

Group, 1301 McKinney Avenue, Suite
3450, Houston, TX 77010.

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*Small Business Investment
Companies:* Associate Deputy
Administrator for Capital Access,
United States Small Business
Administration, 409 Third Street, SW.,
8th Floor, Washington, DC 20416.

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By order of the Board of Governors of the
Federal Reserve System, acting through the
Secretary of the Board under delegated
authority, March 1, 2006.

Jennifer J. Johnson,

Secretary of the Board.

[FR Doc. 06-2123 Filed 3-6-06; 8:45 am]

BILLING CODE 6210-01-P

FEDERAL RESERVE SYSTEM

12 CFR Part 227

[Regulation AA; Docket No. R-1252]

Unfair or Deceptive Acts or Practices

AGENCY: Board of Governors of the
Federal Reserve System.

ACTION: Final Rule; Technical
amendments.

SUMMARY: The Board is publishing
technical amendments to Regulation AA
(Unfair or Deceptive Acts or Practices)
to update the addresses of the Federal
Reserve Banks where consumer
complaints regarding a state member
bank may be sent.

DATES: *Effective Date:* March 7, 2006.

FOR FURTHER INFORMATION CONTACT:
Minh-Duc T. Le, Senior Attorney,
Division of Consumer and Community
Affairs, Board of Governors of the
Federal Reserve System, at (202) 452-
3667. For the users of
Telecommunications Device for the Deaf
("TDD") only, contact (202) 263-4869.

SUPPLEMENTARY INFORMATION: The
Federal Trade Commission Act requires
the Board to establish a separate
division of consumer affairs to receive
and take appropriate action upon
complaints about unfair or deceptive
acts or practices for banks under its
jurisdiction. See 15 U.S.C. 57a(f). The
procedures for submitting consumer
complaints are contained in the Board's
Regulation AA (12 CFR part 227). The
regulation directs consumers having
complaints regarding a state member
bank to submit the complaint to the
Board or the Federal Reserve Bank of
the district in which the bank is located.
12 CFR 227.2(a). The Board is amending
Regulation AA to update the addresses
of the Reserve Banks where such
complaints should be sent.

12 CFR Chapter II

List of Subjects in 12 CFR Part 227

Banks, banking, Consumer protection,
Credit, Federal Reserve System,
Finance.

Authority and Issuance

■ For the reasons set forth in the
preamble, the Board amends 12 CFR
part 227 to read as follows:

PART 227—UNFAIR OR DECEPTIVE ACTS OR PRACTICES (REGULATION AA)

■ 1. The authority citation for part 227
continues to read as follows:

Authority: Section 18(f) of the Federal
Trade Commission Act (15 U.S.C. 57a).

Subpart A—Consumer Complaints

■ 2. Section 227.2—Consumer
Complaint Procedure, paragraph
(a)(2)(ii) is amended by revising the
following Reserve Bank addresses to
read as follows:

§ 227.2 Consumer Complaint Procedure.

(a) Submission of complaints.

(2) * * *

(ii) * * *

Federal Reserve Bank of Boston, 600
Atlantic Avenue, Boston, MA 02210.

* * * * *

Federal Reserve Bank of Philadelphia,
10 Independence Mall, Philadelphia, PA
19106.

* * * * *

Federal Reserve Bank of Atlanta, 1000
Peachtree Street, NE., Atlanta, GA
30309.

Federal Reserve Bank of Chicago, 230
South LaSalle Street, Chicago, IL 60604.

Federal Reserve Bank of St. Louis,
P.O. Box 442, St. Louis, MO 63166-
0442.

Federal Reserve Bank of Minneapolis,
90 Hennepin Avenue, Minneapolis, MN
55401.

Federal Reserve Bank of Kansas City,
925 Grand Boulevard, Kansas City, MO
64198.

Federal Reserve Bank of Dallas, 2200
North Pearl Street, Dallas, TX 75201.

Federal Reserve Bank of San
Francisco, 101 Market Street, San
Francisco, CA 94105.

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By order of the Board of Governors of the
Federal Reserve System, acting through the
Secretary of the Board under delegated
authority, March 1, 2006.

Jennifer J. Johnson,
Secretary of the Board.

[FR Doc. 06-2124 Filed 3-6-06; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 71

[Docket No. FAA-2005-23271; Airspace
Docket No. 05-AWP-15]

RIN 2120-AA66

Establishment of Class E Enroute Domestic Airspace Area, Vandenberg AFB, CA

AGENCY: Federal Aviation
Administration (FAA), DOT.

ACTION: Direct final rule, request for
comments.

SUMMARY: This action establishes a Class
E enroute domestic airspace area,
Vandenberg AFB to replace existing
Class G uncontrolled airspace.

DATES: *Effective Date:* 0901 UTC July 6,
2006. *Comment date:* Comments for
inclusion in the Rules Docket must be
received on or before April 6, 2006.

ADDRESSES: Send comments on the
direct final rule to: Federal Aviation
Administration, Attn: Manager,
Airspace Branch, AWP-520, Docket No.
05-AWP-15, Western Terminal
Operations, P.O. Box 92007, Los
Angeles, California 90009. The official
docket may be examined in the Office
of the Assistant Chief Counsel, Western-
Pacific Region, Federal Aviation
Administration, Room 6007, 15000
Aviation Boulevard, Lawndale,
California 90261.

