

**Removing IPC drums, P/N FK30102, With Certain Serial Numbers (SNs)**

(f) For engines with an IPC drum, P/N FK30102, that has an SN specified in Table 1 of this AD, remove the IPC within 2,910 cycles-since-new (CSN) or the next overhaul after the effective date of this AD, whichever occurs first.

TABLE 1.—IPC DRUMS BY SN

MW0134967	MW0131219	MW0156891
MW0158192	MW0164840	MW0168864
MW0168190	MW0171399	KH100012

**Removing All Other IPC Drums, P/N FK30102**

(g) For engines with an IPC drum, P/N FK30102, that doesn't have an SN specified in Table 1 of this AD, remove the IPC drum within 5,830 CSN.

**Prohibited Installation of IPC Drums, P/N FK30102**

(h) After the effective date of this AD, do not install the following:

(1) IPC drums, P/N FK30102, that have an SN specified in Table 1 of this AD, and have accumulated or exceeded 2,910 CSN.

(2) IPC drums, P/N FK30102, that don't have an SN specified in Table 1 of this AD, and have accumulated or exceeded 5,830 CSN.

**Alternative Methods of Compliance**

(i) 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.

**Material Incorporated by Reference**

(j) None.

**Related Information**

(k) EASA airworthiness directive 2008–0042, dated February 27, 2008, and RR Alert Service Bulletins RB.211–72–AF258, Revision 1, dated March 29, 2007; and RB.211–72–AF431, dated January 14, 2008, also address the subject of this AD.

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

Issued in Burlington, Massachusetts, on May 21, 2008.

**Robert G. Mann,**

*Acting Manager, Engine and Propeller Directorate, Aircraft Certification Service.*  
[FR Doc. E8–11946 Filed 5–29–08; 8:45 am]

**BILLING CODE 4910–13–P**

**DEPARTMENT OF TRANSPORTATION****Federal Aviation Administration****14 CFR Part 39**

**[Docket No. FAA–2008–0597; Directorate Identifier 2008–NE–12–AD; Amendment 39–15542; AD 2008–11–19]**

**RIN 2120–AA64**

**Airworthiness Directives; Rolls-Royce plc (RR) Models Trent 768–60, 772–60, 772B–60, and 772C–60 Turbofan Engines**

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

**ACTION:** Final rule; request for comments.

**SUMMARY:** We are adopting a new airworthiness directive (AD) for the products listed above. 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:

Three Trent 700 IP Turbine discs that exhibited signs of wear at the bore following failure of the bearing chamber sealing sleeve were returned to service. This was based on the fact that Non-Destructive Testing (NDT) did not reveal micro cracking on the affected disc areas. Further engineering investigation considered that, although no micro cracking had been found, the worn disc bore surfaces would have an associated fatigue penalty compared to an unaffected bore. A crack developing from these rubbed surfaces could potentially lead to a disc burst.

As the described wear, present at the bores of those three discs, presents a potential unsafe condition, this Airworthiness Directive requires identification of the three affected serial numbers of IP Turbine Discs (P/N FK20795) and removal from service prior to attaining a certain number of cycles, as indicated.

We are issuing this AD to prevent a failure of the intermediate pressure (IP) turbine disc that could result in an uncontained failure of the engine and possible damage to the airplane.

**DATES:** This AD becomes effective June 16, 2008.

We must receive comments on this AD by June 30, 2008.

**ADDRESSES:** You may send comments by any of the following methods:

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

- **Mail:** U.S. 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.

**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.

**FOR FURTHER INFORMATION CONTACT:**

James Lawrence, Aerospace Engineer, Engine Certification Office, FAA, Engine and Propeller Directorate, 12 New England Executive Park, Burlington, MA 01803; e-mail: [james.lawrence@faa.gov](mailto:james.lawrence@faa.gov); telephone (781) 238–7176; fax (781) 238–7199.

**SUPPLEMENTARY INFORMATION:****Discussion**

The European Aviation Safety Agency (EASA), which is the Technical Agent for the Member States of the European Community, has issued EASA Airworthiness Directive 2007–0267–E, dated October 8, 2007 (referred to after this as “the MCAI”), to correct an unsafe condition for the specified products. The MCAI states:

Three Trent 700 IP Turbine discs that exhibited signs of wear at the bore following failure of the bearing chamber sealing sleeve were returned to service. This was based on the fact that Non-Destructive Testing (NDT) did not reveal micro cracking on the affected disc areas. Further engineering investigation considered that, although no micro cracking had been found, the worn disc bore surfaces would have an associated fatigue penalty compared to an unaffected bore. A crack developing from these rubbed surfaces could potentially lead to a disc burst.

