

**§ 39.13 [Amended]**

■ 2. The FAA amends § 39.13 by adding the following new AD:

**2008–14–10 Lockheed:** Amendment 39–15605. Docket No. FAA–2008–0740; Directorate Identifier 2008–NM–077–AD.

**Effective Date**

(a) This airworthiness directive (AD) is effective July 22, 2008.

**Affected ADs**

(b) None.

**Applicability**

(c) This AD applies to all Lockheed Model 382, 382B, 382E, 382F, 382G, and 382J series airplanes, certificated in any category.

**Unsafe Condition**

(d) This AD results from a report indicating that several upper engine mount bolts manufactured by a certain supplier broke during installation. We are issuing this AD to prevent failure of the upper engine mount bolts, which could result in reduced structural capability of an engine mount, and possible separation of a strut and engine from the airplane during flight.

**Compliance**

(e) Comply with this AD within the compliance times specified, unless already done.

**Access and Inspection**

(f) Within 10 days after the effective date of this AD do the actions specified in paragraphs (f)(1), (f)(2), and (f)(3) of this AD.

(1) Make the airplane safe for maintenance in accordance with a method approved by the Manager, Atlanta Aircraft Certification Office (ACO), FAA. Chapter 71–00 of the Lockheed Hercules Maintenance Manual is one approved method.

(2) Gain access to the upper engine mount bolts by opening the left and right cowling doors on each engine.

(3) Inspect the visible surface head of each bolt in the upper position of each upper engine mount to determine whether part number (P/N) “NAS 636” is stamped across the top, and whether the manufacturer’s code “AFC” or “A” (i.e., AirFasco) is stamped across the bottom. All other manufacturers’ codes are acceptable.

**Replacement and Corrective Actions**

(g) If any upper position bolt, P/N NAS 636, having “AFC” or “A” stamped across the bottom of the surface head is found during the inspection required by paragraph (f)(3) of this AD, before further flight, replace that bolt with a new bolt, P/N NAS 636, having a manufacturers’ code other than “AFC” or “A,” in accordance with a method approved by the Manager, Atlanta ACO, FAA. One approved method is the following: To replace an engine mount bolt without removing an engine, do the actions specified in paragraphs (g)(1) through (g)(8) of this AD. If both bolts in the upper position of an engine mount must be replaced, the replacements must be done one at a time to prevent alignment problems.

(1) Shut down and disconnect external electrical power in accordance with a method

approved by the Manager, Atlanta ACO, FAA. Chapter 24–40 of the Lockheed Hercules Maintenance Manual is one approved method.

(2) Attach a warning tag and close the external power receptacle door.

(3) Install the nacelle hoist sling on the power package.

(4) Lift the nacelle hoist sling enough to take up load. Warning: When “NO-LOADING” an engine with the sling, the intention is to transfer most of the weight of the engine from the airplane to the sling. This requires some judgment on the part of the technician. Under no circumstances should the sling be raised enough to lift the airplane.

(5) Remove the discrepant upper engine mount bolt and washer.

(6) Install the new upper engine mount bolt, P/N NAS 636, having a manufacturers’ code other than “AFC” or “A,” and washer, and torque to between 308 and 458 foot-pounds (3,700 to 5,500 inch-pounds).

(7) Remove the nacelle hoist sling from the power package.

(8) Once all discrepant bolts in the upper position of each upper engine mount have been replaced, restore the airplane to service in accordance with a method approved by the Manager, Atlanta ACO, FAA. Chapter 71–00 of the Lockheed Hercules Maintenance Manual is one approved method.

**Note 1:** It is the intent of the actions specified in paragraph (g) of this AD to allow replacement of individual upper engine mount bolts without having to do any other maintenance.

**Parts Installation**

(h) As of the effective date of this AD, no person may install a bolt, P/N NAS 636, having “AFC” or “A” stamped across the bottom of the surface head, in the upper position of any upper engine mount, on any airplane.

**Alternative Methods of Compliance (AMOCs)**

(i)(1) The Manager, Atlanta ACO, FAA, ATTN: Carl Gray, Aerospace Engineer, Airframe Branch, ACE–117A, FAA, Atlanta ACO, One Crown Center, 1895 Phoenix Boulevard, suite 450, Atlanta, Georgia 30349; telephone (770) 703–6131; fax (770) 703–6097; has the authority to approve AMOCs for this AD, if requested using 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**

(j) None.

Issued in Renton, Washington, on June 24, 2008.

**Ali Bahrami,**

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

[FR Doc. E8–15181 Filed 7–3–08; 8:45 am]

**BILLING CODE 4910–13–P**

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

[Docket No. FAA–2008–0683; Airspace Docket No. 08–ASW–11]

**Establishment of Class E Airspace; Plains, TX**

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

**ACTION:** Direct final rule; request for comments.

**SUMMARY:** This action establishes Class E5 airspace at Plains, TX. Additional controlled airspace is necessary to accommodate aircraft using new RNAV Global Positioning System (GPS) Standard Instrument Approach Procedures (SIAP) at Yoakum County Airport, Plains, TX. This action will enhance the safety and management of Instrument Flight Rules (IFR) aircraft operations at Yoakum County Airport. **DATES:** *Effective Date:* 0901 UTC September 25, 2008. Comments for inclusion in the rules Docket must be received August 21, 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.

