

The required actions will take about 14 work hours per helicopter to accomplish at an average labor rate of \$65 per work hour. The Geneva cyclic sticks cost about \$300 each or \$600 per set. Geneva, the manufacturer of the console, has stated that it will supply left and right side cyclic sticks at no charge to current owners of Geneva P132 consoles, regardless of when they purchased the console. Based on these figures, we estimate the total cost impact of the AD on U.S. operators to be \$184,220 to do the replacements and modifications on all 122 helicopters in the fleet or \$111,020 assuming the cyclic sticks are provided at no cost to operators.

### Regulatory Findings

We have 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 that the regulation:

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 an economic evaluation of the estimated costs to comply with this AD. See the DMS to examine the economic evaluation.

### 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.

### List of Subjects in 14 CFR Part 39

Air transportation, Aircraft, Aviation safety, Incorporation by reference, Safety.

### Adoption of the Amendment

■ Accordingly, pursuant to the authority delegated to me by the Administrator, the Federal Aviation Administration amends part 39 of the Federal Aviation Regulations (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. Section 39.13 is amended by adding a new airworthiness directive to read as follows:

#### 2006–11–17 Eurocopter France:

Amendment 39–14622. Docket No. FAA–2006–23888; Directorate Identifier 2005–SW–03–AD.

#### Applicability

Model AS350B, BA, B1, B2, B3, C, D, and D1 helicopters, with a Geneva Aviation, Inc. (Geneva) P132 Console installed in accordance with Supplemental Type Certificate No. SH4747NM, certificated in any category.

#### Compliance

Required within 60 days, unless accomplished previously.

To prevent restricting full lateral movement of the cyclic control during high lateral center of gravity (CG) load operations in high cross winds and during slope takeoffs or landings, and subsequent loss of control of the helicopter, accomplish the following:

(a) Remove the Eurocopter France installed pilot (right-side) and co-pilot (left-side) cyclic control sticks in accordance with paragraph 2.1 of the Instructions section of Geneva Aviation, Inc. Service Bulletin GA107–7, dated June 14, 2005 (SB).

(1) Install Geneva-manufactured cyclic control sticks, part number (P/N) G12316–26 (right side) and P/N G12324–26 (left side), or

(2) For installations with a "Bendix" cyclic grip, which has a 90-degree bend at the top of the cyclic control stick, install Geneva-manufactured cyclic control sticks, P/N G12425–26 (right side) and P/N G12426–26 (left side).

(b) If the base of the cyclic grip has a flange to help support the pilot's hand, modify both the pilot and co-pilot cyclic control grips by removing a 3/8 inch section of the flange in accordance with paragraph 2.2 of the Instructions section of the SB.

(c) Modify the co-pilot cyclic control stand (receptacle) by installing a blind rivet in accordance with paragraph 2.3 of the Instructions section of the SB.

(d) To request a different method of compliance or a different compliance time for this AD, follow the procedures in 14 CFR 39.19. Contact the Manager, Seattle Aircraft Certification Office, FAA, ATTN: Vince Massey, 1601 Lind Ave., SW., Renton, Washington 98055–4056; telephone (425) 917–6475, fax (425) 917–6590, for information about previously approved alternative methods of compliance.

(e) Installing the cyclic stick and modifying the receptacle shall be done by following the specified portions of Geneva Service Bulletin GA107–7, dated June 14, 2005. The Director of the Federal Register approved this incorporation by reference in accordance with 5 U.S.C. 552(a) and 1 CFR part 51. Copies may be obtained from Geneva Aviation, Inc., 20021–80th Ave. South, Kent, Washington 98032; telephone: (800) 546–2210; fax: (800) 546–2220. Copies may be inspected 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](http://www.archives.gov/federal_register/code_of_federal_regulations/ibr_locations.html).

(f) This amendment becomes effective on July 7, 2006.

Issued in Fort Worth, Texas, on May 24, 2006.

**Scott A. Horn,**

*Acting Manager, Rotorcraft Directorate, Aircraft Certification Service.*

[FR Doc. 06–5003 Filed 6–1–06; 8:45 am]

**BILLING CODE 4910–13–P**

## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### 14 CFR Part 71

[Docket FAA No. FAA–2004–19684; Aerospace Docket No. 04–ANM–24]

#### Revision of Class E Airspace; Herlong, CA

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

**ACTION:** Final rule; correction.

**SUMMARY:** This action corrects a final rule published in the **Federal Register** April 24, 2006 (71 FR 20876), Aerospace Docket No. 04–ANM–24, FAA Docket No. FAA–2004–19684. In this rule, the title in the legal description was incorrect and should have been listed as AWP CA Herlong, CA instead of ANM CA E5 Herlong, CA.

