

PC-6/350-H2, PC-6/A, PC-6/A-H1, PC-6/A-H2, PC-6/B-H2, PC-6/B1-H2, PC-6/B2-H2, PC-6/B2-H4, PC-6/C-H2, and PC-6/C1-H2 airplanes, manufacturer serial numbers (MSN) MSN 101 through MSN 999 and MSN 2001 through MSN 2092, certificated in any category, with mechanically operated flaps and leaf springs, part number (P/N) 6232.0175.01 installed in the overhead flap-operating mechanism.

**Note:** These airplanes may also be identified as Fairchild Republic Company PC-6 airplanes, Fairchild Heli Porter PC-6 airplanes, or Fairchild-Hiller Corporation PC-6 airplanes.

#### Subject

(d) Air Transport Association of America (ATA) Code 27: Flight Controls.

#### Reason

(e) The mandatory continuing airworthiness information (MCAI) states:

This Airworthiness Directive (AD) is prompted due to the discovery of cracked or broken leaf springs P/N 6232.0175.01 installed in the overhead flap-operating mechanism of some PC-6 aircraft. A broken leaf spring could lead to an uncommanded flap retraction which could lead to hazardous situations and subsequent loss of control of the aircraft.

This AD is published by Federal Office of Civil Aviation (FOCA) Switzerland, as State of production and because it is possible that the leaf springs were not manufactured properly.

In order to correct and control the situation, this AD requires the initial and repetitive inspections of the leaf springs in the flap operating mechanism and the replacement of broken parts.

#### Actions and Compliance

(f) Unless already done, do the following actions:

(1) Before the next flight after the effective date of this AD, do a visual inspection of the leaf springs installed in the overhead flap-operating mechanism for cracks following Pilatus Aircraft Ltd. Pilatus PC-6 Service Bulletin No. 27-002, dated July 2, 2008.

(2) If any cracks are found in the leaf springs installed in the overhead flap-operating mechanism, before further flight, remove the three leaf springs, P/N 6232.0175.01, installed in the overhead flap-operating mechanism, and replace with three new leaf springs, P/N 116.45.06.040, in the overhead flap-operating mechanism following Pilatus Aircraft Ltd. Pilatus PC-6 Service Bulletin No. 27-003, dated July 2, 2008.

(3) Repetitively inspect thereafter at intervals not to exceed 25 hours time-in-service following Pilatus Aircraft Ltd. Pilatus PC-6 Service Bulletin No. 27-002, dated July 2, 2008, until the modification required in paragraph (f)(2) of this AD is done. If any cracks are found in the leaf springs installed in the overhead flap-operating mechanism, before further flight, remove the three leaf springs, P/N 6232.0175.01, and replace with three new leaf springs, P/N 116.45.06.040, following Pilatus Aircraft Ltd. Pilatus PC-6 Service Bulletin No. 27-003, dated July 2, 2008.

(4) As of the effective date of this AD, do not install any P/N 6232.0175.01 leaf spring in the overhead flap-operating mechanism.

#### Other FAA AD Provisions

(g) The following provisions also apply to this AD:

(1) Alternative Methods of Compliance (AMOCs): The Manager, Standards 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: Doug Rudolph, Aerospace Engineer, FAA, Small Airplane Directorate, 901 Locust, Room 301, Kansas City, Missouri 64106; telephone: (816) 329-4059; fax: (816) 329-4090. 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.

(2) Airworthy Product: For any requirement in this AD to obtain corrective actions from a manufacturer or other source, use these actions if they are FAA-approved. Corrective actions are considered FAA-approved if they are approved by the State of Design Authority (or their delegated agent). You are required to assure the product is airworthy before it is returned to service.

(3) Reporting Requirements: For any reporting requirement in this AD, under the provisions of the Paperwork Reduction Act (44 U.S.C. 3501 et seq.), the Office of Management and Budget (OMB) has approved the information collection requirements and has assigned OMB Control Number 2120-0056.

