

**TABLE 2.—EXTENDED LIFE LIMITS AFTER INCORPORATION OF REQUIRED INSPECTIONS AND MODIFICATIONS—Continued**

|                  |                   |
|------------------|-------------------|
| (2) SH1847 ..... | 20,200 hours TIS. |
| (3) SH1883 ..... | 15,000 hours TIS. |

(g) For airplanes with serial numbers SH1889, SH1943, or SH1960: You can extend the life limits by doing the actions of Shorts Service Bulletin No. 51–52, Revision No.: 4, dated: July 16, 2002 (and all service information or modification referenced in the Planning Information section of the service bulletin including Shorts Service Bulletin No. 51–51, Revision No.: 6, dated: March 14, 1983; or Shorts Service Bulletin No. 51–51, Revision No.: 8, dated: July 5, 2006. You cannot use Shorts Service Bulletin No. 51–51, Revision No.: 7, dated January 2005.), and Shorts Skyvan Maintenance Program, Amendment List No. 22, dated May 7, 2003, or Amendment List No. 23, dated December 14, 2004, or future revisions. Any future revisions to this maintenance program shall not change the inspection intervals, requirements, or the life limits of this AD. The following table presents the extended life limit:

**TABLE 3.—EXTENDED LIFE LIMITS AFTER INCORPORATION OF REQUIRED INSPECTIONS AND MODIFICATIONS**

| Serial No.        | Extended life limit |
|-------------------|---------------------|
| (1) SH1889: ..... | 20,094 flights.     |
| (2) SH1943: ..... | 17,325 flights.     |
| (3) SH1960: ..... | 8,449 flights.      |

(h) For airplanes that do not encompass either serial number SH1845, SH1847, SH1883, SH1889, SH1943, or SH1960: You can extend the life limit to 27,000 flights by doing the actions of Shorts Service Bulletin No. 51–51, Revision No.: 6, dated: March 14, 1983; or Shorts Service Bulletin No. 51–51, Revision No.: 8, dated: July 5, 2006; and Shorts Skyvan Maintenance Program, Amendment List No. 22, dated May 7, 2003; or Amendment List No. 23, dated December 14, 2004; or future revisions. Any future revisions to this maintenance program shall not change the inspection intervals, requirements, or the life limits of this AD. You cannot use Shorts Service Bulletin No. 51–51, Revision No.: 7, dated: January 2005.

(i) The repetitive visual inspection requirements using Shorts Service Bulletin No. 57–59, which is referenced on page 3 of Shorts Service Bulletin No. 51–51, Revision No.: 6, dated: March 14, 1983, paragraph C (Special limitations) are every 2,400 flights and the repetitive visual inspection program in Skyvan Maintenance Program, Maintenance Program Appendix 1, parts A and B (Section 57–00, Item 3), are every 1,100 flights or 800 hours TIS intervals, whichever occurs first. You must use the repetitive inspection intervals of the Skyvan Maintenance Program for the repetitive inspection of the wing structure, skin, and

skin doublers to be every 1,100 flights or 800 hours TIS, whichever occurs first and not the 2,400 flights as stated in Shorts Service Bulletin No. 51–51, Revisions No.: 6, dated: March 14, 1983.

**Alternative Methods of Compliance (AMOCs)**

(j) The Manager, Standards Office, Small Airplane Directorate, FAA, ATTN: Doug Rudolph, Aerospace Engineer, FAA, Small Airplane Directorate, 901 Locust, Room 301, Kansas City, Missouri 64106; telephone: (816) 329–4059; facsimile: (816) 329–4090, has the authority to approve AMOCs for this AD, if requested using the procedures found in 14 CFR 39.19.

(k) AMOCs approved for AD 2003–17–05 are approved for this AD.