As the described wear, present at the bores of those three discs, presents a potential unsafe condition, this Airworthiness Directive requires identification of the three affected serial numbers of IP Turbine Discs (P/N FK20795) and removal from service prior to attaining a certain number of cycles, as indicated.

You may obtain further information by examining the MCAI in the AD docket.

**Relevant Service Information**

Rolls-Royce has issued Alert Service Bulletin RB.211-72-AF734, dated October 3, 2007. The actions described in this service information are intended to correct the unsafe condition identified in the MCAI.

**FAA's Determination and Requirements of This AD**

This product has been approved by the aviation authority of the United Kingdom, and is approved for operation in the United States. Pursuant to our bilateral agreement with the United Kingdom, they have notified us of the unsafe condition described in the EASA AD and service information referenced above. We are proposing this AD because we evaluated all information provided by EASA and determined the unsafe condition exists and is likely to exist or develop on other products of the same type design.

**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. 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 we did not precede it by notice and opportunity for public comment. We invite you to send any written relevant data, views, or arguments about this AD. Send your comments to an address listed under the **ADDRESSES** section. Include "Docket No. FAA-2008-0597; Directorate Identifier 2008-NE-12-AD" at the beginning of your comments. We specifically invite comments on the overall regulatory, economic, environmental, and energy aspects of this AD. We will consider all comments received by the closing date and may amend this AD because of those comments.

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 we receive about this AD. Using the search function of the Web site, anyone can find and read the comments in any of our dockets, including, if provided, 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).

**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 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 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 regulatory evaluation of the estimated costs to comply with this AD and placed it in the AD docket.

**List of Subjects in 14 CFR Part 39**  
Air transportation, Aircraft, Aviation safety, 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**

■ 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:

**2008-11-19 Rolls-Royce plc:** Amendment 39-15542; Docket No. FAA-2008-0597; Directorate Identifier 2008-NE-12-AD.

**Effective Date**

(a) This airworthiness directive (AD) becomes effective June 16, 2008.

**Affected ADs**

(b) None.

**Applicability**

(c) This AD applies to Rolls-Royce plc models Trent 768-60, 772-60, 772B-60, 772C-60 turbofan engines with intermediate pressure (IP) turbine discs, part number (P/N) FK20795, that have a serial number specified in Table 1 of this AD, installed. These engines are installed on, but not limited to, Airbus 330 series airplanes.

**Reason**

(d) Three Trent 700 IP Turbine discs that exhibited signs of wear at the bore following failure of the bearing chamber sealing sleeve were returned to service. This was based on the fact that Non-Destructive testing (NDT) did not reveal micro cracking on the affected disc areas. Further engineering investigation considered that, although no micro cracking had been found, the worn disc bore surfaces would have an associated fatigue penalty compared to an unaffected bore. A crack developing from these rubbed surfaces could potentially lead to a disc burst.

As the described wear, present at the bores of those three discs, presents a potentially unsafe condition, this Airworthiness Directive requires identification of the three affected serial numbers of IP Turbine Discs (P/N FK20795) and removal from service prior to attaining a certain number of cycles, as indicated.

We are issuing this AD to prevent a failure of the IP turbine disc that could result in an uncontained failure of the engine and possible damage to the airplane.

**Actions and Compliance**

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

(1) The affected IP Turbine Discs, P/N FK20795, must be removed from service prior to attaining the following number of Cycles Since New (CSN):

**TABLE 1.—IP TURBINE DISCS BY ENGINE SERIAL NUMBER AND DISC SERIAL NUMBER**

Serial No.	Removal limit in CSN
CREB452 .....	7,960
CREB216 .....	7,930
CREB322 .....	7,500

(2) For detailed instructions, refer to Rolls-Royce RB211 Propulsion System Non-Modification Service Bulletin RB211-72-

AF734 original issue, section 3.  
Accomplishment Instructions.

#### FAA AD Differences

(f) None.

#### Other FAA AD Provisions

(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.

#### Related Information

(h) Refer to MCAI EASA Airworthiness Directive 2007-0267-E, dated October 8, 2007, and RR Alert Service Bulletin RB.211-72-AF734, dated October 3, 2007, for related information.

(i) Contact James Lawrence, Aerospace Engineer, Engine Certification Office, FAA, Engine and Propeller Directorate, 12 New England Executive Park, Burlington, MA 01803; e-mail: [james.lawrence@faa.gov](mailto:james.lawrence@faa.gov); telephone (781) 238-7176; fax (781) 238-7199, for more information about this AD.

#### Material Incorporated by Reference

(j) None.

Issued in Burlington, Massachusetts, on May 23, 2008.

