

AF734 original issue, section 3.
Accomplishment Instructions.

FAA AD Differences

(f) None.

Other FAA AD Provisions

(g) Alternative Methods of Compliance (AMOCs): The Manager, Engine Certification Office, FAA, has the authority to approve AMOCs for this AD, if requested using the procedures found in 14 CFR 39.19.

Related Information

(h) Refer to MCAI EASA Airworthiness Directive 2007-0267-E, dated October 8, 2007, and RR Alert Service Bulletin RB.211-72-AF734, dated October 3, 2007, for related information.

(i) Contact James Lawrence, Aerospace Engineer, Engine Certification Office, FAA, Engine and Propeller Directorate, 12 New England Executive Park, Burlington, MA 01803; e-mail: james.lawrence@faa.gov; telephone (781) 238-7176; fax (781) 238-7199, for more information about this AD.

Material Incorporated by Reference

(j) None.

Issued in Burlington, Massachusetts, on May 23, 2008.

Robert G. Mann,

Acting Manager, Engine and Propeller Directorate, Aircraft Certification Service.

[FR Doc. E8-12061 Filed 5-29-08; 8:45 am]

BILLING CODE 4910-13-P

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 71

[Docket No. FAA-2008-0037; Airspace Docket No. 07-AWP-6]

Establishment of Low Altitude Area Navigation Routes (T-Routes); Sacramento and San Francisco, CA

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Final rule.

SUMMARY: This action establishes four low altitude Area Navigation (RNAV) T-routes, designated T-257, T-259, T-261 and T-263, in the Sacramento and San Francisco, CA, terminal areas. T-routes are low altitude Air Traffic Service (ATS) routes, based on RNAV, for use by aircraft having instrument flight rules (IFR)-approved Global Positioning System (GPS)/Global Navigation Satellite System (GNSS) equipment. The FAA is taking this action to enhance safety and improve the efficient use of the navigable airspace in the Sacramento and San Francisco, CA, terminal areas.

DATES: *Effective Date:* 0901 UTC, July 31, 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 February 19, 2008, the FAA published in the **Federal Register** a notice of proposed rulemaking (NPRM) to establish four low altitude T-routes in the San Francisco terminal area (73 FR 9060). Interested parties were invited to participate in this rulemaking effort by submitting written comments on this proposal to the FAA. Three comments were received in response to the NPRM and are discussed below. With the exception of minor adjustments to the longitude position of the Very High Frequency Omnidirectional Range/Tactical Air Navigation (VORTACs) at Point Reyes, Sacramento, and Woodside, this amendment is the same as that proposed in the NPRM.

Analysis of Comments

The Aircraft Owners and Pilots Association supports the establishment of the low level area navigation routes. One commenter requested that T-259 be moved further south to avoid a heavily used VFR flight training area or the floor of the airway be raised to 6,500 feet for separation from the training area.

FAA Response: The proposed T-259 overlies the existing Risti Four Arrival route into San Francisco, which is heavily used daily. Operation in the Tracy practice area will continue. Currently, participants in the practice area contact the Northern California TRACON (NCT) when the practice area is being utilized. The exact location and altitudes are coordinated at that time. NCT avoids the area when routing IFR traffic and the current practice will continue.

Another commenter raised four questions concerning operations on the T-routes.

(1) Are there defined entry/exit points other than the end points of the routes?

FAA Response: These routes are available to Air Traffic Control (ATC) the same as other airways and the T-routes will be utilized in the same fashion.

(2) How would a pilot destined for Half Moon Bay (HAF) from the south

describe their desire to leave T-257 at an appropriate point?

FAA Response: The T-routes, as described, are to be utilized by aircraft overflying the terminal area, not landing within it. An aircraft inbound to HAF from the south would not be assigned this route.

(3) Is it expected that a pilot from Watsonville (WVI) could file and receive a direct clearance to San Jose in order to join T-259?

FAA Response: T-259 is designed to facilitate Palo Alto and San Carlos departures through the Class B Terminal Area. The NCT does not plan to make this route available to WVI departures due to operations in and out of SJC.

(4) Will these routes be available in all wind conditions?

FAA Response: These routes will be available in all wind configurations. However, dynamic re-routes based on weather conditions is a tool always available to ATC.

The Rule

The FAA is amending to Title 14 Code of Federal Regulations (14 CFR) part 71 to establish four low altitude RNAV T-routes in the Sacramento and San Francisco, CA, terminal areas. The routes would be designated T-257, T-259, T-261 and T-263, and would be depicted on the appropriate IFR En Route Low Altitude charts. T-routes are low altitude RNAV ATS routes, similar to Very High Frequency Omnidirectional Range Federal airways, but based on GNSS navigation. RNAV-equipped aircraft capable of filing flight plan equipment suffix "G" may file for these routes.

The T-routes described in this notice are being established to enhance safety and to facilitate the more flexible and efficient use of the navigable airspace for en route IFR operations transitioning through and around the Sacramento and San Francisco, CA, terminal areas.

Low altitude RNAV T-routes are published in paragraph 6011 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 low altitude RNAV T-routes listed in this document would be published subsequently in the Order.

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 establishes RNAV T-Routes at Sacramento and San Francisco, CA.

