

Authority: 49 U.S.C. 106(g), 40113, 44701.

§ 39.13 [Amended]

■ 2. The FAA amends § 39.13 by adding the following new AD:

2009–25–08 Bell Helicopter Transport

Canada: Amendment 39–16127. Docket No. FAA–2009–1123; Directorate Identifier 2009–SW–03–AD.

Effective Date

(a) This airworthiness directive (AD) becomes effective on December 28, 2009.

Other Affected ADs

(b) None.

Applicability

(c) This AD applies to Model 407 helicopters, serial numbers (S/N) 53000 through 53408, and S/N 53421 through 53459, and Model 427 helicopters, S/N 56001 through 56046, certificated in any category. This AD does not apply to helicopters with hydraulic pump input shaft, part number (P/N) 407–340–107–101, and interconnect adapter, P/N 407–340–108–101, which is a direct replacement for hydraulic pump driveshaft assembly, P/N 406–040–072–105, and the subject of this AD.

Reason

(d) The mandatory continuing airworthiness information (MCAI) ADs state that some hydraulic pump driveshaft assemblies, P/N 406–040–072–105, may have been delivered with a missing internal plug or fastening rivet. This condition, if not corrected, could result in a loss of hydraulic pressure and subsequent loss of control of the helicopter.

Actions and Compliance

(e) During the next driveshaft lubrication, or within 50 hours time-in-service or 30 calendar days, whichever occurs first, unless already accomplished, do the following:

(1) Perform a one-time inspection of the hydraulic pump driveshaft assembly, P/N 406–040–072–105, to determine if an internal plug and a fastening rivet are correctly installed.

(2) If either the internal plug, P/N 406–040–094–101, or the fastening rivet, P/N MS20613–3P10, is not installed, replace the hydraulic pump driveshaft assembly, P/N 406–040–072–105, with an airworthy hydraulic pump input shaft, P/N 407–340–107–101, and interconnect adapter, P/N 407–340–108–101.

Differences Between This AD and the MCAI ADs

(f) This AD differs from MCAI AD No. CF–2009–03, applicable to Model 407 helicopters, and MCAI AD No. CF–2009–04, applicable to Model 427 helicopters, both dated January 22, 2009, which require compliance with a part of the BHTC service information that specifies inspecting “spares stock”, and also require attaching a “serviceable” tag to parts in inventory. This AD does not require either of those actions. Also, the compliance section of this AD refers to “50 hours time-in-service” instead of “50 hours air time,” which is used in both

of the MCAI ADs. Further, the MCAI ADs require performing actions in accordance with the BHTC alert service and technical bulletins or later revisions approved by the Chief, Continuing Airworthiness, Transport Canada. The BHTC alert service and technical bulletins describe additional inspections for wear that are not required by this AD; we have listed those bulletins in the “Related Information” section of this AD. Finally, the MCAI AD for the Model 427 helicopter applies to S/N 58001 and S/N 58002. Per U.S. Type Certificate R00001RC, neither of these helicopters is eligible for an FAA Airworthiness Certificate and thus, this AD does not apply to them.

Other Information

(g) Alternative Methods of Compliance (AMOCs): The Manager, Safety Management Group, FAA, ATTN: Uday Garadi, Aviation Safety Engineer, Rotorcraft Directorate, Regulations and Guidance Group, 2601 Meacham Blvd., Fort Worth, Texas 76137, telephone (817) 222–5123, fax (817) 222–5961, has the authority to approve AMOCs for this AD, if requested using the procedures found in 14 CFR 39.19.

(h) For service information identified in this AD, contact Bell Helicopter Textron Canada Limited, 12,800 Rue de l’Avenir, Mirabel, Quebec J7J1R4, telephone (450) 437–2862 or (800) 363–8023, fax (450) 433–0272, or at <http://www.bellcustomer.com/files/>.

Related Information

(i) Transport Canada MCAI Airworthiness Directive AD No. CF–2009–03 and No. CF–2009–04, both dated January 22, 2009; and Bell Helicopter Textron Canada Alert Service Bulletin No. 407–08–83, dated May 22, 2008, Alert Service Bulletin No. 427–08–22, dated June 26, 2008, Technical Bulletin No. 407–01–30, Revision A, dated May 21, 2003, and Technical Bulletin No. 427–05–19, dated January 7, 2005 contain related information.

Joint Aircraft System/Component (JASC) Code

(j) JASC Code 2913: Hydraulic Pump, main.

Issued in Fort Worth, Texas, on November 19, 2009.

Gary B. Roach,

Acting Manager, Rotorcraft Directorate, Aircraft Certification Service.

