

**List of Subjects in 14 CFR Part 39**

Air transportation, Aircraft, Aviation safety, Incorporation by reference, 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**

■ 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:

**2008-01-02 Viking Air Limited (Formerly Bombardier, Inc.):** Amendment 39-15325. Docket No. FAA-2008-0410; Directorate Identifier 2007-NM-338-AD.

**Effective Date**

(a) This airworthiness directive (AD) becomes effective January 23, 2008.

**Affected ADs**

(b) None.

**Applicability**

(c) This AD applies to all Viking Air Limited Model (Caribou) DHC-4 and (Caribou) DHC-4A airplanes, certificated in any category.

**Subject**

(d) Air Transport Association (ATA) of America Code 54: Nacelles/Pylons.

**Reason**

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

“During a heavy maintenance check on a DHC-4 aircraft, an operator discovered that both of the upper engine mount bracket assemblies on one aircraft were cracked. Further inspection of the operator’s fleet confirmed that engine mount bracket assemblies on five out of ten aircraft were also cracked.

“As an interim action to prevent failure of upper engine mount bracket assemblies, this directive mandates a one-time fluorescent penetrant inspection. Subsequent corrective action may be implemented in the future pending results of the investigation.”

Failure of the upper engine mount bracket assembly could result in separation of the engine from the airplane. Corrective actions include replacing any cracked engine mount bracket assembly with a new assembly.

**Actions and Compliance**

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

(1) Within 10 flight hours after the effective date of this AD, do a fluorescent penetrant inspection (FPI) for cracking of the upper engine mount bracket assemblies having part

numbers C4WM1090-1 and C4WM1090-2, in accordance with the Accomplishment Instructions of Viking Alert Service Bulletin V4/0001, dated November 9, 2007. Before further flight, replace any cracked engine mount bracket assembly with a new engine mount bracket assembly, in accordance with the Accomplishment Instructions of the alert service bulletin.

(2) Within 7 days after completing the inspection required by paragraph (f)(1) of this AD or within 30 days after the effective date of this AD, whichever occurs later, report any crack found to: Viking Technical Support, E-mail: [technical.support@vikingair.com](mailto:technical.support@vikingair.com); telephone 250-656-7227; toll free 1-800-663-8444; fax 250-656-0673.

(3) Actions done before the effective date of this AD in accordance with Viking All Operators Message 2007-4-11-02, Revision A, dated November 5, 2007, are considered acceptable for compliance with the requirements of this AD.

**FAA AD Differences**

**Note:** This AD differs from the MCAI and/or service information as follows: No differences.

**Other FAA AD Provisions**

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

(1) Alternative Methods of Compliance (AMOCs): The Manager, New York Aircraft Certification 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: George Duckett, Aerospace Engineer, Airframe and Propulsion Branch, ANE-171, FAA, New York Aircraft Certification Office, 1600 Stewart Avenue, Suite 410, Westbury, New York 11590; telephone (516) 228-7325; fax (516) 794-5531. 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, the Office of Management and Budget (OMB) has approved the information collection requirements and has assigned OMB Control Number 2120-0056.

**Related Information**

(h) Refer to MCAI Canadian Airworthiness Directive CF-2007-26, dated November 7, 2007; Viking All Operators Message 2007-4-11-02, Revision A, dated November 5, 2007; and Viking Alert Service Bulletin V4/0001, dated November 9, 2007; for related information.

**Material Incorporated by Reference**

(i) You must use Viking Alert Service Bulletin V4/0001, dated November 9, 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 Viking Air Limited, 9574 Hampden Road, Sidney, British Columbia V8L 5V5, Canada.

(3) You may review copies 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/cfr/ibr-locations.html>.

Issued in Renton, Washington, on December 20, 2007.

**Ali Bahrami,**

*Manager, Transport Airplane Directorate, Aircraft Certification Service.*

[FR Doc. E7-25613 Filed 1-7-08; 8:45 am]

**BILLING CODE 4910-13-P**

**DEPARTMENT OF TRANSPORTATION****Federal Aviation Administration****14 CFR Part 71**

[Docket No. FAA-2007-28649; Airspace Docket No. 07-ANM-10]

**Establishment of Class E Airspace; Wheatland, WY**

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

**ACTION:** Final rule.

**SUMMARY:** This action will establish Class E airspace at Wheatland, WY. Additional Class E airspace is necessary to accommodate aircraft using a new Area Navigation (RNAV) Global Positioning System (GPS) Standard Instrument Approach Procedure (SIAP) at Phifer Airfield. This will improve the safety of Instrument Flight Rules (IFR) aircraft executing the new RNAV GPS SIAP at Phifer Airfield, Wheatland, WY.