#### Special Flight Permit

(h) If cracks are detected during the inspection required in (f)(1) or (f)(3) of this AD, no further flight is permitted until the modification required in paragraph (f)(2) or (f)(3) of this AD is done.

#### Related Information

(i) Refer to MCAI FOCA EMERGENCY AD HB-2008-242, dated July 4, 2008, and Pilatus Aircraft Ltd. Pilatus PC-6 Service Bulletin No. 27-002 and Pilatus Aircraft Ltd. Pilatus PC-6 Service Bulletin 27-003, both dated July 2, 2008, for related information.

#### Material Incorporated by Reference

(j) You must use Pilatus Aircraft Ltd. Pilatus PC-6 Service Bulletin No. 27-002 and Pilatus Aircraft Ltd. Pilatus PC-6 Service Bulletin 27-003, both dated July 2, 2008 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 Pilatus Aircraft Ltd., Customer Liaison Manager, CH 6371 STANS, Switzerland; telephone: + 41 (0)41 619 6580; fax: + 41 (0)41 619 6576; e-mail: [jodermatt@pilatus-aircraft.com](mailto:jodermatt@pilatus-aircraft.com).

(3) You may review copies at the FAA, Central Region, Office of the Regional Counsel, 901 Locust, Room 506, 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/cfr/ibr-locations.html>.

Issued in Kansas City, Missouri, on July 23, 2008.

**John Colomy,**

*Acting Manager, Small Airplane Directorate, Aircraft Certification Service.*

[FR Doc. E8-17331 Filed 7-29-08; 8:45 am]

**BILLING CODE 4910-13-P**

## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### 14 CFR Part 71

[Docket No. FAA-2008-0187; Airspace Docket No. 07-ASO-27]

#### Modification of Area Navigation Route Q-110 and Jet Route J-73; Florida

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

**ACTION:** Final rule.

**SUMMARY:** This action extends the length of Area Navigation (RNAV) route Q-110 and makes a minor realignment of jet route J-73 in Florida. These modifications support the Florida West Coast Airspace Redesign project. The extension of Q-110 provides an RNAV route for use by aircraft transitioning between Miami Air Route Traffic Control Center (ARTCC) and Jacksonville ARTCC airspace. The extension also assists aircraft in circumnavigating military airspace associated with the Avon Park Air Force Range. The realignment of J-73 provides space for the Q-110 extension. The FAA is taking this action to enhance the safe and the efficient use of the navigable airspace in the western Florida area.

**DATES:** *Effective Date:* 0901 UTC, September 25, 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:** Paul Gallant, 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 April 17, 2008, the FAA published in the **Federal Register** a notice of proposed rulemaking (NPRM) to modify Q-110 and J-73 in western Florida (73 FR 20844) Airspace Docket No. FAA-

2008–0187. 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 proposal.

In the notice of proposed rulemaking, the FAA indicated its intent to make an administrative change to the order of the points listed in the route description of Q–110. However, to be consistent with flight inspection documentation for Q–110, other than adding the three new points for the route extension, the order of the listing of points will not be changed. This has no effect on the alignment or charting of Q–110.

Jet routes are published in paragraph 2004, and high altitude RNAV routes are published in paragraph 2006, 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 jet route and RNAV route 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 extending the length of RNAV route Q–110 and realigning jet route J–73 in western Florida. RNAV route Q–110 is extended southeastward from KPASA, FL (located near Lakeland, FL) to the THNDR, FL, intersection (located about midway between Fort Myers and West Palm Beach, FL), adding approximately 115 nautical miles (NM) to the length of the route. The Q–110 extension provides an RNAV route for use by aircraft transitioning between Miami ARTCC and Jacksonville ARTCC airspace and assists aircraft in circumnavigating military airspace associated with the Avon Park Air Force Range.

Additionally, the segment of jet route J–73 between the LaBelle, FL, very high frequency omnidirectional range/ tactical navigation aid (VORTAC) and the Lakeland, FL, VORTAC is realigned by inserting an intermediate point formed by the intersection of the LaBelle 314° True (T) radial and the

Lakeland 162° T radial. Shifting J–73 in this manner provides airspace to accommodate the Q–110 extension.

