

3. Will not affect intrastate aviation in Alaska; and

4. 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.

Examining the AD Docket

You may examine the AD docket on the Internet at <http://www.regulations.gov/#!docketDetail;D=FAA-2014-0528>; or in person at the Docket Management Facility between 9 a.m. and 5 p.m., Monday through Friday, except Federal holidays. The AD docket contains this AD, the regulatory evaluation, any comments received, and other information. The street address for the Docket Operations office (telephone 800-647-5527) is in the **ADDRESSES** section.

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 airworthiness directive (AD):

2015-08-03 Bombardier, Inc.: Amendment 39-18139. Docket No. FAA-2014-0528; Directorate Identifier 2014-NM-060-AD.

(a) Effective Date

This AD becomes effective May 26, 2015.

(b) Affected ADs

None.

(c) Applicability

This AD applies to Bombardier, Inc. Model DHC-8-400, -401, and -402 airplanes, certificated in any category, serial numbers 4001 through 4109 inclusive.

(d) Subject

Air Transport Association (ATA) of America Code 32, Landing Gear.

(e) Reason

This AD was prompted by a report that during production, an incorrect clevis was used, resulting in improper installation onto the alternate release cable of the main landing gear (MLG). We are issuing this AD

to detect and correct improper installation of the clevis, which could cause loss of the alternate release system and prevent the MLG from extending and retracting, and could consequently affect the airplane's continued safe flight and landing.

(f) Compliance

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

(g) Inspection

Within 2,000 flight hours or 12 months after the effective date of this AD, whichever occurs first: Do a general visual inspection of the emergency release clevis of the MLG to determine if an incorrect clevis has been installed, in accordance with the Accomplishment Instructions of Bombardier Service Bulletin 84-32-67, dated July 8, 2009. If an incorrect clevis has been installed, before further flight, replace the clevis with a correct clevis and clevis pin, in accordance with the Accomplishment Instructions of Bombardier Service Bulletin 84-32-67, dated July 8, 2009.

(h) Other FAA AD Provisions

The following provisions also apply to this AD:

(1) *Alternative Methods of Compliance (AMOCs):* The Manager, New York Aircraft Certification Office (ACO), ANE-170, FAA, has the authority to approve AMOCs for this AD, if requested using the procedures found in 14 CFR 39.19. In accordance with 14 CFR 39.19, send your request to your principal inspector or local Flight Standards District Office, as appropriate. If sending information directly to the New York ACO, send it to ATTN: Program Manager, Continuing Operational Safety, FAA, New York ACO, 1600 Stewart Avenue, Suite 410, Westbury, NY 11590; telephone 516-228-7300; fax 516-794-5531. Before using any approved AMOC, notify your appropriate principal inspector, or lacking a principal inspector, the manager of the local flight standards district office/certificate holding district office. The AMOC approval letter must specifically reference this AD.

(2) *Contacting the Manufacturer:* For any requirement in this AD to obtain corrective actions from a manufacturer, the action must be accomplished using a method approved by the Manager, New York ACO, ANE-170, FAA; or Transport Canada Civil Aviation (TCCA); or Bombardier, Inc.'s TCCA Design Approval Organization (DAO). If approved by the DAO, the approval must include the DAO-authorized signature.

(i) Related Information

Refer to Mandatory Continuing Airworthiness Information (MCAI) Canadian Airworthiness Directive CF-2013-40, dated December 9, 2013, for related information. This MCAI may be found in the AD docket on the Internet at <http://www.regulations.gov/#!documentDetail;D=FAA-2014-0528-0002>.

(j) Material Incorporated by Reference

(1) The Director of the Federal Register approved the incorporation by reference (IBR) of the service information listed in this

paragraph under 5 U.S.C. 552(a) and 1 CFR part 51.

(2) You must use this service information as applicable to do the actions required by this AD, unless this AD specifies otherwise.

(i) Bombardier Service Bulletin 84-32-67, dated July 8, 2009.

(ii) Reserved.