An informal docket may also be
examined during normal business hours
at the Office of the Manager, Airspace
Branch, Western Terminal Operations,
at the above address.

FOR FURTHER INFORMATION CONTACT:
Francie Hope, Western Terminal
Operations Airspace Specialist, AWP-
520.3, Federal Aviation Administration,
15000 Aviation Boulevard, Lawndale,
California 90261, telephone (310) 725-
6502.

SUPPLEMENTARY INFORMATION: This
action will establish a Class E enroute
domestic airspace area to the south,
west and north of Vandenberg AFB, CA,
including Restricted Areas 2516 and
2517, and to the west of San Luis
Obispo. This Class E enroute domestic
airspace will contain aircraft while in
Instrument Flight Rules (IFR) conditions
under control of Santa Barbara Terminal
Radar Approach Control. On November
2, 2005, airspace was transferred from
Los Angeles Air Route Traffic Control
Center to Santa Barbara Terminal Radar
Approach Control. In order to provide
positive control of aircraft in these

areas, the airspace must be designated as controlled airspace.

Class E enroute domestic airspace areas are published in Paragraph 6006 of FAA Order 7400.9N dated September 1, 2005, and effective September 15, 2005, which is incorporated by reference in 14 CFR 71.1. The Class E enroute domestic airspace designation listed in this document would be published subsequently in this Order.

The Direct Final Rule Procedure

The FAA anticipates that this regulation will not result in adverse or negative comment and therefore is issuing it as a direct final rule. Unless a written adverse or negative comment or a written notice of intent to submit an adverse or negative comment is received within the comment period, the regulation will become effective on the date specified above. After the close of the comment period, the FAA will publish a document in the **Federal Register** indicating that no adverse or negative comments were received and confirming the date on which the final rule will become effective. If the FAA does receive, within the comment period, an adverse or negative comment, or written notice of intent to submit such a comment, a document withdrawing the direct final rule will be published in the **Federal Register**, and a notice of proposed rulemaking may be published with a new comment period.

Comments Invited

Although this action is in the form of a final rule and was not preceded by a notice of proposed rulemaking, comments are invited on this rule. Interested persons are invited to comment on this rule by submitting such written data, views, or arguments as they may desire. Communications should identify the Rules Docket number and be submitted to the address specified under the caption **ADDRESSES**. All communications received on or before the closing date for comments will be considered, and this rule may be amended or withdrawn in light of the comment received. Factual information that supports the commenter's ideas and suggestions is extremely helpful in evaluating the effectiveness of this action and determining whether additional rulemaking action would be needed.

Comments are specifically invited on the overall regulatory, economic, environmental, and energy aspects of the rule that might suggest a need to modify the rule. All comments submitted will be available, both before and after the closing date for comments, in the Rules Docket for examination by

interested persons. A report that summarizes each FAA-public contact concerned with the substance of this action will be filed in the Rules Docket.

Commenters wishing the FAA to acknowledge receipt of their comments submitted in response to this rule must submit a self-addressed, stamped postcard on which the following statement is made: "Comments to airspace Docket No. 05-AWP-15." The postcard will be date stamped and returned to the commenter.

Agency Findings

The regulations adopted herein will not have substantial direct effects 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. Therefore, in accordance with Executive Order 12612, it is determined that this final rule does not have sufficient federalism implications to warrant the preparation of a Federalism Assessment.

The FAA has determined that this regulation is noncontroversial and unlikely to result in adverse or negative comments. For the reasons discussed in the preamble, 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 will not have a significant economic impact on a substantial number of small entities under the criteria of the Regulatory Flexibility Act.

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 7400.9N, Airspace Designations and Reporting Points, dated September 1, 2005, and effective September 15, 2005, is amended as follows:

* * * * *

Paragraph 6006 Enroute Domestic Airspace Areas.

* * * * *

Lompoc, CA, Vandenberg AFB [Established]

That airspace extending upward from 1200 feet above the surface bounded on the north by Monterey Class E5 airspace, on the east by V27 and Santa Barbara Class E5 airspace, on the south by the northern boundary of Control Area 1176L, and on the west by a line 12 miles from and parallel to the U.S. shoreline and Control Area Pacific Low, excluding Control Area 1155L.

Issued in Los Angeles, California on February 22, 2006.

John Clancy,

Area Director, Western Terminal Operations.

[FR Doc. 06–2111 Filed 3–6–06; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 71

[Docket No. FAA–2005–22024; Airspace Docket No. 05–AAL–38]

RIN–2120–AA66

Modification of the Norton Sound Low, Woody Island Low and 1234L Offshore Airspace Areas; AK

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Final rule.

SUMMARY: This action amends the Norton Sound Low, Woody Island Low and 1234L Offshore Airspace Areas in Alaska. Specifically, this action modifies the Norton Sound Low Offshore Airspace Area in the vicinity of the Toksook Bay Airport, Toksook Bay, AK, by lowering the Offshore airspace floor to 1,200 feet mean sea level (MSL) within a 35-mile radius from a defined point just south of the airport. This action also modifies the Woody Island Low and 1234L Offshore Airspace Areas in the vicinity of the Chignik Airport, Chignik, AK, by lowering the Offshore airspace floors to 1,200 feet MSL within a 72.8-mile radius from the Chignik