The FAA is taking this action to enhance the safe and the efficient use of the navigable airspace in the western Florida area. With the exception of order of points listed in the Q–110 route description, this amendment is the same as that proposed in the NPRM.

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 will only affect air traffic procedures and air navigation, it is certified that this rule, when promulgated, 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 modifies an RNAV route and jet route in Florida.

**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, 311b, and 311k. 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 7400.9R, Airspace Designations and Reporting Points, signed August 15, 2007, and effective September 15, 2007, is amended as follows:

*Paragraph 2004 Jet Routes.*  
\* \* \* \* \*

**J–73 [Amended]**

From Dolphin, FL; LaBelle, FL; INT Labelle 314° and Lakeland, FL, 162° radials; Lakeland; Seminole, FL; La Grange, GA; Nashville, TN; Pocket City, IN; to Northbrook, IL.  
\* \* \* \* \*

*Paragraph 2006 United States Area Navigation Routes.*  
\* \* \* \* \*

**Q–110 THNDR, FL to FEONA, GA [Amended]**

THNDR, FL .....	INT .....	(Lat. 26°37'38" N., long. 80°52'00" W.)
JAYMC, FL .....	WP .....	(Lat. 26°58'51" N., long. 81°22'08" W.)
RVERO, FL .....	WP .....	(Lat. 27°24'35" N., long. 81°35'57" W.)
KPASA, FL .....	WP .....	(Lat. 28°10'34" N., long. 81°54'27" W.)
BRUTS, FL .....	WP .....	(Lat. 29°30'58" N., long. 82°58'57" W.)
GULFR, FL .....	WP .....	(Lat. 30°12'23" N., long. 83°33'08" W.)
FEONA, GA .....	WP .....	(Lat. 31°36'22" N., long. 84°43'08" W.)

\* \* \* \* \*

Issued in Washington, DC, on July 22, 2008.

**Stephen L. Rohring,**

*Acting Manager, Airspace and Rules Group.*  
[FR Doc. E8-17389 Filed 7-29-08; 8:45 am]

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## DEPARTMENT OF HOMELAND SECURITY

### Coast Guard

#### 33 CFR Part 165

[Docket No. USCG-2008-0755]

RIN 1625-AA00

#### **Safety Zone: LST-1166 Safety Zone, Southeastern Tip of Lord Island, Columbia River, Rainier, OR**

**AGENCY:** Coast Guard, DHS.

**ACTION:** Temporary final rule.

**SUMMARY:** The Coast Guard is establishing a temporary safety zone on the waters of the Columbia River encompassed in a 500 foot radius surrounding the LST-1166 vessel located near the southeastern tip of Lord Island at position 46°07'18" N 123°00'51" W adjacent to the Oregon shoreline. Entry into this safety zone is prohibited during the cleanup operation unless authorized by the Captain of the Port or his designated representatives. The Captain of the Port Portland, Oregon is taking this action to ensure the safety of boaters transiting this area and the safety of the people conducting the cleanup operation of the LST-1166.

**DATES:** This regulation is effective from 8 a.m. on July 22, 2008 to 8 p.m. on September 30, 2008.

**ADDRESSES:** Documents indicated in this preamble as being available in the docket are part of docket USCG-2008-0755 and are available online at [www.regulations.gov](http://www.regulations.gov). They are also available for inspection or copying at two locations: the Docket Management Facility (M-30), U.S. Department of Transportation, West Building Ground Floor, Room W12-140, 1200 New Jersey Avenue, SE., Washington, DC 20590, between 9 a.m. and 5 p.m., Monday through Friday, except Federal holidays, and Coast Guard Sector Portland, 6767 N. Basin Ave., Portland, OR 97217 between 8 a.m. and 4 p.m., Monday through Friday, except Federal holidays.

