

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, 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:

#### 2006-13-14 Bell Helicopter Textron

**Canada:** Amendment 39-14667. Docket No. FAA-2006-25098; Directorate Identifier 2006-SW-12-AD.

#### Applicability

Models 222, serial number (S/N) 47006 through 47089; 222B, S/N 47131 through 47156; 222U, S/N 47501 through 47574; 230, S/N 23001 through 23038; and 430, S/N

49001 through 49105, with tail rotor counterweight bellcrank (bellcrank), part number (P/N) 222-012-727-003 or 222-012-727-105, without two prefix letters in the serial number, installed, certificated in any category.

#### Compliance

Required as indicated.

To prevent bellcrank failure, loss of a weighted portion of the bellcrank, and subsequent loss of control of the helicopter, accomplish the following:

(a) Within the next 10 hours time-in-service (TIS), unless done previously, and at intervals not to exceed 50 hours TIS:

(1) Inspect each bellcrank for external damage, cracking, looseness, or bearing set roughness by rotating the bellcrank while applying a load to the bearing set in both axial and radial directions.

(2) If a bellcrank has external damage, cracking, roughness, looseness between the bearing set and bellcrank or bearing set axial play exceeding 0.015 inch, before further flight, replace it with bellcrank, P/N 222-012-727-105, with two prefix letters in the part serial number.

**Note 1:** The following Bell Helicopter Textron Canada Alert Service Bulletins pertain to the subject of this AD: Nos. 222-04-99, 222U-04-70, 230-04-30, and 430-04-30, all Revision C, all dated February 16, 2006; and Nos. 222-04-101, 222U-04-72, 230-04-32, and 430-04-32, all Revision B, all dated March 15, 2006.

(b) Replacing each bellcrank, P/N 222-012-727-003 and P/N 222-012-727-105, without two prefix letters in the part serial number, with a bellcrank, P/N 222-012-727-105, with two prefix letters in the part serial number, is terminating action for the inspection requirements of this AD.

(c) 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, Rotorcraft Directorate, Regulations and Guidance Group, FAA, ATTN: Sharon Miles, Aviation Safety Engineer, Fort Worth, Texas 76193-0111, telephone (817) 222-5122, fax (817) 222-5961, for information about previously approved alternative methods of compliance.

(d) This amendment becomes effective on July 11, 2006.

**Note 2:** The subject of this AD is addressed in Transport Canada (Canada) AD CF-2005-27R1, dated March 15, 2006.

Issued in Fort Worth, Texas, on June 16, 2006.

#### Mark R. Schilling,

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

[FR Doc. 06-5651 Filed 6-23-06; 8:45 am]

**BILLING CODE 4910-13-P**

## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### 14 CFR Part 71

[Docket No. FAA-2006-25009; Airspace Docket No. 06-ACE-7]

#### Modification of Class E Airspace; Keokuk Municipal Airport, IA

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

**ACTION:** Direct final rule; request for comments.

**SUMMARY:** This action amends Title 14 Code of Federal Regulations, part 71 (14 CFR part 71) by modifying the Class E airspace area at Keokuk Municipal Airport, IA. The establishment of Area Navigation (RNAV) Global Positioning System (GPS) Instrument Approach Procedures (IAP) to Runways (RWY) 8, 14, 26 and 32 and amendments to existing Non-directional Beacon (NDB) IAPs to RWY 14 and 26 requires the modification of the Class E airspace area beginning at 700 feet above ground level (AGL). This airspace area and the legal description are modification to conform to the criteria in FAA Orders.

**DATES:** This direct final rule is effective on 0901 UTC, September 28, 2006. Comments for inclusion in the Rules Docket must be received on or before August 1, 2006.

**ADDRESSES:** Send comments on this proposal to the Docket Management System, U.S. Department of Transportation, Room Plaza 401, 400 Seventh Street, SW., Washington, DC 20590-0001. You must identify the docket number FAA-2006-25009/Airspace Docket No. 06-ACE-7, at the beginning of your comments. You may also submit comments on the Internet at <http://dms.dot.gov>. You may review the public docket containing the proposal, any comments received, and any final disposition in person in the Dockets Office between 9 a.m. and 5 p.m., Monday through Friday, except Federal holidays. The Docket Office (telephone 1-800-647-5527) is on the plaza level of the Department of Transportation NASSIF Building at the above address.

