

installation, or assembly to detect obvious damage, failure, or irregularity. This level of inspection is made from within touching distance unless otherwise specified. A mirror may be necessary to ensure visual access to all surfaces in the inspection area. This level of inspection is made under normally available lighting conditions such as daylight, hangar lighting, flashlight, or droplight and may require removal or opening of access panels or doors. Stands, ladders, or platforms may be required to gain proximity to the area being checked."

Previous Actions Accomplished According to Other Service Information

(g) Actions accomplished before the effective date of this AD in accordance with Bombardier Drawing Number K601R50180, dated June 2, 2006; or Bombardier Service Bulletin 601R-24-122, dated June 27, 2006; are considered acceptable for compliance with the actions specified in paragraph (f) of this AD.

Parts Installation

(h) As of the effective date of this AD, no person may install AC contactor 1K4XD, 2K4XD, or K4XA, having an Ultem 2200 terminal base plate, on any airplane, unless RTV sealant has been applied to the terminal base plate in accordance with Bombardier Service Bulletin 601R-24-122, Revision A, dated July 13, 2006.

Alternative Methods of Compliance (AMOCs)

(i)(1) The Manager, New York Aircraft Certification Office, FAA, has the authority to approve AMOCs for this AD, if requested in accordance with the procedures found in 14 CFR 39.19.

(2) Before using any AMOC approved in accordance with § 39.19 on any airplane to which the AMOC applies, notify the appropriate principal inspector in the FAA Flight Standards Certificate Holding District Office.

(3) AMOCs approved previously in accordance with AD 2006-16-07, are approved as AMOCs for the corresponding provisions of this AD.

Related Information

(j) Canadian airworthiness directive CF-2006-17, dated July 11, 2006, also addresses the subject of this AD.

Material Incorporated by Reference

(k) You must use Bombardier Service Bulletin 601R-24-122, Revision A, dated July 13, 2006, to perform the actions that are required by this AD, unless the AD specifies otherwise. On August 9, 2006 (71 FR 45364, August 9, 2006), the Director of the **Federal Register** approved the incorporation by reference of this document. Contact Bombardier, Inc., Canadair, Aerospace Group, P.O. Box 6087, Station Centre-ville, Montreal, Quebec H3C 3G9, Canada, for a copy of this service information. You may review copies at the Docket Management Facility, U.S. Department of Transportation, 400 Seventh Street, SW., Room PL-401, Nassif Building, Washington, DC; on the Internet at <http://dms.dot.gov>; or at the National Archives and Records

Administration (NARA). For information on the availability of this material at the NARA, call (202) 741-6030, or go to http://www.archives.gov/federal_register/code_of_federal_regulations/ibr_locations.html.

Issued in Renton, Washington, on August 14, 2006.

Ali Bahrami,

Manager, Transport Airplane Directorate, Aircraft Certification Service.

[FR Doc. E6-13831 Filed 8-22-06; 8:45 am]

BILLING CODE 4910-13-P

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. FAA-2006-25584; Directorate Identifier 2000-NE-62-AD; Amendment 39-14733; AD 2006-17-12]

RIN 2120-AA64

Airworthiness Directives; Rolls-Royce plc RB211 Series Turbofan Engines

AGENCY: Federal Aviation Administration (FAA), Department of Transportation (DOT).

ACTION: Final rule.

SUMMARY: This amendment supersedes an existing airworthiness directive (AD), that is applicable to Rolls-Royce plc (RR) models RB211-535E4-37, RB211-535E4-37, RB211-535C-37, RB211-535E4-B-75, RB211-535E4-C, and RB211-22B-02 turbofan engines. That AD currently requires inspecting certain high pressure (HP) turbine discs, manufactured between 1989 and 1999, for cracks in the rim cooling air holes, and, if necessary, replacing the discs with serviceable parts. The manufacturer identified reaming-induced machining anomalies (RIMA) as the cause for the cracking. This amendment requires the same inspections, and reduces the compliance times for eddy current inspection (ECI) for the RR RB211-22B-02 engines. This amendment results from the manufacturer reducing their recommended compliance times for inspections on RB211-22B-02 engines. We are issuing this AD to prevent possible disc failure, which could result in an uncontained engine failure and damage to the airplane.