(3) For service information identified in this AD, contact Bombardier, Inc., Q-Series Technical Help Desk, 123 Garratt Boulevard, Toronto, Ontario M3K 1Y5, Canada; telephone 416-375-4000; fax 416-375-4539; email thd.qseries@aero.bombardier.com; Internet <http://www.bombardier.com>.

(4) You may view this service information at the FAA, Transport Airplane Directorate, 1601 Lind Avenue SW., Renton, WA. For information on the availability of this material at the FAA, call 425-227-1221.

(5) You may view this service information that is incorporated by reference 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 April 6, 2015.

John P. Piccola, Jr.,

Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.

[FR Doc. 2015-08718 Filed 4-20-15; 8:45 am]

BILLING CODE 4910-13-P

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 73

[Docket No. FAA-2015-0618; Airspace Docket No. 15-ANM-3]

RIN 2120-AA66

Amendment of Restricted Area Boundary Descriptions; Joint Base Lewis-McChord, WA

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Final rule; technical amendment, correction.

SUMMARY: This action corrects a final rule; technical amendment, published in the **Federal Register** on April 7, 2015, that made a correction to a typographical error to R-6703A, R-6703B, R-6703C, R-6703D, R-6703E and R-6703F at Joint Base Lewis-McChord, WA. Due to a submission error, the abbreviation for West in the longitude description of restricted area R-6703A was entered as "N". This action corrects the boundary description of R-6703A by changing the longitude direction to "W".

DATES: Effective date 0901 UTC, May 7, 2015.

FOR FURTHER INFORMATION CONTACT:

Jason Stahl, Airspace Policy and Regulations Group, AJV-11, Office of Airspace Services, Federal Aviation Administration, 800 Independence Avenue SW., Washington, DC 20591; telephone: (202) 267-8783.

SUPPLEMENTARY INFORMATION:**Background**

On April 7, 2015, the FAA published a final rule; technical amendment in the **Federal Register** that made a correction to a typographical error to R-6703A, R-6703B, R-6703C, R-6703D, R-6703E and R-6703F at Joint Base Lewis-McChord, WA (80 FR 18519). Subsequent to publication, it was discovered that the longitude direction for R-6703A was entered as N (north) instead of W (west). The error creates an invalid geographical boundary for R-6703A. This correction replaces the abbreviation "N" with "W" in the longitude data for R-6703A.

Correction to Final Rule; Technical Amendment

Accordingly, pursuant to the authority delegated to me, the boundary description of restricted area R-6703A, Joint Base Lewis-McChord, WA, as published in the **Federal Register** on April 7, 2015 (80 FR 18519) (FR Doc. 2015-08005) is corrected to read as follows:

§ 73.67 [Amended]

* * * * *

R-6703A Joint Base Lewis-McChord, WA [Corrected]

On page 18521, second column, remove the current boundaries and add in its place the following:

Boundaries. Beginning at lat. 47°03'07" N., long. 122°41'09" W.; to lat. 47°04'34" N., long. 122°41'09" W.; to lat. 47°04'41" N., long. 122°38'19" W.; to lat. 47°03'37" N., long. 122°35'40" W.; to lat. 47°03'15" N., long. 122°35'48" W.; to lat. 47°03'06" N., long. 122°36'51" W.; to lat. 47°02'02" N., long. 122°37'33" W.; to lat. 47°02'06" N., long. 122°38'33" W.; to lat. 47°02'14" N., long. 122°38'53" W.; to lat. 47°02'19" N., long. 122°39'14" W.; to lat. 47°02'19" N., long. 122°39'37" W.; to lat. 47°02'21" N., long. 122°40'17" W.; to lat. 47°02'38" N., long. 122°40'39" W.; thence via the Nisqually River to the point of beginning.

Issued in Washington, DC, on April 14, 2015.

Donna Warren,

Acting Manager, Airspace Policy and Regulations Group.

[FR Doc. 2015-09075 Filed 4-20-15; 8:45 am]

BILLING CODE 4910-13-P

DEPARTMENT OF HOMELAND SECURITY**Coast Guard****33 CFR Part 100**

[Docket No. USCG-2015-0092]

Great Steam Boat Race/Kentucky Derby Festival, Louisville, KY

AGENCY: Coast Guard, DHS.