**FOR FURTHER INFORMATION CONTACT:** BM2 Joshua Lehner, c/o Captain of the Port Portland, 6767 N. Basin Ave, Portland, OR 97217-3992, and (503) 240-9311.

### Regulatory Information

We did not publish a notice of proposed rulemaking (NPRM) for this regulation. Under 5 U.S.C. 553(b)(B) and 5 U.S.C. 553(d)(3), the Coast Guard finds that good cause exists for not publishing an NPRM and for making this rule effective less than 30 days after publication in the **Federal Register**. Due to the fact that the cleanup operation was only recently authorized by the federal government, earlier notice was unavailable. Publishing a NPRM would be contrary to public interest since immediate action is necessary to ensure the safety of the public and the environment during the cleanup operation. The public or environment must not be exposed to the asbestos and PCB's which require removal from the vessel as well as the physical cables and lines which may surround the vessel. If normal notice and comment procedures were followed, this rule would not become effective until after the date of the event. For this reason, following the normal rule making procedures in this case would be impracticable and contrary to the public.

### Background and Purpose

The Coast Guard is establishing a safety zone on the waters of the Columbia River encompassed in a 500 foot radius surrounding the LST-1166 Vessel located near the southeastern tip of Lord Island on the Oregon shoreline. The safety zone is scheduled to start at 8 a.m. on July 22, 2008 to 8 p.m. on September 30, 2008. The safety zone will exclude vessels from transiting the cleanup area surrounding the LST-1166 which will consist of cables, tow lines and dive operations. This safety zone will be enforced by representatives of the Captain of the Port Portland. The Captain of the Port may be assisted by other federal, state, and local agencies.

### Discussion of Rule

This temporary rule will create a safety zone to minimize the inherent dangers associated with the cleanup operation of the Vessel LST-1166. This is to allow for a safe cleanup operation of the Vessel LST-1166 to keep the public clear any hazardous material that could be associated with the operation. The dangers included in these operations are, but are not limited to, navigational hazards from small watercrafts and cleanup equipment in the waterway and any hazardous material that could be associated with the operation such as exposure to asbestos and PCB's. Passage through the safety zone would be authorized by the Captain of the Port Portland, his

designated representative on scene. The Coast Guard, through this action, intends to promote the safety of personnel and vessels in the area during these operations.

### Regulatory Evaluation

This rule is not a "significant regulatory action" under section 3(f) of Executive Order 12866, Regulatory Planning and Review, and does not require an assessment of potential costs and benefits under section 6(a)(3) of that Order. The Office of Management and Budget has not reviewed it under that Order. The Coast Guard expects the economic impact of this temporary rule to be so minimal that a full Regulatory Evaluation under the regulatory policies and procedures of DHS is unnecessary. This expectation is based on the fact that the safety zone established by this rule will restrict passage between the southern shoreline of Lord Island and the Oregon shoreline of the Columbia River. Passage through the Safety Zone will be enforced by representatives of the Captain of the Port Portland and actively managed by a representative on scene. The Captain of the Port may be assisted by other federal, state, and local agencies. This regulation is established for the benefit and safety of the public and the personnel conducting the cleanup operation. This rule will be effective from 8 a.m. on July 22, 2008 to 8 p.m. on September 30, 2008. For the above reasons, the Coast Guard does not anticipate any significant economic impact.

### Small Entities

Under the Regulatory Flexibility Act (5 U.S.C. 601-612), we have considered whether this rule would have a significant economic impact on a substantial number of small entities. The term "small entities" comprises small businesses, not-for-profit organizations that are independently owned and operated and are not dominant in their fields, and governmental jurisdictions with populations of less than 50,000.

The Coast Guard certifies under 5 U.S.C. 605(b) that this rule will not have a significant economic impact on a substantial number of small entities. This rule will affect the following entities, some of which may be small entities: The owners or operators of vessels intending to transit or anchor in the portion of Newport Harbor during the time mentioned under Background and Purpose.

This safety zone will not have a significant economic impact on a substantial number of small entities due to its location. Although the safety zone