

Pursuant to 5 U.S.C. 553, it is also found and determined upon good cause that it is impracticable, unnecessary, and contrary to the public interest to give preliminary notice prior to putting this rule into effect and that good cause exists for not postponing the effective date of this rule until 30 days after publication in the **Federal Register** because the Board adjustment provided for in this interim final rule needs to be effective as soon as possible in order to complete 2007–2008 Board appointments.

List of Subjects in 7 CFR Part 1250

Administrative practice and procedure, Advertising, Agricultural research, Eggs and egg products, Reporting and recordkeeping requirements.

■ For the reasons set forth in the preamble, Title 7, CFR part 1250 is amended as follows:

PART 1250—EGG RESEARCH AND PROMOTION

■ 1. The authority citation for part 1250 continues to read as follows:

Authority: 7 U.S.C. 2701–2718 and 7 U.S.C. 7401.

■ 2. Section 1250.510 is revised to read as follows:

§ 1250.510 Determination of Board Membership.

(a) Pursuant to § 1250.328 (d) and (e) of the Order, the 48 contiguous States of the United States shall be grouped into 6 geographic areas, as follows: Area 1 (North Atlantic States)—Connecticut, Delaware, Maine, Maryland, Massachusetts, New Hampshire, New Jersey, New York, Pennsylvania, Rhode Island, Vermont, Virginia, West Virginia, and the District of Columbia; Area 2 (South Atlantic States)—Alabama, Arkansas, Florida, Georgia, Louisiana, Mississippi, North Carolina, Oklahoma, South Carolina; Area 3 (East North Central States)—Kentucky, Michigan, Missouri, Ohio, Tennessee; Area 4 (West North Central States)—Colorado, Idaho, Illinois, Indiana, Minnesota, Montana, North Dakota, South Dakota, Wisconsin, Wyoming; Area 5 (South Central States)—Iowa, Kansas, Nebraska; Area 6 (Western States)—Arizona, California, Nevada, New Mexico, Oregon, Texas, Utah, and Washington.

(b) Board representation among the 6 geographic areas is apportioned to reflect the percentages of United States egg production in each area times 18 (total Board membership). The distribution of members of the Board is:

Area 1–3, Area 2–3, Area 3–3, Area 4–3, Area 5–3, and Area 6–3. Each member will have an alternate appointed from the same area.

Dated: July 18, 2006.

Lloyd C. Day,

Administrator, Agricultural Marketing Service.

[FR Doc. E6–11738 Filed 7–21–06; 8:45 am]

BILLING CODE 3410–02–P

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 71

[Docket No. FAA–2005–23157; Airspace Docket No. 05–ANM–15]

Amendment to Class E Airspace; Kalispell, MT

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Final rule.

SUMMARY: This action revises the Class E airspace at Kalispell, MT. Additional controlled airspace is necessary for the safety of Instrument Flight Rules (IFR) aircraft executing the published Instrument Landing System (ILS) approach procedures to the newly extended runway at Kalispell/Glacier Park International Airport, Kalispell, MT.

DATES: *Effective Date:* 0901 UTC, September 28, 2006.

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

SUPPLEMENTARY INFORMATION:

History

On December 28, 2005, the FAA published in the **Federal Register** a notice of proposed rulemaking to revise Class E airspace at Kalispell, MT (71 FR 16250). This action would provide additional controlled airspace for the safety of IFR aircraft executing the published ILS approach procedures to the newly extended runway at Kalispell/Glacier Park International Airport, Kalispell, MT. Interested parties were invited to participate in this rulemaking effort by submitting written comments on the proposal to the FAA. No comments were received.

Class E airspace designations are published in paragraph 6002 of FAA Order 7400.90, effective September 15, 2006, which is incorporated by reference in 14 CFR 71.1. The Class E

airspace designations listed in this document will be published subsequently in that Order.

The Rule

This action amends Title 14 Code of Federal Regulations (14 CFR) part 71 by revising Class E airspace at Kalispell, MT. Additional controlled airspace is necessary for the safety of IFR aircraft executing the published ILS approach procedures to the newly extended runway at Kalispell/Glacier Park International Airport, Kalispell, MT.

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 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 7400.90, Airspace Designations and Reporting Points, updated yearly, effective September 15, 2006, is amended as follows:

Paragraph 6002—Class E Airspace Designated As a Surface Area.

* * * * *

ANM MT E Kalispell, MT [Revised]

Kalispell/Glacier Park International Airport,
MT

(lat. 48°18'38" N., long. 114°15'22" W.)

Smith Lake NDB

(lat. 48°06'30" N., long. 114°27'40" W.)

Within a 4.3-mile radius of the Kalispell/
Glacier Park International Airport, and
within 1.8 miles each side of the 035° bearing
from the Smith Lake NDB extending
southwest from the 4.3-mile radius to the
Smith Lake NDB.

