

not have a substantial direct effect on the States, on the relationship between the national government and the States, or on the distribution of power and responsibilities among the various levels of government.

For the reasons discussed above, I certify that this AD:

- (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) Will not have a significant economic impact, positive or negative, on a substantial number of small entities under the criteria of the Regulatory Flexibility Act.

We prepared a summary of the costs to comply with this AD and placed it in the AD Docket. You may get a copy of this summary at the address listed under **ADDRESSES**.

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

Air transportation, Aircraft, Aviation safety, Safety.

#### Adoption of the Amendment

■ Accordingly, under the authority delegated to me by the Administrator, the Federal Aviation Administration 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 removing Amendment 39-12833 (67 FR 49859, August 1, 2002), and by adding a new airworthiness directive, Amendment 39-15469, to read as follows:

**2008-08-16 Turbomeca:** Amendment 39-15469. Docket No. FAA-2007-0157; Directorate Identifier 2001-NE-23-AD.

#### Effective Date

- (a) This airworthiness directive (AD) becomes effective May 21, 2008.

#### Affected ADs

- (b) This AD supersedes AD 2002-15-05, Amendment 39-12833.

#### Applicability

- (c) This AD applies to Turbomeca Makila 1A and 1A1 turboshaft engines. These engines are installed on, but not limited to, Eurocopter France model AS 332C, AS 332L, and AS 332L1 helicopters.

#### Unsafe Condition

- (d) This AD results from recent unexplained reversion of the electronic control unit (ECU) to the 65% N1 back-up

mode. The actions specified in this AD are intended to prevent dual-engine continued operation at 65% N1 after reversion of the ECU to the 65% N1 back-up mode due to temporary loss of N2 speed signal, which could lead to inability to continue safe flight, emergency autorotation landing, or an accident.

#### Compliance

- (e) You are responsible for having the actions required by this AD performed before June 30, 2008, unless the actions have already been done.

(f) Replace the selector-comparator board in the ECU with a board incorporating Turbomeca Modification TU 250. Information on Modification TU 250 can be found in Turbomeca Mandatory Service Bulletin No. 298 73 0250, dated March 23, 2007.

#### Alternative Methods of Compliance

- (g) The Manager, Engine Certification Office, FAA, 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

(h) European Aviation Safety Agency AD 2007-0144, dated May 18, 2007, also addresses the subject of this AD.

(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](mailto:james.lawrence@faa.gov); telephone (781) 238-7176; fax (781) 238-7199, for more information about this AD.

Issued in Burlington, Massachusetts, on April 8, 2008.

**Peter A. White,**

*Assistant Manager, Engine and Propeller Directorate, Aircraft Certification Service.*

[FR Doc. E8-8083 Filed 4-15-08; 8:45 am]

**BILLING CODE 4910-13-P**

## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### 14 CFR Part 71

[Docket No. FAA-2008-0003; Airspace Docket No. 08-ASW-1]

#### Amendment of Class E Airspace; Lexington, OK

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

**ACTION:** Direct final rule; confirmation of effective date, correction.

**SUMMARY:** This action confirms the effective date and makes a correction to the direct final rule that establishes Class E airspace at Muldrow Army Heliport, Lexington, OK, published in the **Federal Register** February 15, 2008 (73 FR 8795) Docket No. FAA-2008-0003. In the airspace description of the

rule, the geographic coordinates were incorrect, and reference to Notice to Airmen and Airport/Facility Directory should be removed. This action corrects those errors.

**DATES:** *Effective Dates:* 0901 UTC April 10, 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 Mallett, Central Service Center, System Support Group, Federal Aviation Administration, Southwest Region, 2601 Meacham Blvd., Fort Worth, TX 76193-0530; telephone (817) 222-4949.

#### SUPPLEMENTARY INFORMATION:

#### History

The FAA published a direct final rule with request for comments in the **Federal Register** February 15, 2008, (73 FR 8795), Docket No. FAA-2008-0003. Subsequent to publication, the FAA found that the geographic coordinates for the Heliport were incorrect, and the sentence referencing the Notice to Airmen and Airport/Facility Directory should not have been included in the airspace description of this action.

The FAA uses the direct final rule procedure for non-controversial rules where the FAA believes that there will be no adverse public comment. This direct final rule advised the public that no adverse comments were anticipated, and that unless a written adverse comment, or a written notice of intent to submit an adverse comment, was received within the comment period, the regulation would become effective on April 10, 2008. No adverse comments were received; thus, this notice confirms that the direct final rule will become effective on this date.

#### Correction

■ In the **Federal Register** dated February 15, 2008, in **Federal Register** Docket No. FAA-2008-0003, on page 8796, column 2, line 31, correct to read: (Lat. 35°01'00" N., long. 97°14'01" W.

■ On page 8796, column 2, line 39, remove the following:

“This Class E5 airspace is effective during specific dates and times established in advance by Notice to Airmen. The effective date and time will thereafter be continuously published in the Airport/Facility Directory.”

\* \* \* \* \*

Issued in Fort Worth, TX on April 8, 2008.

**Donald R. Smith,**

Manager, System Support Group, ATO  
Central Service Center.

[FR Doc. 08-1131 Filed 4-10-08; 4:30 pm]

BILLING CODE 4910-13-P

## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### 14 CFR Part 71

[Docket No. FAA-2008-0023; Airspace  
Docket No. 08-AGL-1]

#### Establishment of Class E Airspace; Long Prairie, MN

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

**ACTION:** Direct final rule; confirmation of  
effective date, correction.

**SUMMARY:** This action confirms the  
effective date and makes a correction to  
the direct final rule that establishes  
Class E airspace at Todd Field, Long  
Prairie, MN, published in the **Federal  
Register** February 4, 2008 (73 FR 6425)  
Docket No. FAA-2008-0023. In the  
airspace description of that rule, the  
reference to Notice to Airmen and  
Airport/Facility Directory should be  
removed. This action corrects that error.

