obtained from Bell Helicopter Textron, Inc., P.O. Box 482, Fort Worth, Texas 76101, telephone (817) 280–3391, fax (817) 280–6466. Copies may be inspected at the FAA, Office of the Regional Counsel, Southwest Region, 2601 Meacham Blvd., Room 663, Fort Worth, Texas 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/code_of_federal_regulations/ibr_locations.html.*

(f) This amendment becomes effective November 30, 2007.

Issued in Fort Worth, Texas, on October 10, 2007.

Scott A. Horn,

Acting Manager, Rotorcraft Directorate, Aircraft Certification Service.

[FR Doc. 07–5186 Filed 10–25–07; 8:45 am]

BILLING CODE 4910–13–M

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. FAA–2007–28976; Directorate Identifier 2007–NE–28–AD; Amendment 39–15244; AD 2007–22–08]

RIN 2120–AA64

Airworthiness Directives; Rolls-Royce plc (RR) RB211 Trent 768–60, 772–60, 772B–60, and 772C–60 Turbofan Engines

AGENCY: Federal Aviation Administration (FAA), Department of Transportation (DOT).

ACTION: Final rule; request for comments.

SUMMARY: We are adopting a new airworthiness directive (AD) for the products listed above. This AD results from mandatory continuing airworthiness information (MCAI) provided by the aviation authority for the United Kingdom to identify and correct an unsafe condition on an aviation product. The MCAI states the following:

This action is necessary following the discovery of IP Compressor Rotor stage 2–3 interstage spacer cracking on an in-service Trent 700 engine. Stress analysis of the damaged rotor has shown a possible threat to the rotor integrity, the cracking therefore presents a potential unsafe condition. The cause of the cracking is currently under investigation.

We are issuing this AD to detect cracks in the stage 2–3 interstage spacer of the intermediate pressure (IP) Compressor Rotor. Cracking of the stage 2–3 interstage spacer could result in an uncontained engine failure and damage to the airplane.

DATES: This AD becomes effective November 13, 2007.

The Director of the Federal Register approved the incorporation by reference of RR service bulletins (SBs) RB.211–72–AE753, Revision 1, dated May 24, 2005, and RB.211–72–AF197, dated December 20, 2006, listed in the AD as of November 13, 2007.

ADDRESSES: You may send comments by any of the following methods:

- *Government-wide rulemaking Web site:* Go to *http://www.regulations.gov* and follow the instructions for sending your comments electronically.
- *Mail:* Docket Management Facility, U.S. Department of Transportation, West Building Ground Floor, Room W12–140, 1200 New Jersey, Avenue, SE., Washington, DC 20590–0001.
- *Hand Delivery:* Deliver to Mail address above between 9 a.m. and 5 p.m., Monday through Friday, except Federal holidays.
- *Fax:* (202) 493–2251.

Examining the AD Docket

You may examine the AD docket on the Internet at *http://www.regulations.gov;* or in person at the Docket Operations office 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 the same as the Mail address provided in the **ADDRESSES** section. Comments will be available in the AD docket shortly after receipt.

FOR FURTHER INFORMATION CONTACT: Christopher Spinney, Aerospace Engineer, Engine Certification Office, FAA, Engine & Propeller Directorate, 16 New England Executive Park, Burlington, MA 01803; e-mail: *christopher.spinney@faa.gov;* telephone (781) 238–7175; fax (781) 238–7199.

SUPPLEMENTARY INFORMATION:

Discussion

The European Aviation Safety Agency (EASA), which is the Technical Agent for the Member States of the European Community, has issued EASA Airworthiness Directive 2007–0136, dated May 14, 2007, to correct an unsafe condition for the specified products. The EASA AD states:

This Airworthiness Directive requires inspections for cracks in the stage 2–3 interstage spacer of the IP Compressor Rotor during shop visit.

This action is necessary following the discovery of IP Compressor Rotor stage 2–3 interstage spacer cracking on an in-service Trent 700 engine. Stress analysis of the damaged rotor has shown a possible threat to the rotor integrity, the cracking therefore presents a potential unsafe condition. The cause of the cracking is currently under investigation.

You may obtain further information by examining the EASA AD in the AD docket.

Relevant Service Information

Rolls-Royce plc has issued Service Bulletins RB.211–72–AE753, Revision 1, dated May 24, 2005, and RB.211–72–AF197, dated December 20, 2006. The actions described in that service information are intended to correct the unsafe condition identified in the EASA AD.