**Related Information**

(1) The European Aviation Safety Agency (EASA) AD No.: 2006–0190, dated July 6, 2006, also addresses the subject of this AD. To get copies of the service information referenced in this AD, contact Short Brothers PLC, P.O. Box 241, Airport Road, Belfast BT3 9DZ Northern Ireland; telephone: +44 (0) 28 9045 8444; facsimile: +44 (0) 28 9073 3396. To view the AD docket, go to the Docket Management Facility; U.S. Department of Transportation, 400 Seventh Street, S.W., Nassif Building, Room PL–401, Washington, DC, or on the Internet at <http://dms.dot.gov>. The docket number is Docket No. FAA–2006–25926; Directorate Identifier 2000–CE–17–AD.

Issued in Kansas City, Missouri, on November 20, 2006.

**David R. Showers,**

Acting Manager, Small Airplane Directorate, Aircraft Certification Service.

[FR Doc. 06–9427 Filed 11–27–06; 8:45 am]

**BILLING CODE 4910–13–M**

**DEPARTMENT OF TRANSPORTATION**

**Federal Aviation Administration**

**14 CFR Part 71**

**[Docket No. FAA–2006–26314; Airspace Docket No. 06–AAL–37]**

**Proposed Revision of Class E Airspace; Mekoryuk, AK**

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

**ACTION:** Notice of proposed rulemaking.

**SUMMARY:** This action proposes to revise Class E airspace at Mekoryuk, AK. Three new Standard Instrument Approach Procedures (SIAPs) are being developed for the Mekoryuk Airport. Amendments to a Departure Procedure (DP) and two SIAPs are also being developed. Adoption of this proposal would result in revision of existing Class E airspace upward from 700 feet (ft.) above the surface at Mekoryuk Airport, Mekoryuk, AK.

**DATES:** Comments must be received on or before January 12, 2007.

**ADDRESSES:** Send comments on the 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–2006–26314/ Airspace Docket No. 06–AAL–37, 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.

An informal docket may also be examined during normal business hours at the office of the Manager, Safety, Alaska Flight Service Operations, Federal Aviation Administration, 222 West 7th Avenue, Box 14, Anchorage, AK 99513–7587.

**FOR FURTHER INFORMATION CONTACT:** Gary Rolf, Federal Aviation Administration, 222 West 7th Avenue, Box 14, Anchorage, AK 99513–7587; telephone number (907) 271–5898; fax: (907) 271–2850; e-mail: [gary.ctr.rolf@faa.gov](mailto:gary.ctr.rolf@faa.gov). Internet address: <http://www.alaska.faa.gov/at>.

**SUPPLEMENTARY INFORMATION:**

**Comments Invited**

Interested parties are invited to participate in this proposed 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–2006–26314/ Airspace Docket No. 06–AAL–37.” The postcard will be date/time stamped and returned to the commenter.

All communications received on or before the specified closing date for

comments will be considered before taking action on the proposed rule. The proposal contained in this notice may be changed in light of comments received. All comments submitted will be available for examination in the public docket both before and after the closing date for comments. A report summarizing each substantive public contact with FAA personnel concerned with this rulemaking will be filed in the docket.

**Availability of Notice of Proposed Rulemaking's (NPRM's)**

An electronic copy of this document may be downloaded through the Internet at <http://dms.dot.gov>. Recently published rulemaking documents can also be accessed through the FAA's Web page at <http://www.faa.gov> or the Superintendent of Document's web page at <http://www.access.gpo.gov/nara>.

Additionally, any person may obtain a copy of this notice by submitting a request to the Federal Aviation Administration, Office of Air Traffic Airspace Management, ATA-400, 800 Independence Avenue, SW., Washington, DC 20591 or by calling (202) 267-8783. Communications must identify both docket numbers for this notice. Persons interested in being placed on a mailing list for future NPRM's should contact the FAA's Office of Rulemaking, (202) 267-9677, to request a copy of Advisory Circular No. 11-2A, Notice of Proposed Rulemaking Distribution System, which describes the application procedure.