**DATES:** *Effective Dates:* 0901 UTC April  
10, 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  
Mallett, Central Service Center, System  
Support Group, Federal Aviation  
Administration, Southwest Region, 2601  
Meacham Blvd., Fort Worth, TX 76193-  
0530; telephone (817) 222-4949.

#### SUPPLEMENTARY INFORMATION:

##### History

The FAA published a direct final rule  
with request for comments in the  
**Federal Register** February 4, 2008, (73  
FR 6425), Docket No. FAA-2008-0023.  
The sentence referencing Notice to  
Airmen and Airport/Facility Directory  
in the airport description should not  
have been included in this action.

The FAA uses the direct final rule  
procedure for non-controversial rules  
where the FAA believes that there will  
be no adverse public comment. This  
direct final rule advised the public that  
no adverse comments were anticipated,  
and that unless a written adverse  
comment, or a written notice of intent

to submit an adverse comment, was  
received within the comment period,  
the regulation would become effective  
on April 10, 2008. No adverse  
comments were received; thus, this  
notice confirms that the direct final rule  
will become effective on this date.

#### Correction

■ In the **Federal Register** dated  
February 4, 2008, in **Federal Register**  
Docket No. FAA-2008-0023, on page  
6426, column 3, line 15, remove the  
following:

“This Class E5 airspace is effective during  
specific dates and times established in  
advance by Notice to Airmen. The effective  
date and time will thereafter be continuously  
published in the Airport/Facility Directory.”

\* \* \* \* \*

Issued in Fort Worth, TX on April 8, 2008.

**Donald R. Smith,**

Manager, System Support Group, ATO  
Central Service Center.

[FR Doc. 08-1130 Filed 4-10-08; 4:30 pm]

BILLING CODE 4910-13-P

## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### 14 CFR Part 97

[Docket No. 30602; Amdt. No. 3264]

#### Standard Instrument Approach Procedures, and Takeoff Minimums and Obstacle Departure Procedures; Miscellaneous Amendments

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

**ACTION:** Final rule.

**SUMMARY:** This Rule establishes,  
amends, suspends, or revokes Standard  
Instrument Approach Procedures  
(SIAPs) and associated Takeoff  
Minimums and Obstacle Departure  
Procedures for operations at certain  
airports. These regulatory actions are  
needed because of the adoption of new  
or revised criteria, or because of changes  
occurring in the National Airspace  
System, such as the commissioning of  
new navigational facilities, adding new  
obstacles, or changing air traffic  
requirements. These changes are  
designed to provide safe and efficient  
use of the navigable airspace and to  
promote safe flight operations under  
instrument flight rules at the affected  
airports.

**DATES:** This rule is effective April 16,  
2008. The compliance date for each  
SIAP, associated Takeoff Minimums,  
and ODP is specified in the amendatory  
provisions.

The incorporation by reference of  
certain publications listed in the  
regulations is approved by the Director  
of the **Federal Register** as of April 16,  
2008.

**ADDRESSES:** Availability of matters  
incorporated by reference in the  
amendment is as follows:

##### *For Examination—*

1. FAA Rules Docket, FAA  
Headquarters Building, 800  
Independence Avenue, SW.,  
Washington, DC 20591;

2. The FAA Regional Office of the  
region in which the affected airport is  
located;

3. The National Flight Procedures  
Office, 6500 South MacArthur Blvd.,  
Oklahoma City, OK 73169; or

4. 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/  
code\\_of\\_federal\\_regulations/  
ibr\\_locations.html](http://www.archives.gov/federal_register/code_of_federal_regulations/ibr_locations.html).

*Availability—*All SIAPs and Takeoff  
Minimums and ODPs are available  
online free of charge. Visit [nfdc.faa.gov](http://nfdc.faa.gov)  
to register. Additionally, individual  
SIAP and Takeoff Minimums and ODP  
copies may be obtained from:

1. FAA Public Inquiry Center (APA-  
200), FAA Headquarters Building, 800  
Independence Avenue, SW.,  
Washington, DC 20591; or

2. The FAA Regional Office of the  
region in which the affected airport is  
located.

#### **FOR FURTHER INFORMATION CONTACT:**

Harry J. Hodges, Flight Procedure  
Standards Branch (AFS-420), Flight  
Technologies and Programs Division,  
Flight Standards Service, Federal  
Aviation Administration, Mike  
Monroney Aeronautical Center, 6500  
South MacArthur Blvd., Oklahoma City,  
OK 73169 (Mail Address: P.O. Box  
25082, Oklahoma City, OK 73125)  
telephone: (405) 954-4164.

**SUPPLEMENTARY INFORMATION:** This rule  
amends Title 14 of the Code of Federal  
Regulations, Part 97 (14 CFR part 97), by  
establishing, amending, suspending, or  
revoking SIAPs, Takeoff Minimums  
and/or ODPs. The complete regulatory  
description of each SIAP and its  
associated Takeoff Minimums or ODP  
for an identified airport is listed on FAA  
form documents which are incorporated  
by reference in this amendment under 5  
U.S.C. 552(a), 1 CFR part 51, and 14  
CFR part 97.20. The applicable FAA  
Forms are FAA Forms 8260-3, 8260-4,  
8260-5, 8260-15A, and 8260-15B when  
required by an entry on 8260-15A.