FAA's Determination and Requirements of this AD

This product has been approved by the aviation authority of the United Kingdom, and is approved for operation in the United States. Pursuant to our bilateral agreement with the United Kingdom, they have notified us of the unsafe condition described in the EASA AD and service information referenced above. We are issuing this AD because we evaluated all the information provided by the EASA and determined the unsafe condition exists and is likely to exist or develop on other products of the same type design. We are issuing this AD to detect cracks in the stage 2–3 interstage spacer of the IP Compressor Rotor. Cracking of the stage 2–3 interstage spacer could result in an uncontained engine failure and damage to the airplane. This AD requires inspecting the stage 2–3 interstage spacer using an eddy current inspection process at every shop visit. You must use the service information described previously to perform the actions required by this AD.

FAA's Determination of the Effective Date

Although no airplanes that are registered in the United States use these engines, the possibility exists that the engines could be used on airplanes that are registered in the United States in the future. The unsafe condition described previously is likely to exist or develop on other RR RB211 Trent 768–60, 772–60, 772B–60, and 772C–60 turbofan engines of the same type design. Therefore, we determined that notice and opportunity for public comment before issuing this AD are unnecessary and that good cause exists for making this amendment effective in fewer than 30 days.

Comments Invited

This AD is a final rule that involves requirements affecting flight safety, and we did not precede it by notice and opportunity for public comment. We invite you to send any written relevant data, views, or arguments about this AD. Send your comments to an address listed under the **ADDRESSES** section. Include ''Docket No. FAA–2007–28976; Directorate Identifier 2007–NE–28–AD'' at the beginning of your comments. We specifically invite comments on the overall regulatory, economic, environmental, and energy aspects of this AD. We will consider all comments received by the closing date and may amend this AD because of those comments.

We will post all comments we receive, without change, to *http://www.regulations.gov,* including any personal information you provide. We will also post a report summarizing each substantive verbal contact we receive about this AD.

Authority for This Rulemaking

Title 49 of the United States Code specifies the FAA's authority to issue rules on aviation safety. 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.

We are issuing this rulemaking under the authority described in ''Subtitle VII, Part A, Subpart III, Section 44701: General requirements.'' Under that section, Congress charges the FAA with promoting safe flight of civil aircraft in air commerce by prescribing regulations for practices, methods, and procedures the Administrator finds necessary for safety in air commerce. This regulation is within the scope of that authority because it addresses an unsafe condition that is likely to exist or develop on products identified in this rulemaking action.

Regulatory Findings

We determined that this AD will not have federalism implications under Executive Order 13132. This AD will 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 this AD:

1. Is not a ''significant regulatory action'' under Executive Order 12866;

2. Is not a ''significant rule'' under the 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 regulatory evaluation of the estimated costs to comply with this AD and placed it in the AD docket.

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 AD:

2007–22–08 Rolls-Royce plc: Amendment 39–15244; Docket No. FAA–2007–28976; Directorate Identifier 2007–NE–28–AD.

Effective Date

(a) This airworthiness directive (AD) becomes effective November 13, 2007.

Affected ADs

(b) None.

Applicability

(c) This AD applies to Rolls-Royce plc RB211 Trent 768–60, 772–60, 772B–60, and 772C–60 turbofan engines. These engines are installed on, but not limited to, Airbus A330 series airplanes.

Reason

(d) This action is necessary following the discovery of IP Compressor Rotor stage 2–3 interstage spacer cracking on an in-service Trent 700 engine. Stress analysis of the damaged rotor has shown a possible threat to the rotor integrity, the cracking therefore presents a potential unsafe condition. The cause of the cracking is currently under investigation.

We are issuing this AD to detect cracks in the stage 2–3 interstage spacer of the IP Compressor Rotor. Cracking of the stage 2–3 interstage spacer could result in an uncontained engine failure and damage to the airplane.

Actions and Compliance

(e) Inspect the IP compressor drum stage 2–3 interstage spacer for cracking at every shop visit as follows:

Inspection In-shop

(1) If the IP Compressor rotor is not removed from the IP Compressor Casing, inspect the IP compressor drum stage 2–3 interstage spacer by borescope in accordance with Rolls-Royce RB211 Propulsion System Alert Non Modification Service Bulletin RB211–72–AE753 revision 1, section 3 Accomplishment Instructions (paragraphs F and G are applicable in revision 1).

(2) If the IP Compressor rotor is removed from the IP Compressor Casing inspect the IP compressor drum stage 2–3 interstage spacer by Eddy Current Inspection in accordance with Rolls-Royce RB211 propulsion System Alert Non Modification Service Bulletin RB211–72–AF197 initial issue, section 3 accomplishment Instructions.