**The Proposal**

The FAA is considering an amendment to the Code of Federal Regulations (14 CFR part 71), which would revise the Class E airspace at Mekoryuk Airport, AK. The intended effect of this proposal is to revise Class E airspace upward from 700 ft. above the surface to contain Instrument Flight Rules (IFR) operations at Mekoryuk Airport, AK.

The FAA Instrument Flight Procedures Production and Maintenance Branch has developed three new SIAPs, amended two SIAPs, and amended one DP for the Mekoryuk Airport. The new approaches are (1) the Area Navigation (Global Positioning System) (RNAV (GPS)) Runway (RWY) 05, Original, (2) the RNAV (GPS) RWY 23, Original and (3) the Non-directional Beacon (NDB) B, Original. The two amended SIAPs are (1) the NDB/ Distance Measuring Equipment (DME) A, Amendment (Amdt) 4 and (2) the Direction Finding (DF) RWY 23, Amdt 1. The DF approach is not published and is used by Flight Service Station

staff to aid pilots in emergencies. DP's are unnamed and are published in the front of the U.S. Terminal Procedures for Alaska. Class E controlled airspace extending upward from 700 ft. above the surface within the Mekoryuk Airport area would be revised by this action. The proposed airspace is sufficient in size to contain aircraft executing the instrument procedures at the Mekoryuk Airport.

The area would be depicted on aeronautical charts for pilot reference. The coordinates for this airspace docket are based on North American Datum 83. The Class E airspace areas designated as 700/1200 foot transition areas are published in paragraph 6005 in FAA Order 7400.9P, Airspace Designations and Reporting Points, dated September 1, 2006, and effective September 15, 2006, 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 FAA has determined that this proposed regulation only involves an established body of technical regulations for which frequent and routine amendments are necessary to keep them operationally current. It, therefore —(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.

The FAA's authority to issue rules regarding aviation safety is found in Title 49 of the United States Code. Subtitle 1, section 106 describes the authority of the FAA Administrator. Subtitle VII, Aviation Programs, describes in more detail the scope of the agency's authority.

This rulemaking is promulgated under the authority described in subtitle VII, part A, subpart 1, section 40103, Sovereignty and use of airspace. Under that section, the FAA is charged with prescribing regulations to ensure the safe and efficient use of the navigable airspace. This regulation is within the scope of that authority because it proposes to create Class E airspace sufficient in size to contain aircraft executing instrument procedures at Mekoryuk Airport and represents the

FAA's continuing effort to safely and efficiently use the navigable airspace.

**List of Subjects in 14 CFR Part 71**

Airspace, Incorporation by reference, Navigation (air).

**The Proposed Amendment**

In consideration of the foregoing, the Federal Aviation Administration proposes to amend 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 Federal Aviation Administration Order 7400.9P, *Airspace Designations and Reporting Points*, dated September 1, 2006, and effective September 15, 2006, is to be amended as follows:

\* \* \* \* \*

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

\* \* \* \* \*

**AAL AK E5 Mekoryuk, AK [Revised]**

Mekoryuk Airport, AK  
(Lat. 60°22'17" N., long. 166°16'14" W.)  
Nanwak NDB, AK  
(Lat. 60°23'06" N., long. 166°12'53" W.)

That airspace extending upward from 700 feet above the surface within a 7.8-mile radius of the Nanwak NDB, AK, and within 8 miles north and 4 miles south of the 049°(M)/063°(T) bearing of the Nanwak NDB, AK, to 16 miles northeast of the Nanwak NDB, AK, and within 8 miles north and 4 miles south of the 229°(M)/243°(T) bearing of the Nanwak NDB, AK, extending from the Nanwak NDB, AK, to 21 miles southwest of the Nanwak NDB, AK.

\* \* \* \* \*

Issued in Anchorage, AK, on November 16, 2006.

**Linda J. Couture,**  
*Acting Director, Alaska Flight Service Information Office.*

[FR Doc. E6-20182 Filed 11-27-06; 8:45 am]

**BILLING CODE 4910-13-P**