

It has been found the occurrence of cable guard pins not installed in the aileron control system, which may lead to jamming of the aileron control cables, reducing the aircraft controllability.

The corrective actions include inspecting for possible absence of the cable guard pins in the aileron control system inside the wings, and installing new ones bearing the same part number.

#### Actions and Compliance

(f) Unless already done: Within 270 calendar days after the effective date of this AD, do a detailed inspection with the aid of a borescope for possible absence of the cable guard pins in the aileron control system inside the wings, in accordance with the Accomplishment Instructions of EMBRAER Service Bulletin 145LEG-27-0023, dated January 24, 2006.

(1) If any cable guard pin having part number (P/N) NAS427K8, NAS427K28, or NAS427K36 is missing in the internal part of the left and right halfwing spar boxes, before further flight, install a new one bearing the same part number, in accordance with the Accomplishment Instructions of EMBRAER Service Bulletin 145LEG-27-0023, dated January 24, 2006.

(2) If any cable guard pin P/N NAS427K26 is missing in the aileron control cable pulleys in the internal part of the wing leading edge III, before further flight, remove the corresponding leading edge and install a new cable guard pin bearing the same part number, in accordance with the Accomplishment Instructions of EMBRAER Service Bulletin 145LEG-27-0023, dated January 24, 2006.

#### FAA AD Differences

**Note:** This AD differs from the MCAI and/or service information as follows:

The MCAI includes airplanes in addition to those specified in the applicability of this AD. Those airplanes are not included in this AD because they are modified by Supplemental Type Certificates (STCs) that are not FAA-approved. This AD includes only the U.S. certified airplanes identified in the referenced service information.

#### Other FAA AD Provisions

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

(1) *Alternative Methods of Compliance (AMOCs):* The Manager, International Branch, ANM-116, Transport Airplane Directorate, 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: Sanjay Ralhan, Aerospace Engineer, International Branch, ANM-116, Transport Airplane Directorate, FAA, 1601 Lind Avenue, SW., Renton, Washington 98057-3356; telephone (425) 227-1405; fax (425) 227-1149. 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 ensure 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 Brazilian Airworthiness Directive 2006-07-01, effective July 31, 2006; and EMBRAER Service Bulletin 145LEG-27-0023, dated January 24, 2006; for related information.

#### Material Incorporated by Reference

(i) You must use EMBRAER Service Bulletin 145LEG-27-0023, dated January 24, 2006, 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 Empresa Brasileira de Aeronautica S.A. (EMBRAER), P.O. Box 343—CEP 12.225, Sao Jose dos Campos—SP, Brazil.

(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 August 12, 2008.

**Michael J. Kaszycki,**

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

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## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### 14 CFR Part 73

[Docket No. FAA-2008-0628; Airspace Docket No. 07-ASW-15]

RIN 2120-AA66

#### Revision of Restricted Area 5107A; White Sands Missile Range, NM

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

**ACTION:** Final rule; delay of effective date.

**SUMMARY:** This action delays the effective date for the revision of Restricted Area R-5107A, and the

establishment of R-5107K, White Sands Missile Range, NM, until November 20, 2008. The FAA is taking this action to meet the required charting cutoff date necessary to insure the appropriate en route aeronautical charts display these restricted areas coincidental with the effective date.

**DATES:** *Effective Date:* 0901 UTC, November 20, 2008.

#### FOR FURTHER INFORMATION CONTACT:

Kelly Neubecker, 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 August 20, 2008, the FAA published in the **Federal Register** a final rule revising restricted area R-5107A, and establishing R-5107K, White Sands Missile Range, NM (73 FR 49090). This rule was originally scheduled to become effective September 25, 2008; however, the charting cutoff date required to be met to ensure charting coincidental with that effective date was missed. To meet the required charting cutoff date, and ensure restricted areas R-5107A and R-5107K are displayed on the appropriate en route charts coincidental with their effective date, the effective date is being slipped to November 20, 2008.

#### Delay of Effective Date

The effective date of the final rule, Docket FAA-2008-0627; Airspace Docket 07-ASW-15, as published in the **Federal Register** on August 20, 2008 (73 FR 49090), is hereby delayed until November 20, 2008.

**Authority:** 49 U.S.C. 106(g), 40103, 40113, 40120; E.O. 10854, 24 FR 9565, 3 CFR, 1959-1963 Comp., p. 389.

Issued in Washington, DC, on September 2, 2008.

**Edith V. Parish,**

*Manager, Airspace and Rules Group.*

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