**DATES:** *Effective Date:* 0901 UTC, August 3, 2006.

**FOR FURTHER INFORMATION CONTACT:** Ed Haeseker, Federal Aviation Administration, Air Traffic Organization, Western En Route and Oceanic Area Office, 1601 Lind Avenue SW., Renton, Washington 98055–4056; telephone: (425) 227–2527.

**SUPPLEMENTARY INFORMATION:****History**

On April 24, 2006, a final rule for Airspace Docket No. 04-ANM-24, FAA Docket No. FAA-2004-19684, was published in the **Federal Register** (71 FR 20876). This rule revised Class E airspace at Herlong, CA. The legal description title was incorrectly stated as ANM CA E5 Herlong, CA. The correct legal description title should be AWP CA Herlong, CA. This action corrects this error.

**Correction to Final Rule**

■ Accordingly, pursuant to the authority delegated to me, the title in the legal description as published in the **Federal Register** on April 24, 2006 (71 FR 20876), Airspace Docket No. 04-ANM-24, FAA Docket No. FAA-2004-19684, and incorporated by reference in 14 CFR 71.1, is corrected as follows:

**PART 71—[AMENDED]****§ 71.1 [Amended]**

■ On page 20876, correct the legal description title for Herlong, CA, to read as follows:

*Paragraph 6005—Class E Airspace.*

\* \* \* \* \*

**AWP CA Herlong, CA [Revised]**

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Issued in Seattle, Washington, on May 23, 2006.

**R. D. Engelke,**

*Acting Area Director, Western En Route and Oceanic Operations.*

[FR Doc. 06-5034 Filed 6-1-06; 8:45 am]

**BILLING CODE 4910-13-P**

**DEPARTMENT OF TRANSPORTATION****Federal Aviation Administration****14 CFR Part 71**

[Docket No. FAA-2006-24027; Airspace Docket No. 06-ASO-1]

RIN 2120-AA66

**Modification of VOR Federal Airways; and Establishment of Area Navigation Route; NC**

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

**ACTION:** Final rule.

**SUMMARY:** This action modifies Very High Frequency Omnidirectional Range (VOR) Federal Airways V-56 and V-290, NC; and Colored Federal Airway G-13, NC; to remove unusable airway segments. In addition, this action

establishes a new low altitude area navigation (RNAV) route, designated T-243, to enhance instrument flight rules (IFR) access to the Outer Banks area of North Carolina.

**DATES:** *Effective Date:* 0901 UTC, August 3, 2006.

**FOR FURTHER INFORMATION CONTACT:** Paul Gallant, Airspace and Rules, 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 March 17, 2006, the FAA published in the **Federal Register** a notice of proposed rulemaking to modify VOR Federal Airways V-56 and V-290, and Colored Federal Airway G-13, NC, to remove unusable airway segments; and to establish low altitude RNAV route T-243 (71 FR 13789). Interested parties were invited to participate in this rulemaking effort by submitting written comments on this proposal to the FAA. Two comments were received, both in favor of the proposal. With the exception of editorial changes, this amendment is the same as that proposed in the notice.

**The Rule**

This action amends Title 14 Code of Federal Regulations (14 CFR) part 71 by modifying the descriptions of VOR Federal Airways V-56 and V-290, and Colored Federal Airway G-13, to delete segments based on nondirectional beacon (NDB) navigation aids that are no longer in service. This action also establishes a new Global Positioning System (GPS)/Global Navigation Satellite System (GNSS) RNAV route, designated T-243, to enhance IFR navigation in the Outer Banks area of North Carolina. The FAA is taking this action to enhance the safe and efficient use of the navigable airspace in eastern North Carolina.

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.

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

*Paragraph 6009(a)—Colored Federal Airways.*

\* \* \* \* \*

**G-13 [Revised]**

From Manteo, NC, NDB, to INT Manteo, NC, NDB 139° (T) bearing and Wright Brothers, NC, 22 miles DME.

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*Paragraph 6010(a)—Domestic VOR Federal Airways.*

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**V-56 [Revised]**

From Meridian, MS; Kewanee, MS; Montgomery, AL; Tuskegee, AL; Columbus, GA; INT Columbus 087° (T) and Macon, GA, 266° (T) radials; Macon; Colliers, SC; Columbia, SC; Florence, SC; Fayetteville, NC, 41 miles 15 MSL, INT Fayetteville 098° (T) and New Bern, NC 256° (T) radials; to New Bern.

\* \* \* \* \*

**V-290 [Revised]**

From Rainelle, WV; Montebello, VA; to Flat Rock, VA. From Tar River, NC; to INT Tar River 109° (T) radial and New Bern, NC, 042° (T) radial.

\* \* \* \* \*

*Paragraph 6011—Contiguous United States Area Navigation Routes.*

\* \* \* \* \*

**T-243 PUNGO to ZOLMN [New]**

PUNGO; Fix; lat. 35°36'38" N., long. 76°27'03" W