DATES: This AD becomes effective September 27, 2006. The Director of the Federal Register approved the incorporation by reference of certain publications listed in the regulations as of September 27, 2006.

The Director of the Federal Register approved the incorporation by reference

of RR Alert Service Bulletin (ASB) No. RB211-72-AE651, dated November 22, 2004, as of January 13, 2005 (69 FR 77881, December 29, 2004) and RR Service Bulletin (SB) No. RB211-72-C877, Revision 1, dated March 7, 2001, listed in the AD, as of December 24, 2001 (66 FR 57859, November 19, 2001).

ADDRESSES: You can get the service information identified in this proposed AD from Rolls-Royce plc, PO Box 31, Derby, England; telephone: 011 44 1332-249428, fax: 011 44 1332-249223.

You may examine the AD docket on the Internet at <http://dms.dot.gov> or in Room PL-401 on the plaza level of the Nassif Building, 400 Seventh Street, SW., Washington, DC.

FOR FURTHER INFORMATION CONTACT: Ian Dargin, Aerospace Engineer, Engine Certification Office, FAA, Engine and Propeller Directorate, 12 New England Executive Park, Burlington, MA 01803; telephone (781) 238-7178, fax (781) 238-7199.

SUPPLEMENTARY INFORMATION: The FAA proposed to amend 14 CFR part 39 with a proposed airworthiness directive (AD). The proposed AD applies to RR models RB211-535E4-37, RB211-535E4-B-37, RB211-535C-37, RB211-535E4-B-75, and RB211-22B-02 turbofan engines. We published the proposed AD in the **Federal Register** on January 30, 2006 (71 FR 4832). That action proposed to reduce the inspection schedules required by AD 2004-26-03, for the high risk discs installed on model RB211-22B-02 engines.

Examining the AD Docket

You may examine the docket that contains the AD, any comments received, and any final disposition in person at the Docket Management Facility Docket Offices between 9 a.m. and 5 p.m., Monday through Friday, except Federal holidays. The Docket Office (telephone (800) 647-5227) is located on the plaza level of the Department of Transportation Nassif Building at the street address stated in **ADDRESSES**. Comments will be available in the AD docket shortly after the DMS receives them.

Comments

We provided the public the opportunity to participate in the development of this AD. We received no comments on the proposal or on the determination of the cost to the public.

Editorial Change To Add Background Information to the Summary

After we issued the NPRM, RR informed us that they identified reaming-induced machining anomalies (RIMA) as the cause for the cracking.

Docket Number Change

We are transferring the docket for this AD to the Docket Management System as part of our on-going docket management consolidation efforts. The new Docket No. is FAA-2006-25584. The old Docket No. became the Directorate Identifier, which is 2000-NE-62-AD. This final rule might get logged into the DMS docket, ahead of the proposed AD and comments received, as we are in the process of sending those items to the DMS.

Conclusion

We have carefully reviewed the available data and determined that air safety and the public interest require adopting the AD as proposed.

Costs of Compliance

We estimate that this AD will affect six RR RB211-22B engines installed on airplanes of U.S. registry. We also estimate that it will take about 4.0 work-hours per engine to perform the actions, and that the average labor rate is \$65 per work-hour. There are no required parts. Based on these figures, we estimate the total cost of the AD to U.S. operators to be \$1,560.

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.

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 this AD:

- (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) 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 a summary of the costs to comply with this AD and placed it in the AD Docket. You may get a copy of this summary at the address listed under **ADDRESSES**.

List of Subjects in 14 CFR Part 39

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

Adoption of the Amendment

Accordingly, under the authority delegated to me by the Administrator, the Federal Aviation Administration amends 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. The FAA amends § 39.13 by removing Amendment 39-13915 (69 FR 77881, December 29, 2004) and by adding a new airworthiness directive, Amendment 39-14733, to read as follows:

2006-17-12 Rolls-Royce plc: Amendment 39-14733. Docket No. FAA-2006-25584; Directorate Identifier 2000-NE-62-AD.