**Robert G. Mann,**

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

[FR Doc. E8-12061 Filed 5-29-08; 8:45 am]

BILLING CODE 4910-13-P

## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### 14 CFR Part 71

[Docket No. FAA-2008-0037; Airspace Docket No. 07-AWP-6]

#### Establishment of Low Altitude Area Navigation Routes (T-Routes); Sacramento and San Francisco, CA

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

**ACTION:** Final rule.

**SUMMARY:** This action establishes four low altitude Area Navigation (RNAV) T-routes, designated T-257, T-259, T-261 and T-263, in the Sacramento and San Francisco, CA, terminal areas. T-routes are low altitude Air Traffic Service (ATS) routes, based on RNAV, for use by aircraft having instrument flight rules (IFR)-approved Global Positioning System (GPS)/Global Navigation Satellite System (GNSS) equipment. The FAA is taking this action to enhance safety and improve the efficient use of the navigable airspace in the Sacramento and San Francisco, CA, terminal areas.

**DATES:** *Effective Date:* 0901 UTC, July 31, 2008. 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:** Ken McElroy, Airspace and Rules Group, Office of System Operations Airspace and AIM, Federal Aviation Administration, 800 Independence Avenue, SW., Washington, DC 20591; telephone: (202) 267-8783.

#### SUPPLEMENTARY INFORMATION:

##### History

On February 19, 2008, the FAA published in the **Federal Register** a notice of proposed rulemaking (NPRM) to establish four low altitude T-routes in the San Francisco terminal area (73 FR 9060). Interested parties were invited to participate in this rulemaking effort by submitting written comments on this proposal to the FAA. Three comments were received in response to the NPRM and are discussed below. With the exception of minor adjustments to the longitude position of the Very High Frequency Omnidirectional Range/Tactical Air Navigation (VORTACs) at Point Reyes, Sacramento, and Woodside, this amendment is the same as that proposed in the NPRM.

##### Analysis of Comments

The Aircraft Owners and Pilots Association supports the establishment of the low level area navigation routes. One commenter requested that T-259 be moved further south to avoid a heavily used VFR flight training area or the floor of the airway be raised to 6,500 feet for separation from the training area.

*FAA Response:* The proposed T-259 overlies the existing Risti Four Arrival route into San Francisco, which is heavily used daily. Operation in the Tracy practice area will continue. Currently, participants in the practice area contact the Northern California TRACON (NCT) when the practice area is being utilized. The exact location and altitudes are coordinated at that time. NCT avoids the area when routing IFR traffic and the current practice will continue.

Another commenter raised four questions concerning operations on the T-routes.

(1) Are there defined entry/exit points other than the end points of the routes?

*FAA Response:* These routes are available to Air Traffic Control (ATC) the same as other airways and the T-routes will be utilized in the same fashion.

(2) How would a pilot destined for Half Moon Bay (HAF) from the south

describe their desire to leave T-257 at an appropriate point?

*FAA Response:* The T-routes, as described, are to be utilized by aircraft overflying the terminal area, not landing within it. An aircraft inbound to HAF from the south would not be assigned this route.

(3) Is it expected that a pilot from Watsonville (WVI) could file and receive a direct clearance to San Jose in order to join T-259?

*FAA Response:* T-259 is designed to facilitate Palo Alto and San Carlos departures through the Class B Terminal Area. The NCT does not plan to make this route available to WVI departures due to operations in and out of SJC.

(4) Will these routes be available in all wind conditions?

*FAA Response:* These routes will be available in all wind configurations. However, dynamic re-routes based on weather conditions is a tool always available to ATC.

#### The Rule

The FAA is amending to Title 14 Code of Federal Regulations (14 CFR) part 71 to establish four low altitude RNAV T-routes in the Sacramento and San Francisco, CA, terminal areas. The routes would be designated T-257, T-259, T-261 and T-263, and would be depicted on the appropriate IFR En Route Low Altitude charts. T-routes are low altitude RNAV ATS routes, similar to Very High Frequency Omnidirectional Range Federal airways, but based on GNSS navigation. RNAV-equipped aircraft capable of filing flight plan equipment suffix "G" may file for these routes.

The T-routes described in this notice are being established to enhance safety and to facilitate the more flexible and efficient use of the navigable airspace for en route IFR operations transitioning through and around the Sacramento and San Francisco, CA, terminal areas.

Low altitude RNAV T-routes are published in paragraph 6011 of FAA Order 7400.9R signed August 15, 2007, and effective September 15, 2007, which is incorporated by reference in 14 CFR 71.1. The low altitude RNAV T-routes listed in this document would 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;