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Issued in Seattle, Washington, on July 13,
2006.

Clark Desing,

System Support, Western Service Area.

[FR Doc. E6-11649 Filed 7-21-06; 8:45 am]

BILLING CODE 4910-13-P

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

[Docket No. FAA-2005-23361; Airspace
Docket No. 05-ANM-17]

**Revision of Class E Airspace;
Pinedale, WY**

AGENCY: Federal Aviation
Administration (FAA), DOT.

ACTION: Final rule.

SUMMARY: This final rule will revise the
Class E airspace at Pinedale, WY.
Additional controlled airspace is
necessary to accommodate aircraft
executing a new Area Navigation
(RNAV) Global Positioning System
(GPS) approach procedure at Pinedale/
Ralph Wenz Field. This action will
improve the safety of Instrument Flight
Rules (IFR) aircraft executing this new
procedure at Pinedale/Ralph Wenz
Field, Pinedale, WY.

DATES: *Effective Date:* 0901 UTC,
September 28, 2006.

FOR FURTHER INFORMATION CONTACT: Ed
Haeseker, Federal Aviation
Administration, Western En Route and
Oceanic Area Office, Airspace Branch,
1601 Lind Avenue SW., Renton, WA,
98055-4056; telephone (425) 227-2527.
SUPPLEMENTARY INFORMATION:

History

On February 27, 2006, the FAA
published in the **Federal Register** a
notice of proposed rulemaking to revise
Class E airspace at Pinedale, WY, (71 FR
9740). This action would improve the
safety of Instrument Flight Rules (IFR)
aircraft executing this new procedure at
Pinedale/Ralph Wenz Field, Pinedale,
WY. Interested parties were invited to
participate in this rulemaking effort by

submitting written comments on the
proposal to the FAA. No comments
were received. The NPRM described the
Wenz NDB bearings "to" the facility
instead of "from" the facility, which is
standard practice. This rule makes an
editorial change to describe the bearings
from the NDB. Except for this editorial
change, this rule is the same as
proposed in the NPRM.

Class E airspace designations are
published in paragraph 6002 of FAA
Order 7400.90, effective September 15,
2006, which is incorporated by
reference in 14 CFR 71.1. The Class E
airspace designations listed in this
document will be published
subsequently in that Order.

The Rule

This action amends Title 14 Code of
Federal Regulations (14 CFR) part 71 by
revising Class E airspace at Pinedale,
WY. Additional controlled airspace is
necessary to accommodate IFR aircraft
executing a new RNAV (GPS) approach
procedure at Pinedale/Ralph Wenz
Field, Pinedale, WY.

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 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 part 71.1 of the Federal Aviation
Administration Order 7400.90,
Airspace Designations and Reporting
Points, updated yearly, effective
September 15, 2006, is amended as
follows:

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

* * * * *

ANM WY E5 Pinedale, WY [Revised]

Pinedale/Ralph Wenz Field, WY

(Lat. 42°47'44" N., long. 109°48'26" W.)

Big Piney VOR/DME

(Lat. 42°34'46" N., long. 110°06'33" W.)

Wenz NDB

(Lat. 42°47'50" N., long. 109°48'13" W.)

That airspace extending upward from 700
feet above the surface within 4.3 miles each
side of a direct line between the Big Piney
VOR/DME and the Wenz NDB extending
from the VOR/DME to a point 4.3 miles
northeast of the NDB, and within 3.1 miles
each side of the 143° bearing and 4.0 miles
each side of the 123° bearing from the Wenz
NDB extending to 13 miles southeast of the
NDB, and 4.0 miles either side of the 303°
bearing from the Wenz NDB extending to 10
miles northwest of the NDB; that airspace
extending upward from 1,200 feet above the
surface beginning at Lat. 43°00'00" N., long.
110°30'00" W., thence east to Lat. 43°00'00"
N., long. 109°45'00" W., thence southeast to
Lat. 42°30'00" N., long. 109°11'00" W., thence
southwest to Lat. 42°00'00" N., long.
109°50'00" W., thence west to Lat. 42°00'00"
N., long. 110°00'00" W., thence northwest to
point of beginning.

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Issued in Seattle, Washington, on July 13,
2006.

Clark Desing,

System Support, Western Service Area.

[FR Doc. E6-11648 Filed 7-21-06; 8:45 am]

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

[Docket No. FAA-2006-23926; Airspace
Docket No. 06-AAL-10]

RIN 2120-AA66

**Modification of the Norton Sound Low
Offshore Airspace Area; AK**

AGENCY: Federal Aviation
Administration (FAA), DOT.

ACTION: Final rule.

SUMMARY: This action amends the
Norton Sound Low Offshore Airspace
Area in Alaska. Specifically, this action
modifies the Norton Sound Low