Effective Date

(a) This airworthiness directive (AD) becomes effective September 27, 2006.

Affected ADs

(b) This AD supersedes AD 2004-26-03, Amendment 39-13915.

Applicability

(c) This AD applies to Rolls-Royce plc (RR) models RB211-535E4-37, RB211-535E4-B-37, RB211-535C-37, RB211-535E4-B-75, RB211-535E4-C, and RB211-22B-02 turbofan engines with turbine discs having part numbers and serial numbers listed in the following Tables 1, 3, and 5 of this AD. These turbofan engines are installed on, but not limited to, Boeing 757, Tupolev Tu204, and Lockheed L-1011 series airplanes.

Unsafe Condition

(d) This AD results from the manufacturer reducing the inspection compliance times for the RB211-22B-02 turbofan engines. We are issuing this AD to prevent possible disc failure, which could result in an uncontained engine failure and damage to the airplane.

Compliance

(e) You are responsible for having the actions required by this AD performed within the compliance times specified unless the actions have already been done.

Eddy Current Inspection for All Except Model RB211-22B-02 Engines

- (f) For all except model RB211-22B-02 engines, do the following:
(1) Perform an eddy current inspection of the high pressure (HP) turbine discs listed in Table 1 of this AD, for cracks in the rim cooling air holes. Use paragraph 3. of the Accomplishment Instructions of RR Alert Service Bulletin (ASB) No. RB.211-72-AE651, dated November 22, 2004, to perform the eddy current inspection.

TABLE 1.—AFFECTED HP TURBINE DISCS USING COMPLIANCE SCHEDULE IN TABLE 2

Part No.	Serial No.	Part No.	Serial No.
LK80623	CQDY6397	UL27681	LDRCZ12893
LK80623	CQDY6504	UL27681	LDRCZ12985
UL27680	CQDY6451	UL27681	LDRCZ13044
UL27680	CQDY6452	UL27681	LDRCZ13047
UL27680	CQDY6466	UL27681	LQDY6803
UL27680	CQDY6468	UL27681	LQDY6814
UL27680	CQDY6471	UL27681	LQDY6847
UL27680	CQDY6496	UL27681	LQDY6868
UL27680	CQDY6505	UL27681	LQDY6875
UL27680	CQDY6653	UL27681	LQDY6892
UL27680	CQDY6656	UL27681	LQDY6898
UL27680	CQDY6657	UL27681	LQDY6904
UL27680	CQDY6684	UL27681	LQDY6909

TABLE 1.—AFFECTED HP TURBINE DISCS USING COMPLIANCE SCHEDULE IN TABLE 2—Continued

Part No.	Serial No.	Part No.	Serial No.
UL27680	CQDY6883	UL27681	LQDY6910
UL27681	CQDY6465	UL27681	LQDY9133
UL27681	LAQDY6002	UL27681	LQDY9574
UL27681	LAQDY6083	UL27681	LQDY9579
UL27681	LAQDY6087	UL27681	LQDY9672
UL27681	LDR CZ10247	UL27681	LQDY9770
UL27681	LDR CZ10277	UL27681	LQDY9783
UL27681	LDR CZ10318	UL27681	LQDY9786
UL27681	LDR CZ10335	UL27681	LQDY9900
UL27681	LDR CZ10430	UL27681	LQDY9902
UL27681	LDR CZ10531	UL27681	LQDY9929
UL27681	LDR CZ10750	UL27681	LQDY9957
UL27681	LDR CZ10899	UL27681	LQDY9982
UL27681	LDR CZ11616	UL27681	LQDY9992
UL27681	LDR CZ11720	UL27681	WGQDY90005
UL27681	LDR CZ11893		

(2) Use the compliance schedule in Table 2 of this AD.