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 6011 *Contiguous United States Area Navigation Routes*

* * * * *

T-257 Big Sur, CA (BSR) to Point Reyes (PYE) [New]

Big Sur, CA (BSR)	VORTAC	(Lat. 36°10'53" N., long. 121°38'32" W.)
ISIFU	WP	(Lat. 36°43'29" N., long. 121°56'57" W.)
SUTRO	WP	(Lat. 36°42'43" N., long. 122°32'49" W.)
Point Reyes, CA (PYE)	VORTAC	(Lat. 38°04'47" N., long. 122°52'04" W.)

* * * * *

T-259 San Jose, CA (SJC) to Sacramento, CA (SAC) [New]

San Jose, CA (SJC)	VOR/DME	(Lat. 37°22'29" N., long. 121°56'41" W.)
CEDES	WP	(Lat. 37°33'30" N., long. 121°37'51" W.)
MOVDD	WP	(Lat. 37°39'41" N., long. 121°26'54" W.)
Sacramento, CA (SAC)	VORTAC	(Lat. 38°26'37" N., long. 121°33'06" W.)

* * * * *

T-261 Woodside, CA (OSI) to ALTAM [New]

Woodside, CA (OSI)	VORTAC	(Lat. 37°23'33" N., long. 122°16'53" W.)
ALTAM	WP	(Lat. 37°48'44" N., long. 121°44'50" W.)

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T-263 Sunol to Scaggs Island, CA (SGD) [New]

SUNOL	WP	(Lat. 37°36'20" N., long. 121°48'37" W.)
Scaggs Island, CA (SGD)	VORTAC	(Lat. 38°10'46" N., long. 122°22'23" W.)

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

Stephen L. Rohring,

Acting Manager, Airspace and Rules Group.
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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 71

[Docket No. FAA-2008-0141; Airspace
Docket No. 08-AAL-4]

Revision of Class E Airspace; Allakaket, AK

AGENCY: Federal Aviation
Administration (FAA), DOT.

ACTION: Final rule.

SUMMARY: This action revises Class E airspace at Allakaket, AK, to provide adequate controlled airspace to contain aircraft executing Standard Instrument Approach Procedures (SIAPs). Two new SIAPs are being developed for the Allakaket Airport. Additionally, a textual Obstacle Departure Procedure (ODP) is being developed. This action revises existing Class E airspace upward from 700 feet (ft.) and 1,200 ft. above the surface at Allakaket Airport, Allakaket, AK.

DATES: *Effective Date:* 0901 UTC, July 31, 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 Rolf, AAL-538G, Federal Aviation Administration, 222 West 7th Avenue, Box 14, Anchorage, AK 99513-7587; telephone number (907) 271-5898; fax: (907) 271-2850; e-mail: gary.ctr.rolf@faa.gov. Internet address: <http://www.alaska.faa.gov/at>.

SUPPLEMENTARY INFORMATION:

History

On Tuesday, February 19, 2008, the FAA proposed to amend part 71 of the Federal Aviation Regulations (14 CFR part 71) to revise Class E airspace upward from 700 ft. above the surface and from 1,200 ft. above the surface at Allakaket, AK (73 FR 9062). The action was proposed in order to create Class E airspace sufficient in size to contain aircraft while executing SIAPs for the Allakaket Airport. The Notice of Proposed Rulemaking contained an

error in the airport location data, which has since been corrected in this rule. Class E controlled airspace extending upward from 700 ft. above the surface and from 1,200 ft. above the surface in the Allakaket Airport area is revised by this action.

Interested parties were invited to participate in this rulemaking proceeding by submitting written comments on the proposal to the FAA. No comments were received. The rule is adopted as proposed.

The area will be depicted on aeronautical charts for pilot reference. The coordinates for this airspace docket are based on North American Datum 83. The Class E airspace areas designated as 700/1,200 ft. transition areas are published in paragraph 6005 of FAA Order 7400.9R, *Airspace Designations and Reporting Points*, 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 the Order.

The Rule

This amendment to 14 CFR part 71 revises Class E airspace at the Allakaket Airport, Alaska. This Class E airspace is revised to accommodate aircraft executing new SIAPs, and will be depicted on aeronautical charts for pilot reference. The intended effect of this rule is to provide adequate controlled airspace for Instrument Flight Rules (IFR) operations at the Allakaket Airport, Allakaket, AK.

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. 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 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 1, 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 1, Section 40103, Sovereignty and Use of Airspace. Under that section, the FAA is charged with prescribing regulations to ensure the safe and efficient use of the navigable airspace. This regulation is within the scope of that authority because it creates Class E airspace sufficient in size to contain aircraft executing instrument procedures for the Allakaket Airport and represents the FAA’s continuing effort to safely and efficiently use the navigable airspace.

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, CLASS B, CLASS C, CLASS D, AND CLASS E AIRSPACE AREAS; AIRWAYS; 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 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 extending upward from 700 feet or more above the surface of the earth.

* * * * *

AAL AK E5 Allakaket, AK [Revised]

Allakaket, Allakaket Airport, AK
(Lat. 66°33'07" N., long. 152°37'20" W.)

That airspace extending upward from 700 feet above the surface within a 7.1-mile radius of the Allakaket Airport; and that airspace extending upward from 1,200 feet above the surface extending clockwise from the 045° bearing to the 175° bearing from the airport within 72 miles of the Allakaket Airport.

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