(3) IP compressor drums on which cracking is identified by the above means must be rejected from service.

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 EASA Airworthiness Directive 2007–0136, dated May 14, 2007, for related information.

(i) Contact Christopher Spinney, Aerospace Engineer, Engine Certification Office, FAA, Engine & Propeller Directorate, 12 New England Executive Park, Burlington, MA 01803; e-mail: *christopher.spinney@faa.gov*; telephone (781) 238–7175; fax (781) 238–7199, for more information about this AD.

Material Incorporated by Reference

(j) You must use the service information specified in Table 1 of this AD 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 Rolls-Royce plc, P.O. Box 31, DERBY, DE24 8BJ, UK, telephone: 44 (0) 1332 242424; fax: 44 (0) 1332 249936.

(3) You may review copies at the FAA, New England Region, 12 New England Executive Park, Burlington, MA 01803; 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.*

TABLE 1.—MATERIAL INCORPORATED BY REFERENCE

Service Bulletin No.	Page	Revision	Date
RB.211–72–AE753	All	1	May 24, 2005.
RB.211–72–AF197	All	Original	December 20, 2006.

Issued in Burlington, Massachusetts, on October 17, 2007.

Peter A. White,

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

[FR Doc. E7–20913 Filed 10–25–07; 8:45 am]

BILLING CODE 4910–13–P

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 71

[Docket No. FAA–2006–25671; Airspace Docket No. 07–AWP–3]

Modification of Class D Airspace; Castle Airport, Atwater, CA

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Final rule.

SUMMARY: This rule modifies Class D airspace at Castle Airport, Atwater, CA. This action lowers the ceiling of the Atwater, Castle Class D airspace to below 2.000 feet mean sea level (MSL), changes the southern boundary of the airspace and add an extension to the north. FAA is taking this action to provide controlled airspace for the safety of aircraft executing Standard Instrument Approach Procedures (SIAPs) and other Instrument Flight Rules (IFR) operations at Castle Airport. Except for editorial changes, this rule is the same as the Notice of Proposed Rule Making.

DATES: *Effective Date:* 0901 UTC, February 14, 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: Larry Tonish, System Support Specialists, Federal Aviation Administration, Western Service Area, 1601 Lind Avenue, SW., Renton, WA 98057; telephone (425) 917–6766.

SUPPLEMENTARY INFORMATION:

History

On May 29, 2007, the FAA proposed to amend Title 14 Code of the Federal Regulations part 71 (14 CFR part 71) to modify Class D airspace at Castle Airport, Atwater, CA (72 FR 29455). The proposal was the result of an informal meeting on April 26, 2007 with representatives from FAA, local and aviation communities at Atwater, CA. At that meeting, the participants discussed various airspace alternatives designed to accommodate IFR and Visual Flight Rules (VFR) operations in and out of nearby Merced Airport located 6 miles to the south of Castle Airport. The FAA, local and aviation communities agreed on an alternative that would reduce the ceiling of Class D airspace, modify the southern border, and add an extension on the north side of the Class D for safety of aircraft executing SIAP's and other IFR operations at Castle Airport. Class D airspace will be effective during specified dates and times established in advance by a Notice to Airmen. The effective date and time will, thereafter, be published in the Airport/Facility Directory.

Interested parties were invited to participate in this rule making proceeding by submitting written comments on the proposal to the FAA. Eight comments were received, 5 positive and 3 negative. Of the three negative comments, one commenter suggested no change. The no change proposal was discussed at the April 26, 2007 meeting, considered by the FAA and was not adopted because there were no landmarks to identify the common Class D boundary with Merced Airport. The remaining two commenters recommended that the Castle Class D airspace be truncated along Highway 99. This recommendation was also considered by the FAA and not adopted because it would not allow sufficient airspace to conduct terminal operations at Castle Airport.

The Rule

This amendment to 14 CFR part 71 modifies Class D airspace at Castle Airport, Atwater, CA. An Airport Traffic Control Tower (ATCT) is being established at Castle Airport, Atwater, CA, which will meet criteria for Class D airspace. Class D airspace areas are published in Paragraph 5000 of FAA Order 7400.9R, dated August 15, 2007, and effective September 15, 2007, which is incorporated by reference in 14 CFR 71.1. The Class D airspace designations 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 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.

This rulemaking is promulgated under the authority described in Subtitle VII, Part A, Subpart I, Section 40103. 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 would provide for the safety of aircraft operations at Castle airport.

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; 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 the Federal Aviation Administration Order 7400.9R, Airspace Designations and Reporting Points, dated August 15, 2007, and effective