

Credit Administration, McLean, VA  
22102-5090, (703) 883-4020, TTY  
(703) 883-4020.

(12 U.S.C. 2252(a)(9) and (10))

Dated: January 5, 2007.

**James M. Morris,**

*Acting Secretary, Farm Credit Administration  
Board.*

[FR Doc. E7-214 Filed 1-10-07; 8:45 am]

BILLING CODE 6705-01-P

## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### 14 CFR Part 71

[Docket No. FAA 2006-26032, Airspace  
Docket No. 06-ANE-01]

#### Establishment of Class E Airspace; Newton Field, ME

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

**ACTION:** Direct final rule; confirmation of  
effective date and correction.

**SUMMARY:** This action confirms the effective date of a direct final rule that established the Class E airspace area at Newton Field, Jackman, ME (K59B) to provide for adequate controlled airspace for those aircraft using the new Helicopter Area Navigation (RNAV), 285 Instrument Approach Procedure to the Airport. This action also corrects a transposition error and editorial omission that appeared in the airspace description contained in the final rule that was published on Thursday, October 26, 2006.

**DATES:** *Effective Date:* 0901 UTC,  
January 18, 2007.

#### FOR FURTHER INFORMATION CONTACT:

Mark D. Ward, Manager, Systems Support Group, AJO-2E2, FAA Eastern Service Center, 1701 Columbia Ave., College Park, GA 30337; telephone (404) 305-5586; fax (404) 305-5099.

#### SUPPLEMENTARY INFORMATION:

##### Confirmation of Effective Date

The FAA published this direct final rule with a request for comments in the **Federal Register** on October 26, 2006 (71 FR 62554). The FAA uses the direct final rulemaking procedure for a non-controversial rule where the FAA believes that there will be no adverse public comment. This direct final rule advised the public that no adverse comments were anticipated, and that unless a written adverse comment, or a written notice of intent to submit such an adverse comment, were received within the comment period, the

regulation would become effective on January 18, 2007. No adverse comments were received, and thus this notice confirms that this direct final rule will become effective on that date.

#### Correction to Final Rule

In the description of the airspace contained in the direct final rule, the FAA transposed the airport name with the name of the city in the title line. In addition, the FAA has added the words "point in space" to the longitude and latitude coordinates associated with this airport. This action makes these editorial corrections, which do not change the airspace configuration. The FAA is republishing the entire airspace description.

■ Accordingly, pursuant to the authority delegated to me, the airspace published in the **Federal Register**, Thursday, October 26, 2006 (71 FR 62554) (FR Doc. 06-26032, Airspace Docket No. 06-ANE-01, page 62554, all references to Newton Field, ME are corrected as follows:

##### § 71.1 [Corrected]

\* \* \* \* \*

##### ANE ME E5 Jackman, ME [New]

Newton Field, ME

Point in Space Coordinates

(Lat. 45°37'57.9" N., long. 70°14'55.6" W.)

That airspace extending upward from 700 feet above the surface within a 6.0-mile radius of Newton Field, ME.

Issued in College Park, GA on December 21, 2006.

**Mark D. Ward,**

*Manager, System Support Group, AJO-2E2,  
Eastern Service Center.*

[FR Doc. 07-31 Filed 1-10-07; 8:45 am]

BILLING CODE 4910-13-M

## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### 14 CFR Part 71

[Docket No. FAA 2006-26031, Airspace  
Docket No. 06-ANE-02]

#### Establishment of Class E Airspace; Bethel Regional Airport, ME

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

**ACTION:** Direct final rule; confirmation of  
effective date and correction.

**SUMMARY:** This action confirms the effective date of a direct final rule that established the Class E airspace area at Bethel Regional Airport, Bethel ME (K0B1) to provide for adequate controlled airspace for those aircraft using the new Helicopter Area

Navigation (RNAV), 317 Instrument Approach procedure to the Airport. This action also corrects a transposition error and editorial omission that appeared in the airspace description contained in the final rule that was published on Thursday, October 26, 2006.