**FOR FURTHER INFORMATION CONTACT:** Brenda Mumper, Air Traffic Division, Airspace Branch, ACE-520A, DOT Regional Headquarters Building, Federal Aviation Administration, 901 Locust, Kansas City, MO 64106; telephone: (816) 329-2524.

**SUPPLEMENTARY INFORMATION:** This amendment to 14 CFR 71 modifies the Class E airspace area extending upward from 700 feet AGL (E5) at Keokuk

Municipal Airport, IA. The establishment of RNAV (GPS) IAPs to RWYs 8, 14, 26, 32 and amendments to existing NDB IAPs to RWY 14 and 26 requires the modification of the Class E airspace area beginning at 700 feet AGL (E5). The area is expanded from a 6.6-mile radius to a 6.9-mile radius of the airport. The northwest extension is reduced from 2.6 miles each side to 2.5 miles each side of the 310° bearing from the Keokuk NDB. The area is expanded to within 2.5 miles each side of the 099° bearing from the Keokuk NDB extending from the 6.9-mile radius to 7 miles east of the airport. This modification brings the legal description of the Keokuk Municipal Airport, IA Class E5 airspace area into compliance with FAA Orders 7400.2F and 8260.19C. Class E airspace area extending upward from 700 feet or more above the surface of the earth are published in Paragraph 6005 of FAA Order 7400.9N, Airspace Designations and Reporting Points, dated September 1, 2005, and effective September 16, 2005, which is incorporated by reference in 14 CFR 71.1. The Class E airspace designations listed in this document would be published subsequently in the 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. Previous actions of this nature have not been controversial and have not resulted in adverse comments or objections. 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

Interested parties are invited to participate in this rulemaking by submitting such written data, views, or arguments, as they may desire. Comments that provide the factual basis supporting the views and suggestions presented are particularly helpful in

developing reasoned regulatory decisions on the proposal. Comments are specifically invited on the overall regulatory, aeronautical, economic, environmental, and energy-related aspects of the proposal. Communications should identify both docket numbers and be submitted in triplicate to the address listed above. Commenters wishing the FAA to acknowledge receipt of their comments on this notice must submit with those comments a self-addressed, stamped postcard on which the following statement is made: "Comments to Docket No. FAA-2006-25009/Airspace Docket No. 06-ACE-7." The postcard will be date/time stamped and returned to the commenter.

#### Agency Findings

The regulations adopted herein 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. Therefore, it is determined that this final rule does not have federalism implications under Executive Order 13132.

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, I certify that 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) if promulgated, 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.

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 since it contains aircraft executing instrument approach procedures to Keokuk Municipal Airport, IA.

#### List of Subjects 14 CFR Part 71

Airspace, Incorporation by reference, Navigation (air).

#### Adoption of the Amendment

■ Accordingly, 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; AIRWAYS; 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 Federal Aviation Administration Order 7400.9N, dated September 1, 2005, and effective September 16, 2005, is amended as follows:

*Paragraph 6005 Class E airspace areas extending upward from 700 feet or more above the surface of the earth.*

\* \* \* \* \*

#### ACE IA E5 Keokuk, IA

Keokuk Municipal Airport, IA  
(Lat. 40°27'36" N., long 91°25'43" W.)

Keokuk NDB  
(Lat. 40°27'53" N., long 91°26'01" W.)

The airspace extending upward from 700 feet above the surface within a 6.9-mile radius of Keokuk Municipal Airport and within 2.5 miles each side of the 310° bearing from the Keokuk NDB extending from the 6.9-mile radius to 7 miles northwest of the airport and within 2.5 miles each side of the 099° bearing from the Keokuk NDB extending from the 6.9-mile radius to 7 miles east of the airport.

\* \* \* \* \*

Issued in Kansas City, MO, on June 13, 2006.

**Donna R. McCord,**

*Acting Area Director, Western Flight Services Operations.*

[FR Doc. 06-5673 Filed 6-23-06; 8:45 am]

**BILLING CODE 4910-13-M**

#### DEPARTMENT OF TRANSPORTATION

#### Federal Aviation Administration

#### 14 CFR Part 71

[Docket No. FAA-2006-25007; Airspace Docket No. 06-ACE-5]

#### Modification of Class E Airspace; Scottsbluff, Western Nebraska Regional Airport/William B. Heilig Field, NE

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

**ACTION:** Direct final rule; request for comments.

**SUMMARY:** This action amends Title 14 Code of Federal Regulations, part 71 (14