TABLE 1.—MANUFACTURERS/AIRPLANE MODELS—Continued

Manufacturer	Airplane model(s)
Cessna	208, 208B, 421C; 501, 525, 550, 560, 650, S550.
Embraer	EMB–120.
Dassault-Aviation	Mystere-Falcon 50, Mystere-Falcon 200.
Gulfstream	G–I, G–1159A (G–III)
Israel Aircraft Industries (IAI)	1124, 1125 Westwind Astra.
McDonnell Douglas	DC–10.
Piper	PA–31T2.
Raytheon	58; 1900D, 400; A36; BAe.125 Series 800A; HS.125 Series 600A/700A; Hawker 800–XP; 200, 300, 350; A200, B100, B200, B300, C90, C90A, C90B, E90, F90; MU–300–10.
Sabreliner	60 (NA–265–60).
Twin Commander	500–A, 695A.
Viking Air Limited	DHC–6.

Unsafe Condition

(d) This AD results from a report that an in-flight bearing error occurred in a Model ST3400 TAWS/RMI unit configured to receive bearing information from a very high frequency omnidirectional range (VOR) receiver interface via a composite video signal, due to a combination of input signal fault and software error. We are issuing this AD to prevent a bearing error, which could lead to an airplane departing from its scheduled flight path, which could result in a reduction in separation from, and a possible collision with, other aircraft or terrain.

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.

Installing Placard

(f) Within 14 days after September 25, 2006 (the effective date of AD 2006–16–18): Install a placard on the TAWS/RMI which states, ''NOT FOR PRIMARY VOR NAVIGATION,'' in accordance with Sandel ST3400 Service Bulletin SB3400–01, Revision B, dated September 15, 2004.

Revising Airplane Flight Manual (AFM)

(g) Within 14 days after September 25, 2006: Revise the Limitations section of the applicable AFM to include the following statement: ''Use of ST3400 TAWS/RMI for primary VOR navigation is prohibited unless the indicator has 3.07 or A3.06 software or later.'' This may be done by inserting a copy of this AD into the AFM.

Updating Software

(h) Within 90 days after September 25, 2006, in accordance with Sandel ST3400 Service Bulletin SB3400–01, Revision B, dated September 15, 2004: Field-load the TAWS/RMI with updated software having revision 3.07 (for units having serial numbers (S/Ns) under 2000) or revision A3.06 (for units having S/Ns 2000 and subsequent). Revisions of software later than revision 3.07 or A3.06, as applicable, are considered acceptable for compliance with the requirements of this paragraph. The placard and AFM limitations revision installed as required by paragraphs (f) and (g) of this AD may be removed after the software upgrade

required by paragraph (h) of this AD has been accomplished.

Parts Installation

(i) As of 90 days after September 25, 2006, no person may install, on any airplane, a Model ST3400 TAWS/RMI unit, unless it has been modified in accordance with Sandel ST3400 Service Bulletin SB3400–01, Revision B, dated September 15, 2004.

Alternative Methods of Compliance (AMOCs)

(j)(1) The Manager, Los Angeles Aircraft Certification Office (ACO), FAA, has the authority to approve AMOCs for this AD, if requested in accordance with the procedures found in 14 CFR 39.19.

(2) To request a different method of compliance or a different compliance time for this AD, follow the procedures in 14 CFR 39.19. 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

(k) You must use Sandel ST3400 Service Bulletin SB3400–01, Revision B, dated September 15, 2004, to do the actions required by this AD, unless the AD specifies otherwise.

(1) The Director of the Federal Register previously approved the incorporation by reference of Sandel ST3400 Service Bulletin SB3400–01, Revision B, dated September 15, 2004 on September 25, 2006 (71 FR 48461, August 21, 2006).

(2) For service information identified in this AD, contact Sandel Avionics Incorporated (Sandel), 2401 Dogwood Way, Vista, California, 92081.

(3) You may review copies of the service information that is incorporated by reference at the FAA, Transport Airplane Directorate, 1601 Lind Avenue, SW., Renton, Washington; 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 Renton, Washington, on June 3, 2008.

Michael Kaszycki,

Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.

[FR Doc. E8–13165 Filed 6–12–08; 8:45 am]

BILLING CODE 4910–13–P

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 71

[Docket No. FAA–2008–0328; Airspace Docket No. 08–ASW–4]

Establishment of Class E Airspace; Hinton, OK

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Direct final rule; confirmation of effective date.

SUMMARY: This action confirms the effective date of the direct final rule that establishes Class E airspace at Hinton, OK, published in the **Federal Register** March 26, 2008 (73 FR 15881), Docket No. FAA–2008–0328, Airspace Docket No. 08–ASW–4.