**DATES:** *Effective Date:* 0901 UTC,  
January 18, 2007.

#### FOR FURTHER INFORMATION CONTACT:

Mark D. Ward, Manager, Systems Support Group, AJO-2E2, FAA Eastern Service Center, 1701 Columbia Ave., College Park, GA 30337; telephone (404) 305-5586; fax (404) 305-5099.

#### SUPPLEMENTARY INFORMATION:

##### Confirmation of Effective Date

The FAA published this direct final rule with a request for comments in the **Federal Register** on October 26, 2006 (71 FR 62554). The FAA uses the direct final rulemaking procedure for a non-controversial rule where the FAA believes that there will be no adverse public comment. This direct final rule advised the public that no adverse comments were anticipated, and that unless a written adverse comment, or a written notice of intent to submit such an adverse comment, were received within the comment period, the regulation would become effective on January 18, 2007. No adverse comments were received, and thus this notice confirms that this direct final rule will become effective on that date.

#### Correction to Final Rule

In the description of the airspace contained in the direct final rule, the FAA transposed the airport name with the name of the city in the title line. In addition, the FAA has added the words "point in space" to the longitude and latitude coordinates associated with this airport. This action makes these editorial corrections, which do not change the airspace configuration. The FAA is republishing the entire airspace description.

■ Accordingly, pursuant to the authority delegated to me, the airspace published in the **Federal Register**, Thursday, October 26, 2006 (71 FR 62554) (FR Doc. 06-26031, Airspace Docket No. 06-ANE-02, page 62552, all references to Bethel Regional Airport, ME are corrected as follows:

##### § 71.1 [Corrected]

\* \* \* \* \*

##### ANE ME E5 Bethel, ME [New]

Bethel Regional Airport, ME

Point in Space Coordinates

(Lat. 44°23'30.6" N., long. 70°48'35.7" W.)

That airspace extending upward from 700 feet above the surface within a 6.0-mile radius of Bethel Regional Airport, ME.

Issued in College Park, GA on December 21, 2006.

**Mark D. Ward,**

*Manager, System Support Group, AJO-2E2, Eastern Service Center.*

[FR Doc. 07-32 Filed 1-10-07; 8:45 am]

BILLING CODE 4910-13-M

## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### 14 CFR Part 71

[Docket No. FAA-2006-25942; Airspace Docket No. 06-ACE-12]

#### Modification of Class E Airspace; Thedford, 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 CFR part 71) by modifying Class E airspace at Thedford, Thomas County Airport, NE. Standard Instrument Approach Procedures have been developed for Thedford, Thomas County Airport, NE. Additional controlled airspace extending upward from 700 feet or more above the surface of the earth is needed to contain aircraft executing these approaches. This action increases the area of the existing controlled airspace for Thedford, NE.

**DATES:** This direct final rule is effective on 0901 UTC, May 10, 2007. Comments for inclusion in the Rules Docket must be received on or before February 1, 2007. 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.

**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-2006-25942/Airspace Docket No. 06-ACE-12, 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:** Grant Nichols, System Support, DOT Regional Headquarters Building, Federal Aviation Administration, 901 Locust, Kansas City, MO 64106; telephone: (816) 329-2522.

**SUPPLEMENTARY INFORMATION:** This amendment to 14 CFR part 71 modifies the Class E airspace area extending upward from 700 feet AGL (E5) at Thedford, Thomas County Airport, NE. The radius of the Class E airspace area extending upward from 700 feet above the surface of the earth is expanded from within a 6.4-mile radius to within a 7.7-mile radius of the airport. This modification brings the legal description of the Thedford, Thomas County Airport, NE Class E5 airspace area into compliance with FAA Orders 7400.2F and 8260.19C. Class E airspace areas extending upward from 700 feet or more above the surface of the earth are published in Paragraph 6005 of 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 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-2006-25942/Airspace Docket No. 06-ACE-12." 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 regulator 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 Thedford, Thomas County Airport, NE.

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

Airspace, Incorporation by reference, Navigation (air).