**ADDRESSES:** Send comments on this proposal to the U.S. Department of Transportation, Docket Operations, 1200 New Jersey Avenue, SE., West Building Ground Floor, Room W12–140, Washington, DC 20590–0001. You must identify the docket number FAA–2008–0683/Airspace Docket No. 08–ASW–11, at the beginning of your comments. You may also submit comments through the Internet at <http://regulations.gov>. You may review the public docket containing the proposal, any comments received, and any final disposition in person in the Dockets Office between 9 a.m. and 5 p.m., Monday through Friday, except Federal holidays. The Docket Office (telephone 1–800–647–5527) is on the ground floor of the building at the above address.

**FOR FURTHER INFORMATION CONTACT:** Gary A. Mallett, Central Service Center, Operations Support Group, Federal

Aviation Administration, Southwest Region, Fort Worth, TX 76193-0530; telephone (817) 222-4949.

#### SUPPLEMENTARY INFORMATION:

##### The Direct Final Rule Procedure

The FAA anticipates that this regulation will not result in adverse or negative comments, and, therefore, issues it as a direct final rule. Unless a written adverse or negative comment or a written notice of intent to submit an adverse or negative comment is received within the comment period, the regulation will become effective on the date specified above. After the close of the comment period, the FAA will publish a document in the **Federal Register** indicating that no adverse or negative comments were received and confirming the effective date of the rule. If the FAA receives, within the comment period, an adverse or negative comment, or written comment notice of intent to submit such a comment, a document withdrawing the direct final rule will be published in the **Federal Register**, and a notice of proposed rulemaking may be published with a new comment period.

##### Comments Invited

Although this action is in the form of a direct final rule, and was not preceded by a notice of proposed rulemaking, interested persons are invited to comment on this rule by submitting such written data, views, or arguments as they may desire. An electronic copy of this document may be downloaded from <http://www.regulations.gov>. Communications should identify both docket numbers and be submitted in triplicate to the address specified under the caption **ADDRESSES** above or through the Web site. All communications received on or before the closing date for comments will be considered, and this rule may be amended or withdrawn in light of the comments received.

##### The Rule

This amendment to Title 14, Code of Federal Regulations (14 CFR) part 71 establishes Class E airspace at Plains, TX, providing the airspace required to support the new RNAV (GPS) RWY 03/21 approach developed for IFR landings at Yoakum County Airport. Controlled airspace extending upward from 700 feet above the surface is required to encompass all SIAPs and for the safety of IFR operations at Yoakum County Airport. Designations for Class E5 airspace areas extending upward from 700 feet above the surface of the earth are published in the FAA Order 7400.9R, signed August 15, 2007, and effective September 15, 2007, which is

incorporated by reference in 14 CFR part 71.1. Class E5 designations listed in this document will be published subsequently in the Order.

##### Agency Findings

The regulations adopted herein will not have substantial direct effects on the States, on the relationship between the national government and the States, or on the distribution of power and responsibilities among various levels of government. Therefore, it is determined that this final rule does not have federalism implication under Executive Order 13132.

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, is non-controversial and unlikely to result in adverse or negative comments. It, therefore, (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.

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 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 Class E5 airspace at Yoakum County Airport, Plains, TX.

##### Lists 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 Federal Aviation Administration Order 7400.9R, Airspace Designation and Reporting Points, signed August 15, 2007, and effective September 15, 2007, is amended as follows:

*Paragraph 6002 Class E5 airspace areas extending upward from 700 feet above the surface of the earth.*

\* \* \* \* \*

#### ASW TX CLASS E5 Plains, TX [New]

Yoakum County Airport  
(Lat. 33°13'02" N., long. 102°49'49" W.)

That airspace extending upward from 700 feet above the surface within a 6.54-mile radius of Yoakum County Airport.

\* \* \* \* \*

Issued in Fort Worth, TX, on June 24, 2008.

**Donald R. Smith,**

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

[FR Doc. E8-14921 Filed 7-3-08; 8:45 am]

**BILLING CODE 4910-13-M**

## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### 14 CFR Part 71

[Docket No. FAA-2008-0610; Airspace Docket No. 08-ASW-10]

#### Establishment of Class E Airspace; Pampa, TX

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

**ACTION:** Direct final rule; request for comments.

**SUMMARY:** This action establishes Class E5 airspace at Pampa, TX. Controlled airspace is necessary to accommodate aircraft using new RNAV Global Positioning System (GPS) Standard Instrument Approach Procedures (SIAP) at Mesa Vista Ranch Airport. The FAA is proposing this action to enhance the safety and management of Instrument Flight Rules (IFR) aircraft operations at Mesa Vista Ranch Airport, Pampa, TX.

**DATES:** *Effective Date:* 0901 UTC September 25, 2008. Comments for