

TABLE 1—PROPELLER MODELS APPLICABILITY—Continued

Propeller model	Airplane manufacturer	Airplane model
HC-B5MP-3(F)	THRUSH AIRCRAFT	S-2R-T660.
HC-B3TN-5FL, -5NL	TWIN COMMANDER	690A, 690B, 690C.
HC-B3TF-7A	VALMET	L-90TP.
HC-B3TF-7A	VULCANAIR (PARTENAVIA)	AP68TP-300, -600.

Unsafe Condition

(d) This AD results from two reports of failure of the bolts that attach the propeller blade counterweight slug, and separation of the counterweight slug which led to propeller vibration and damage to the propeller spinner. Investigation by Hartzell Propeller Inc. revealed that the bolts failed due to a bolt manufacturing defect. We are issuing this AD to prevent separation of the propeller blade counterweight slug, which could lead to injury and damage to the airplane.

Compliance

(e) You are responsible for having the actions required by this AD performed within 50 flight hours after the effective date of this AD, unless the actions have already been done.

Identification and Removal of All Propeller Blade Counterweight Slug Bolts, P/N B-3386-14H, LFC Manufacturing Lot 224, From Service, and Installation of Serviceable Bolts

(f) Identify and remove all propeller blade counterweight slug bolts, P/N B-3386-14H, LFC manufacturing lot 224, from service, and install serviceable bolts.

(g) Use paragraphs 3.A.(1) through 3.A.(4)(b)5 of the Accomplishment Instructions of Hartzell Propeller Inc. ASB No. HC-ASB-61-313, Revision 2, dated March 27, 2009, to do the identification, removals from service, and installations.

Definition

(h) For the purpose of this AD, a serviceable propeller blade counterweight slug bolt is a P/N B-3386-14H bolt with an LFC manufacturing lot other than lot 224.

Alternative Methods of Compliance

(i) The Manager, Chicago Aircraft 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

(j) Contact Tim Smyth, Senior Aerospace Engineer, Chicago Aircraft Certification Office, FAA, Small Airplane Directorate, 2300 East Devon Avenue, Des Plaines, IL 60018-4696; e-mail: timothy.smyth@faa.gov; telephone (847) 294-8110; fax (847) 294-7132, for more information about this AD.

Material Incorporated by Reference

(k) You must use Hartzell Propeller Inc. ASB No. HC-ASB-61-313, Revision 2, dated March 27, 2009, to perform the actions required by this AD. The Director of the Federal Register approved the incorporation by reference of this service bulletin in

accordance with 5 U.S.C. 552(a) and 1 CFR part 51. Contact Hartzell Propeller Inc. Technical Publications Department, One Propeller Place, Piqua, OH 45356; telephone (937) 778-4200; fax (937) 778-4391, for a copy of this service information. You may review copies at the FAA, New England Region, 12 New England Executive Park, Burlington, MA; 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 Burlington, Massachusetts, on May 8, 2009.

Peter A. White,

Assistant Manager, Engine and Propeller Directorate, Aircraft Certification Service.
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DEPARTMENT OF HOMELAND SECURITY

Coast Guard

33 CFR Part 117

[USCG-2009-0228]

Drawbridge Operating Regulations; Back Bay of Biloxi, Biloxi, MS

AGENCY: Coast Guard, DHS.

ACTION: Notice canceling temporary deviation from regulations.

SUMMARY: The Coast Guard is canceling the temporary deviation concerning the operation of the I-110 bascule span bridge across the Back Bay of Biloxi, mile 3.0, in Biloxi, Harrison County, Mississippi. The deviation allowed the bridge to remain closed to navigation for two (2) two-hour periods daily to facilitate the movement of vehicular traffic.

DATES: The temporary deviation published on April 13, 2009 (74 FR 16781) is cancelled as of May 20, 2009.

ADDRESSES: The docket for this cancelled deviation is available for inspection or copying at 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. You may also find this docket on the Internet by going to <http://www.regulations.gov>, selecting the Advanced Docket Search option on the right side of the screen, inserting USCG-2009-0228 in the Docket ID box, pressing Enter, and then clicking on the item in the Docket ID column.

FOR FURTHER INFORMATION CONTACT: David Frank, Bridge Administration Branch, telephone (504) 671-2128.

Background and Purpose

On April 13, 2009, we published a temporary deviation entitled “Drawbridge Operating Regulations; Back Bay of Biloxi, Biloxi, Mississippi” in the **Federal Register** (74 FR 16781). The temporary deviation concerned allowing the I-110 bridge across the Back Bay of Biloxi, mile 3.0, in Biloxi, Harrison County, Mississippi to remain closed to navigation for two (2) two-hour periods daily to facilitate the movement of vehicular traffic. This deviation from the operating regulations was authorized under 33 CFR 117.35.

Cancellation

The deviation was established to facilitate the flow of increased vehicular traffic on the I-110 bridge caused by the allision to the Popps Ferry Rd. bridge. The Popps Ferry Rd. bridge was damaged in an allision on March 20, 2009 when two sections of the roadway were destroyed. The bridge was returned to service on April 25, 2009, thus reducing the vehicular traffic on the I-110 bridge during the morning and afternoon rush hours.

Dated: April 29, 2009.

David M. Frank,

Bridge Administrator.
[FR Doc. E9-11689 Filed 5-19-09; 8:45 am]
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