TABLE 2.—COMPLIANCE SCHEDULE FOR HP TURBINE DISCS LISTED IN TABLE 1

If disc Cycles-Since-New (CSN) on October 8, 2004 are:	Then eddy current inspect:
(i) 12,750 CSN or more	Within 250 cycles-in-service (CIS) from October 8, 2004 or within 14,500 CSN, whichever occurs first.
(ii) Fewer than 12,750 CSN but 10,500 CSN or more.	Within 500 CIS from October 8, 2004.
(iii) Fewer than 10,500 CSN	Before 11,000 CSN or at next shop visit after the effective date of this AD, whichever occurs first.

(3) On discs that pass inspection, use paragraph 3. of the Accomplishment Instructions of RR ASB No. RB.211-72-AE651, dated November 22, 2004, to permanently etch NMSB 72-AE651 onto the disc, adjacent to the part number.

(4) Perform an eddy current inspection of the HP turbine discs listed in Table 3 of this AD, for cracks in the rim cooling air holes. Use paragraph 3. of the Accomplishment Instructions of RR ASB No. RB.211-72-AE651, dated November 22, 2004, to perform the eddy current inspection.

TABLE 3.—AFFECTED HP TURBINE DISCS USING COMPLIANCE SCHEDULE IN TABLE 4

Part No.	Serial No.
UL10323	CQDY6070 and higher.
UL27680	All.
UL27681	All.
LK80622	LQDY6316 and higher.
LK80623	CQDY5945 and higher.

TABLE 3.—AFFECTED HP TURBINE DISCS USING COMPLIANCE SCHEDULE IN TABLE 4—Continued

Part No.	Serial No.
UL28267	All.

(5) Use the compliance schedule in Table 4 of this AD.

TABLE 4.—COMPLIANCE SCHEDULE FOR HP TURBINE DISCS LISTED IN TABLE 3

If disc CSN on January 29, 2001 are:	Then eddy current inspect:
(i) Fewer than 13,700 CSN	Before reaching 14,500 CSN, or at the next shop visit after the effective date of this AD, whichever occurs first.
(ii) 13,700 CSN or more	Before reaching one of the following, whichever occurs first after the effective date of this AD: (A) 15,300 CSN. (B) Within 800 CIS since January 29, 2001. (C) At next shop visit.

(6) For discs that pass inspection, use paragraph 3. of the Accomplishment Instructions of RR ASB No. RB.211-72-AE651, dated November 22, 2004, to permanently etch NMSB 72-AE651 onto the disc, adjacent to the part number.

Eddy Current Inspection for Model RB211-22B-02 Engines

(g) For model RB211-22B-02 engines, do the following:

(1) Perform an eddy current inspection of the HP turbine discs listed in Table 5 of this AD, for cracks in the rim cooling air holes. Use paragraph 3. of the Accomplishment Instructions of RR ASB No. RB.211-72-

AE717, dated January 21, 2005, to perform the eddy current inspection.

TABLE 5.—AFFECTED HP TURBINE DISCS IN RR MODEL RB211-02 TURBOFAN ENGINES

Part No.	Serial No.
LK80622	LQDY6316 and higher.
LK80623	CQDY5945 and higher.

TABLE 5.—AFFECTED HP TURBINE DISCS IN RR MODEL RB211-02 TURBOFAN ENGINES—Continued

Part No.	Serial No.
UL28267	All.

(2) Use the compliance schedule in Table 6 of this AD.

TABLE 6.—COMPLIANCE SCHEDULE FOR HP TURBINE DISCS LISTED IN TABLE 5

If disc CSN on January 1, 2005 are:	Then eddy current inspect:
(i) More than 9,000 CSN	Within 500 CIS after January 1, 2005, but before 11,000 CSN, whichever is sooner.
(ii) More than 1,500, but fewer than 9,001 CSN	Before exceeding 9,500 CSN, or at the next shop visit after the effective date of this AD, whichever occurs first.

(3) For discs that pass inspection, use paragraph 3. of the Accomplishment Instructions of RR ASB No. RB.211-72-AE717, dated January 21, 2005, to permanently etch NMSB 72-AE717 onto the disc, adjacent to the part number.