DATES: *Effective Date:* 0901 UTC June 5, 2008. The Director of the Federal Register approves this incorporation by reference action under Title 1, Code of Federal Regulations, Part 51, subject to the annual revision of FAA Order 7400.9 and publication of conforming amendments.

FOR FURTHER INFORMATION CONTACT: Gary A. Mallett, Central Service Center, Operations Support Group, Federal Aviation Administration, Southwest Region, Fort Worth, Texas 76193–0530; at telephone (817) 222–4949.

SUPPLEMENTARY INFORMATION:

History

The FAA published a direct final rule with request for comments in the **Federal Register** March 26, 2008 (73 FR

9452), Docket No. FAA–2008–0328, Airspace Docket No. 08–ASW–4, establishing Class E airspace at Hinton, OK. The FAA uses the direct final rule procedure for non-controversial rules where the FAA believes that there will be no adverse public comment. This direct final rule advised the public that no adverse comments were anticipated, and that unless a written adverse comment, or a written notice of intent to submit an adverse comment, was received within the comment period, the regulation would become effective on June 5, 2008.

No adverse comments were received; thus, this notice confirms that the direct final rule will become effective on this date.

Class E airspace areas extending upward from 700 feet or more above the surface of the earth are published in Paragraph 6005 of FAA Order 7400.9R, signed August 1, 2007, and effective September 15, 2007, 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.

* * * * *

Issued in Fort Worth, TX, on May 28, 2008.

Ronnie L. Uhlenhaker,

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

[FR Doc. E8–12906 Filed 6–12–08; 8:45 am]

BILLING CODE 4910–13–M

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 71

[Docket No. FAA–2008–0186; Airspace Docket No. 08–ANM–2]

RIN 2120–AA66

Revision of Legal Descriptions of Multiple Federal Airways in the Vicinity of Farmington, NM

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Final rule; technical amendment.

SUMMARY: This technical amendment corrects an error in the airspace description of a final rule published in the **Federal Register** on July 21, 2003 (68 FR 42962), Docket No. FAA–2002–13013, Airspace Docket No. 02–ANM–10. In that rule, the description of Jet Route 10 (J–10) was incorrect. This is an administrative correction to a published legal description. Additionally, the cite for J–10 was incorrectly written as paragraph 6010(a) Domestic VOR

Federal Airways: This will be corrected to ''paragraph 2006 Jet Routes''.

DATES: *Effective Date:* 0901 UTC, June 13, 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 May 27, 2003, a final rule was published in the **Federal Register** (68 FR 28707) Revision of J–10. This action realigned J–10 from Farmington, NM to the Flagstaff, AZ Very High Omnidirectional Radio Range Tactical Air Navigation (VORTAC) by removing a route segment via the Drake, AZ. VORTAC. On July 21, 2003, a final rule was published in the **Federal Register** (68 FR 42962) Airspace Docket No. 02–ANM–10, changing the name of the Farmington VORTAC to the Rattlesnake VORTAC. In that rule, J–10 was written with the route segment that was removed in (68 FR 28707). This action corrects this error by removing ''via the Drake, AZ 262° radials;'' and inserting ''Flagstaff 251° radials; Flagstaff, AZ.''

Correction to Final Rule

■ Accordingly, pursuant to the authority delegated to me, the reference to airspace description as published in the **Federal Register** on July 21, 2003 (68 FR 42962), Airspace Docket No. 02–ANM–10, FAA Docket No. FAA–2002–13013, and incorporation by reference in 14 CFR 71.1, is corrected as follows:

§ 71.1 [Amended]

Paragraph 2004—Jet Routes

* * * * *

J–10 [Amended]

From Los Angeles, CA; via INT Los Angeles 083° and Twentynine Palms, CA, 269° radials; Twentynine Palms; INT of Twentynine Palms 075° and Flagstaff 251°, radials; Flagstaff, AZ; Rattlesnake, NM, Blue Mesa, CO; Falcon, CO; North Platte, NE; Wolbach, NE; Des Moines, IA; to Iowa City, IA.

* * * * *

Issued in Washington, DC, on May 19, 2008.

Stephen L. Rohring,

Acting Manager, Airspace and Rules Group.

[FR Doc. E8–11966 Filed 6–12–08; 8:45 am]

BILLING CODE 4910–13–P

DEPARTMENT OF TRANSPORTATION

14 CFR Part 97

[Docket No. 30612; Amdt. No. 3273]

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 June 13, 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 June 13, 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