ACTION: Notice of enforcement of regulation.

SUMMARY: The Coast Guard will enforce "the Great Steam Boat Race" safety zone for all waters of the Ohio River, beginning at mile marker 596.8 and ending at 604.3, Louisville, KY. This rule is effective from 6 p.m. to 8 p.m. on April 29, 2015. This action is necessary to protect person, property, and infrastructure from potential damage and safety hazards associated with "the Great Steam Boat Race." During the enforcement period, deviation from the safety zone is prohibited unless specifically authorized by the Captain of the Port (COTP) Ohio Valley or a designated representative.

DATES: The regulations in 33 CFR 100.801, Table no. 1, Line no. 3 will be enforced from 6 p.m. to 8 p.m. on April 29, 2015.

FOR FURTHER INFORMATION CONTACT: If you have questions on this notice, call or email Petty Officer Stephen F. McConnell, U.S. Coast Guard; telephone 502-779-5334, email *Stephen.F.McConnell@uscg.mil*.

SUPPLEMENTARY INFORMATION: The Coast Guard will enforce the safety zone for "the Great Steam Boat Race" in 33 CFR 100.801, Table no. 1, Line no. 3 on 04/29/2015 from 6 p.m. to 8 p.m. These regulations can be found in the Code of Federal Regulations at 33 CFR 100.801 or in the **Federal Register** (77 FR 12460).

Under the provisions of 33 CFR 100, a vessel may not enter the regulated area, unless it receives permission from the COTP Ohio Valley or a designated representative. Additionally, no person or vessel may enter or remain within 200 yards ahead of the lead vessel, within 200 yards astern of the last vessel, or within 200 yards on either side of any vessel. Spectator vessels may safely transit outside the regulated area but may not anchor, block, loiter in, or impede the transit of race participants or official patrol vessels. The Coast Guard may be assisted by other Federal, State, or local law enforcement agencies in enforcing this regulation.

This rule is issued under authority of 33 CFR 100 and 5 U.S.C. 552 (a). In addition to this notice in the **Federal Register**, the Coast Guard will provide the maritime community with extensive advance notification of this enforcement period via the Local Notice to Mariners (LNM) and Broadcast Notice to Mariners (BNM). If the COTP Ohio Valley determines that the regulated area need not be enforced for the full duration stated in the notice, he or she may use a BNM to grant general permission to enter the regulated area.

Dated: March 27, 2015.

R.V. Timme,

Captain, U.S. Coast Guard, Captain of the Port Ohio Valley.

[FR Doc. 2015-09277 Filed 4-20-15; 8:45 am]

BILLING CODE 9110-04-P

DEPARTMENT OF HOMELAND SECURITY**Coast Guard****33 CFR Part 117**

[Docket No. USCG-2014-0807]

RIN 1625-AA09

Drawbridge Operation Regulation; Mantua Creek, Paulsboro, NJ

AGENCY: Coast Guard, DHS.

ACTION: Final rule.

SUMMARY: The Coast Guard is changing the operating regulation that governs the Conrail Railroad Bridge over Mantua Creek at mile marker 1.4 in Paulsboro, NJ. The bridge owner, Conrail, is modifying the operating system which controls the bridge operations. Cameras will be installed and the bridge will be remotely operated from Mt. Laurel, NJ. The train crew will no longer be required to stop and check the waterway for approaching vessel traffic prior to initiating a bridge closure or be responsible to operate the bridge closure equipment located at the bridge site.

DATES: This rule is effective May 21, 2015.

ADDRESSES: Documents mentioned in this preamble are part of docket USCG-2014-0807. To view documents mentioned in this preamble as being available in the docket, go to <http://www.regulations.gov>, type the docket number in the "SEARCH" box and click "SEARCH." Click on Open Docket Folder on the line associated with this rulemaking. You may also visit the Docket Management Facility in Room W12-140 on the ground floor of the Department of Transportation West