Other Conditions for All Engines

(h) Do not perform the actions of this AD to a disc until that disc has reached at least 1,500 CSN.

(i) Engines with an affected HP turbine disc at shop visit on the effective date of this AD and without the HP turbine rotor installed in the combustor outer case, must have the disc eddy current inspected before assembling the engine.

(j) Engines with an affected HP turbine disc at shop visit on the effective date of this AD with the HPT rotor installed in the combustor case need not have the disc eddy current inspected at this time.

(k) HP turbine discs previously eddy current inspected at fewer than 1,500 CSN must be inspected again using this AD.

(l) Replace cracked HP turbine discs with a serviceable disc.

Definition

(m) For the purpose of this AD, next shop visit is defined as the first shop visit opportunity when the HPT rotor is removed from the combustion case.

(n) For the purpose of this AD, a serviceable part is one with cyclic life remaining and either not listed in any of the preceding tables or one listed in a preceding table, but previously eddy current inspected and permanently etch marked with the

Service Bulletin (SB) number NMSB 72-AE651 or NMSB 72-C877 on the disc.

Previous Credit

(o) Previous credit is allowed for the actions in this AD for HP turbine discs with 1,500 CSN or more that were eddy current inspected using applicable RR SB No. RB.211-72-C817, Revision 2, dated March 7, 2001, RR TSD 594-J, Overhaul Processes Manual, Task 70-00-00-200-223, or RR SB No. RB.211-72-C877, Revision 1, dated March 7, 2001.

Reporting Requirements

(p) For all except model RB211-22B-02 engines, report findings of the inspection using paragraph 3.E. of the Accomplishment Instructions of RR ASB RB.211-72-AE651, dated November 22, 2004. The Office of Management and Budget (OMB) has approved the reporting requirements specified in paragraph 3.E. of the Accomplishment Instructions of RR ASB RB.211-72-AE651, dated November 22, 2004, and assigned OMB control number 2120-0056.

(q) For model RB211-22B-02 engines, report findings of the inspection using paragraph 3.E. of the Accomplishment Instructions of RR ASB RB.211-72-AE717, dated January 21, 2005. The OMB has approved the reporting requirements specified in paragraph 3.E. of the Accomplishment Instructions of RR ASB RB.211-72-AE717, dated January 21, 2005, and assigned OMB control number 2120-0056.

Alternative Methods of Compliance

(r) The Manager, Engine Certification Office, has the authority to approve alternative methods of compliance for this AD if requested using the procedures found in 14 CFR 39.19.

Material Incorporated by Reference

(s) You must use the service information specified in Table 7 of this AD to perform the inspections required by this AD. The Director of the Federal Register approved the incorporation by reference of RR ASB RB.211-72-AE717, dated January 21, 2005, listed in Table 7 of this AD in accordance with 5 U.S.C. 552(a) and 1 CFR part 51. The incorporation by reference of RR ASB No. RB.211-72-AE651, dated November 22, 2004, was approved previously by the Director of the Federal Register as of January 13, 2005 (69 FR 77881, December 29, 2004). The incorporation by reference of RR SB No. RB.211-72-C877, Revision 1, dated March 7, 2001, was approved previously by the Director of the Federal Register as of December 24, 2001 (66 FR 57859, November 19, 2001). You can get a copy from Rolls-Royce plc, PO Box 31, Derby, England; telephone: 011 44 1332-249428, fax: 011 44 1332-249223, for a copy of this service information. You may review copies at the FAA, New England Region, Office of the Regional Counsel, 12 New England Executive Park, Burlington, MA; or 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/cfr/ibr-locations.html>.

TABLE 7.—INCORPORATION BY REFERENCE

Service Bulletin	Page Nos.	Revision	Date
RB.211-72-AE651	All	Original	November 22, 2004.
Total Pages—7			
RB.211-72-AE717	All	Original	January 21, 2005.
Total Pages—8			
RB.211-72-C877	All	1	March 7, 2001.
Total Pages—5			

Related Information

(t) CAA Airworthiness Directive G-2004-0027, dated November 19, 2004, and CAA Airworthiness Directive G-2005-0003, dated January 24, 2005, also address the subject of this AD.

