specified in the applicable criteria of paragraphs C.(1)(b)(i) through C(1)(b)(vi) or C(2)(b)(i) through C(2)(b)(ii) of RR ASB No. RB.211–72–AF045, Revision 2, dated July 27, 2006. Use either 3.A.(1) through 3.A.(3) on-wing procedures or 3.B.(1)(a) through 3.B.(1)(e) in-shop procedures of RR ASB RB.211–72–AF045, Revision 2, dated July 27, 2006.

Remove HP/IP Turbine Oil Feed Tube Outer Heat Shields From Service

(h) Remove from service HP/IP turbine oil feed tube outer heat shields according to the applicable criteria in paragraphs C(1)(b)(vii) through C(1)(b)(vii) or C(2)(b)(iii) of RR ASB No. RB.211–72–AF045, Revision 2, dated July 27, 2006.

Terminating Action

(i) At the next 05 Module overhaul after the effective date of this AD, or before May 31, 2010, whichever occurs first, as terminating action to the repetitive inspections in this AD, introduce the revised HP/IP turbine bearing support structure.

(j) Use one of the following to introduce the revised HP/IP turbine bearing support structure:

- (1) RR Service Bulletin (SB) No. RB.211–72–F117, Revision 2, dated September 25, 2006; or
- (2) RR SB No. RB.211–72–F227, Revision 1, dated October 8, 2007; or
- (3) RR Immediate Operational Request SB No. RB.211–72–F048, Revision 11, dated September 9, 2006.

Alternative Methods of Compliance

(k) The Manager, Engine Certification Office, has the authority to approve alternative methods of compliance for this AD if requested using the procedures found in 14 CFR 39.19.

Related Information

(l) European Aviation Safety Agency AD 2007–0260, dated October 2, 2007, also addresses the subject of this AD.

(m) Contact Christopher Spinney, Aerospace Engineer, Engine Certification Office, FAA, Engine and Propeller Directorate, 12 New England Executive Park, Burlington, MA 01803; e-mail: Christopher.spinney@faa.gov; telephone (781) 238–7175; fax (781) 238–7199, for more information about this AD.

Material Incorporated by Reference

(n) You must use the Rolls-Royce service information in Table 1 of this AD to perform the inspections and terminating action required by this AD. The Director of the Federal Register previously approved the incorporation by reference of Rolls-Royce plc Alert Service Bulletin No. RB.211–72–AF045, Revision 2, dated July 27, 2006, as of December 19, 2006 (71 FR 66229, November 14, 2006). The Director of the Federal Register approved the incorporation by reference of the other service bulletins listed in Table 1 of this AD in accordance with 5 U.S.C. 552(a) and 1 CFR part 51. Contact Rolls-Royce plc P.O. Box 31, Derby, DE24 8BJ, United Kingdom; telephone 44 (0) 1332 242424; Fax 44 (0) 1332 249936 for a copy of this service information. You may review copies at the FAA, New England Region, 12 New England Executive Park, Burlington, MA 01803; 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>.

TABLE 1.—MATERIAL INCORPORATED BY REFERENCE

Service Bulletin No.	Page	Revision	Date
RB.211–72–AF045	All	2	July 27, 2006.
RB.211–72–F048	All	11	September 9, 2006.
RB.211–72–F117	All	2	September 25, 2006.
RB.211–72–F227	All	1	October 8, 2007.

Issued in Burlington, Massachusetts, on November 20, 2007.

Peter A. White,

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

[FR Doc. E7-23020 Filed 11-28-07; 8:45 am]

BILLING CODE 4910-13-P

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 95

[Docket No. 30582; Amdt. No. 471]

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 20, 2007.

FOR FURTHER INFORMATION CONTACT: Donald P. Pate, 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 Address: 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, ensure navigation aid coverage that is adequate for safe flight operations and free of frequency interference. The reasons and circumstances that create the need for this amendment involve matters of flight safety and operational efficiency in the National Airspace System, are related to published aeronautical charts that are essential to the user, and provide for the safe and efficient use of the navigable airspace. In addition, those various reasons or circumstances require making this amendment effective before the next scheduled charting and publication date of the flight information to assure its timely availability to the user. The effective date of this amendment reflects those considerations. In view of the close and immediate relationship between these regulatory changes and safety in air commerce, I find that notice and public procedure before adopting this amendment are impracticable and contrary to the public interest and that good cause exists for making the amendment 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 95

Airspace, Navigation (air).

Issued in Washington, DC, on November 21, 2007.

James J. Ballough,

Director, Flight Standards Service.

Adoption of the Amendment

■ Accordingly, pursuant to the authority delegated to me by the Administrator, part 95 of the Federal Aviation Regulations (14 CFR part 95) is amended as follows effective at 0901 UTC, December 20, 2007.

■ 1. The authority citation for part 95 continues to read as follows:

Authority: 49 U.S.C. 106(g), 40103, 40106, 40113, 40114, 40120, 44502, 44514, 44719, 44721.

PART 95—[AMENDED]

■ 2. Part 95 is amended to read as follows:

REVISIONS TO IFR ALTITUDES & CHANGEOVER POINTS

[Amendment 471, effective date December 20, 2007]

From	To	MEA
§ 95.6001 Victor Routes—U.S.		
§ 95.6006 VOR Federal Airway V6 Is Amended To Read in Part		
Liter, WY FIX *7600—MOCA	Sidney, NE VORTAC	*9500
§ 95.6081 VOR Federal Airway V81 Is Amended To Read in Part		
Cheyenne, WY VORTAC	Scottsbluff, NE VORTAC	8000
§ 95.6101 VOR Federal Airway V101 Is Amended To Read in Part		
Ogden, UT VORTAC *13,000—MRA	*Krebs, UT FIX	9400
Krebs, UT FIX	Blida, UT FIX	9400