[FR Doc. E9–29427 Filed 12–10–09; 8:45 am]

BILLING CODE 4910–13–P

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 71

[Docket No. FAA–2009–0888; Airspace Docket No. 09–ASO–23]

Modification of Jet Route J–20; Florida

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Final rule.

SUMMARY: This action modifies Jet Route J–20 by terminating the route at the Orlando, FL, very high frequency omnidirectional range/tactical air navigation (VORTAC) facility, thereby eliminating a portion of J–20 that is no longer needed. This action will ensure the efficient use of airspace within the National Airspace System (NAS).

DATES: Effective 0901 UTC, February 11, 2010. 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: Paul Gallant, 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 Friday, October 23, 2009, the FAA published in the **Federal Register** a notice of proposed rulemaking to modify jet route J–20 (74 FR 54765). Interested parties were invited to participate in this rulemaking effort by submitting written comments on the proposal. No comments were received.

The Rule

The FAA is amending Title 14, Code of Federal Regulations (14 CFR) part 71 to eliminate the segment of J–20 that extends between the Orlando VORTAC and the Virginia Key very high frequency omnidirectional range/distance measuring equipment (VOR/DME). The FAA has determined that this portion of J–20 is no longer required. Currently, J–20 parallels jet route J–53, between the Miami area and DEARY intersection (southeast of the Orlando VORTAC). At DREARY, J–20 makes a left turn to the Orlando VORTAC where it converges with J–53. This can cause a problem when aircraft are parallel on both J–20 and J–53. Jet route J–113 provides a suitable northbound replacement route for the J–20 segment. In addition, this change provides air traffic control with more time to get climbing aircraft to their requested altitudes, thereby enhancing system efficiency.

Jet routes are published in paragraph 2004 of FAA Order 7400.9T dated August 27, 2009 and effective September 15, 2009, which is incorporated by reference in 14 CFR 71.1. The jet route listed in this document will be subsequently published 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 amends a portion of the en route structure to enhance the safe and efficient use of the NAS in Florida.

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 and 311b. 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 7400.9T, Airspace Designations and Reporting Points, Dated August 27, 2009 and effective September 15, 2009, is amended as follows:

Paragraph 2004 Jet Routes.

* * * * *

J-20 [Modified]

From Seattle, WA, via Yakima, WA; Pendleton, OR; Donnelly, ID; Pocatello, ID; Rock Springs, WY; Falcon, CO; Hugo, CO; Lamar, CO; Liberal, KS; INT Liberal 137° and Will Rogers, OK, 284° radials; Will Rogers; Belcher, LA; Jackson, MS; Montgomery, AL; Meridian, MS; Seminole, FL; INT Seminole 129° and Orlando, FL, 306° radials; to Orlando.

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Issued in Washington, DC, on December 4, 2009.

Kelly J. Neubecker,

Acting Manager, Airspace and Rules Group.

[FR Doc. E9–29394 Filed 12–10–09; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 71

[Docket No. FAA–2009–0885; Airspace Docket No. 09–ASO–17]

Revision of Area Navigation (RNAV) Route Q–108; Florida

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Final rule.

SUMMARY: This action revises the alignment of high altitude RNAV route Q–108, which currently extends between the GADAY and CLAWZ waypoints (WP) in Florida. The FAA is taking this action to enhance the efficiency of the National Airspace System in the northern Florida area.

DATES: Effective 0901 UTC, February 11, 2010. 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: Paul Gallant, 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 Friday, October 23, 2009, the FAA published in the **Federal Register** a notice of proposed rulemaking to revise area navigation route Q–108 (74 FR 54766). Interested parties were invited to participate in this rulemaking effort by submitting written comments on the proposal. No comments were received.

The Rule

The FAA is amending Title 14, Code of Federal Regulations (14 CFR) part 71 by revising the description of high altitude RNAV route Q–108. The route currently extends between the GADAY and CLAWZ waypoints. This action realigns the route to terminate at the HKUNA WP, instead of CLAWZ, where it will join the PIGLT TWO standard terminal arrival (STAR) serving the Orlando International Airport, FL. In addition, two new WPs, IZZEY and FRNKS, are added to Q–108 between GADAY and HKUNA. This change shifts the alignment of Q–108 slightly to the south of its current track. This revision enhances the efficiency of the route structure in the northern Florida area.

High altitude RNAV routes are published in paragraph 2006 of FAA Order 7400.9T dated August 27, 2009, and effective September 15, 2009, which is incorporated by reference in 14 CFR 71.1. The RNAV route listed in this document will be subsequently published 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