Issued in Burlington, Massachusetts, on August 15, 2006.

Thomas A. Boudreau,

Acting Manager, Engine and Propeller Directorate, Aircraft Certification Service.

[FR Doc. E6-13910 Filed 8-22-06; 8:45 am]

BILLING CODE 4910-13-P

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 71

[Docket No. FAA-2006-24781; Airspace Docket No. 06-AWP-8]

Modification of Class E Airspace; Half Moon Bay, CA

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Final rule.

SUMMARY: This action modifies the Class E airspace area at Half Moon Bay, CA. The establishment of an Area Navigation (RNAV) Global Positioning System (GPS) Z Instrument Approach Procedure (IAP) to Runway (RWY) 30 to Half Moon Bay Airport, Half Moon Bay, CA has made this action necessary. Additional controlled airspace extending upward from 700 feet or more above the surface of the earth is needed to contain aircraft executing this RNAV (GPS) ZIAP to RWY 30 at Half Moon Bay Airport. The intended effect of this action is to provide adequate controlled airspace for Instrument Flight Rules operations at Half Moon Bay Airport, Half Moon Bay, CA

EFFECTIVE DATE: 0901 UTC September 28, 2006. 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: The Office of the Regional Western Terminal Operations, Federal Aviation Administration, OF 15000 Aviation Boulevard, Lawndale, California 90261, telephone (310) 725-6502.

SUPPLEMENTARY INFORMATION:

History

On June 14, 2006, the FAA proposed to amend 14 CFR part 71 by modifying the Class E airspace area at Half Moon Bay, CA (06 FR 34296). Additional controlled airspace extending upward

from 700 feet or more above the surface is needed to contain aircraft executing the RNAV (GPS) Z IAP RWY 30 to Half Moon Bay Airport. This action will provide adequate controlled airspace for aircraft executing the RNAV (GPS) Z IAP RWY 30 to Half Moon Bay Airport, Half Moon Bay, CA.

Interested parties were invited to participate in this rulemaking proceeding by submitting written comments on the proposal to the FAA. No comments to the proposal were received. Class E airspace designations for airspace extending from 700 feet or more above the surface of the earth are published in paragraph 6005 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 airspace designation listed in this document will be published subsequently in the Order.

The Rule

This amendment to 14 CFR part 71 modifies the Class E airspace area at Half Moon Bay, CA. The establishment of a RNAV (GPS) Z IAP RWY 30 to Half Moon Bay Airport has made this action necessary. The effect of this action will provide adequate airspace for aircraft executing the RNAV (GPS) Z IAP RWY 30 to Half Moon Bay Airport, Half Moon Bay, CA.

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 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; AIRWAYS, 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 6005 Class E airspace areas extending upward from 700 feet or more above the surface of the earth.

* * * * *

AWP CA E5 Half Moon Bay, CA [Amended]

Half Moon Bay Airport
(Lat. 37°30'48" N, long. 122°30'04" W)

That airspace extending upward from 700 feet above the surface, bounded on the north by lat. 37°35'00" N, on the east by long. 122°14'00" W, on the south by lat. 37°18'00" N, on the west by long. 122°35'04" W.

* * * * *

Issued in Los Angeles, California, on August 7, 2006.

Leonard A. Mobley,

Acting Area Director, Western Terminal Operations.

[FR Doc. E6-7062 Filed 8-22-06; 8:45 am]

BILLING CODE 4910-13-M

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 71

[Docket No. FAA-2006-23714; Airspace Docket No. 06-AAL-07]

Revision of Class E Airspace; Barter Island, AK

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Final rule.

SUMMARY: This action revises Class E airspace at Barter Island, AK to provide adequate controlled airspace to contain aircraft executing two new Standard Instrument Approach Procedures (SIAPs) and one amended SIAP. This rule results in revised Class E airspace established upward from 700 feet (ft.) and 1,200 ft. above the surface at Barter Island Airport, AK.