**DATES:** *Effective Date:* 0901 UTC, April 10, 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:** Eldon Taylor, Federal Aviation Administration, System Support Group, Western Service Area, 1601 Lind Avenue, SW., Renton, WA 98057; telephone (425) 917-6726.

**SUPPLEMENTARY INFORMATION:****History**

On September 18, 2007, the FAA published in the **Federal Register** a notice of proposed rulemaking to establish Class E airspace at Wheatland, WY, (72 FR 53201). This action would improve the safety of IFR aircraft executing this new RNAV GPS SIAP approach procedure at Phifer Airfield, Wheatland, WY. Interested parties were invited to participate in this rulemaking effort by submitting written comments on the proposal to the FAA. No comments were received.

Class E airspace designations are published in paragraph 6005 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 Class E airspace designations listed in this document will be published subsequently in that Order.

**The Rule**

This action amends Title 14 Code of Federal Regulations (14 CFR) part 71 by establishing Class E airspace at Wheatland, WY. Additional controlled airspace is necessary to accommodate IFR aircraft executing a new RNAV (GPS) approach procedure at Phifer Airfield, Wheatland, WY.

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 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. 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 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 establishes additional controlled airspace at Phifer Airfield, Wheatland, WY.

**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 14 CFR 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 the Federal Aviation Administration Order 7400.9R, Airspace Designations and Reporting Points, signed August 15, 2007, and effective September 15, 2007 is amended as follows:

*Paragraph 6005. Class E airspace areas extending upward from 700 feet or more above the surface of the earth.*

\* \* \* \* \*

**ANM WY E5 Wheatland, WY [New]**

Wheatland, Phifer Airfield, WY  
(Lat. 43°03'20" N., long. 104°55'43" W.)

That airspace extending upward from 700 feet above the surface within a 9-mile radius of Phifer Airfield, WY and within 4 miles north and 4 miles south of the Phifer Airfield, WY 080° radial extending from the 9-mile radius to 12.90 miles east of the Phifer Airfield, WY.

\* \* \* \* \*

Issued in Seattle, Washington, on December 14, 2007.

**Clark Desing,**

*Manager, System Support Group, Western Service Center.*

[FR Doc. E8–26 Filed 1–7–08; 8:45 am]

**BILLING CODE 4910–13–P**

**SUSQUEHANNA RIVER BASIN COMMISSION****18 CFR Parts 806 and 808****Review and Approval of Projects**

**AGENCY:** Susquehanna River Basin Commission (SRBC).

**ACTION:** Final rule.

**SUMMARY:** This document contains amendments to project review regulations. These amendments include language clarifying the definition of "agricultural water use," and providing

a qualified exception to the consumptive use approval requirements for agricultural water use projects. Also, an error in the "Authority" citation for Part 808 is corrected.

**DATES:** These rules are effective March 15, 2008.

**ADDRESSES:** Susquehanna River Basin Commission, 1721 N. Front Street, Harrisburg, PA 17102–2391.

**FOR FURTHER INFORMATION CONTACT:** Richard A. Cairo, General Counsel, 717–238–0423; Fax: 717–238–2436; *e-mail:* [rcairo@srbc.net](mailto:rcairo@srbc.net). Also, for further information on the final rulemaking, visit the Commission's Web site at <http://www.srbc.net>.

**SUPPLEMENTARY INFORMATION:****Background and Purpose of Amendments**

Since 1995, SRBC has continued to suspend the application of its consumptive use regulation to agricultural water uses pending the implementation of a mitigation method that is more suited to agriculture's unique circumstances.

The Commission's member states have taken definitive steps to support projects that will provide storage and release of water to mitigate agricultural water use in their jurisdictions and thus satisfy the standards for consumptive use mitigation set forth in 18 CFR 806.22. The final rulemaking will amend 18 CFR 806.4 (a)(1) to provide an exception for agricultural water use review and approval requirements of 18 CFR 806.4 (a)(1) and (3), unless water is diverted for use beyond lands that are at least partially in the basin, and provided the Commission makes a determination that the state-sponsored projects are sufficient to meet the consumptive use mitigation standards contained in 18 CFR 806.22.

A second amendment clarifies the definition of "agricultural water use" in 18 CFR 806.3, 806.4 and 806.6 by inserting the word "products" after the word "turf." This will clarify that the maintenance of turf grass as part of a project or facility, such as a golf course, does not constitute an agricultural water use. Only the raising of turf products for sale such as sod would constitute an agricultural water use with this clarification.

A third amendment corrects an error made as part of the December 5, 2006 rulemaking in the "Authority" citation to Part 808 by replacing the erroneous Sec. 3.5 (9) with the correct Sec. 3.4 (9).

The Commission convened a public hearing on November 7, 2007 in Williamsport, PA and held the comment