

the FAA 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 adding the following new AD:

2007-02-01 Dassault Aviation:

Amendment 39-14888. Docket No. FAA-2007-26855; Directorate Identifier 2006-NM-264-AD.

Effective Date

(a) This airworthiness directive (AD) becomes effective February 2, 2007.

Affected ADs

(b) None.

Applicability

(c) This AD applies to Dassault Model Falcon 2000EX airplanes; s/n (serial number) 06, s/n 28 through 90, s/n 93, and s/n 95; certificated in any category.

Reason

(d) The MCAI states that troubleshooting of a "ENG 1 FIRE DETECT FAIL" CAS (crew alerting system) message that occurred on an in-service aircraft revealed that the detector threshold tolerances could not identify a single failure of one engine fire detector loop out of the two present on each engine. The fire detection system is therefore not correctly monitored, and its integrity is not guaranteed at all times. The goal of the MCAI is to verify the fire detection system integrity by mandating a one-time inspection and, in case of findings, to replace the faulty detector pending further modification of the monitoring system. The MCAI will be revised/superseded once the terminating corrective action for the monitoring function has been approved.

Actions and Compliance

(e) Unless already done, do the following actions. Within 35 days after the effective date of this AD, perform an engine fire detection integrity check as required by paragraphs (e)(1), (e)(2), and (e)(3) of this AD in accordance with Dassault Service Bulletin F2000EX-137, Revision 1, dated December 7, 2006.

(1) First, in the baggage compartment, on each mobile connector of the monitoring units (L320WG) and (R320WG), the equivalent resistance of the two engine detectors at the LH (left-hand) and the RH (right-hand) sides must be verified. According to findings, the corresponding system is either considered correct or incorrect.

(2) As a second step, if either one or both the LH and the RH system is (are) found to be incorrect, it is required to check the actual resistance of both detectors of the incorrect system(s) on the affected engine(s).

(3) Any faulty detector must be replaced prior to further flight.

(4) Actions done before the effective date of this AD in accordance with Dassault Service Bulletin F2000EX-137, dated November 23, 2006, are acceptable for compliance with the requirements of paragraph (e) of this AD.

Other FAA AD Provisions

(f) The following provisions also apply to this AD:

(1) *Alternative Methods of Compliance (AMOCs):* The Manager, International Branch, ANM-116, Transport Airplane Directorate, FAA, ATTN: Tom Rodriguez, 1601 Lind Avenue, SW., Renton, Washington 98057-3356, has the authority to approve AMOCs for this AD, if requested using the procedures found in 14 CFR 39.19.

(2) *Airworthy Product:* For any requirement in this AD to obtain corrective actions from a manufacturer or other source, use these actions if they are FAA-approved. Corrective actions are considered FAA-approved if they are approved by the State of Design Authority (or their delegated agent). You are required to assure the product is airworthy before it is returned to service.

(3) *Reporting Requirements:* For any reporting requirement in this AD, under the provisions of the Paperwork Reduction Act, the Office of Management and Budget (OMB) has approved the information collection requirements and has assigned OMB Control Number 2120-0056.

Related Information

(g) Refer to MCAI European Aviation Safety Agency (EASA) Emergency Airworthiness Directive 2006-0356-E, dated November 30, 2006; and Dassault Service Bulletin F2000EX-137, dated November 23, 2006; or Revision 1, dated December 7, 2006; for related information.

Material Incorporated by Reference

(h) You must use Dassault Service Bulletin F2000EX-137, Revision 1, dated December 7, 2006, to do the actions required by this AD, unless the AD specifies otherwise.

(1) The Director of the Federal Register approved the incorporation by reference of this service information under 5 U.S.C. 552(a) and 1 CFR part 51.

(2) For service information identified in this AD, contact Dassault Falcon Jet, P.O. Box 2000, South Hackensack, New Jersey 07606.

(3) You may review copies at the FAA, Transport Airplane Directorate, 1601 Lind Avenue, SW., Renton, Washington; or at 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/code_of_federal_regulations/ibr_locations.html.

Issued in Renton, Washington, on January 5, 2007.

Ali Bahrami,

Manager, Transport Airplane Directorate, Aircraft Certification Service.

[FR Doc. E7-490 Filed 1-17-07; 8:45 am]

BILLING CODE 4910-13-P

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 71

[Docket No. FAA-2006-25947; Airspace Docket No. 06-AAL-31]

Revision of Class D/E Airspace; Big Delta, Allen Army Airfield, Fort Greely, AK

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Final rule.

SUMMARY: This action revises Class D and E airspace at Allen Army Airfield (AAF), AK. The United States Army has decided to staff the Allen AAF air traffic control tower (ATCT) part time. The Class D and E airspace is being revised in order to align Class D airspace effective times to match ATCT hours of operation. The current title of the airspace described in FAA Order 7400.9P is also changing to reflect current guidance in FAA Order 7400.2E. This rule results in the revision of Class D and E airspace at Allen AAF, Delta Junction, AK.

DATES: *Effective Date:* 0901 UTC, March 15, 2007. The Director of the Federal Register approves this incorporation by reference action under title 1, Code of Federal Regulations, part 51, subject to the annual revision of FAA Order 7400.9 and publication of conforming amendments.

FOR FURTHER INFORMATION CONTACT: Gary Rolf, AAL-538G, 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. Internet address: <http://www.alaska.faa.gov/at>.

SUPPLEMENTARY INFORMATION:

History

On Tuesday, October 31, 2006, the FAA proposed to amend part 71 of the Federal Aviation Regulations (14 CFR part 71) to revise Class D and E airspace at Allen AAF, AK (71 FR 63725). The action was proposed in order to align the Class D and E airspace with Allen AAF tower's operating hours. The Army does not need to operate the control tower 24 hours per day. Class D airspace is only in effect when a tower is open. When the tower is not open, the airspace reverts to Class E. Additionally, the title of each airspace description in FAA Order 7400.9P associated with Allen AAF is being updated. In this case, the town of Delta Junction (which is closer to Allen AAF) is now

referenced instead of Big Delta. The airspace changes meet the instrument procedure and tower operational hour needs at Allen AAF, AK.

Interested parties were invited to participate in this rulemaking proceeding by submitting written comments on the proposal to the FAA. No public comments have been received; thus the rule is adopted as proposed.

The area will be depicted on aeronautical charts for pilot reference. The coordinates for this airspace docket are based on North American Datum 83. The airspace area designated as Class D is published in paragraph 5000 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 areas designated as surface areas are published in paragraph 6002 and 6004 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 areas designated as 700/1200 foot transition areas 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 D and Class E airspace designations listed in this document will be revised subsequently in the Order.

The Rule

This amendment to 14 CFR part 71 revises Class D and E airspace at Allen AAF, Alaska. This Class D and E airspace is revised to accommodate new tower operating hours, and will be depicted on aeronautical charts for pilot reference. The intended effect of this rule is to provide adequate controlled airspace for IFR operations at Allen AAF, Delta Junction, Alaska.

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. 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 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 creates Class D and E airspace sufficient in size to contain aircraft executing instrument procedures for Allen AAF 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).

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 Federal Aviation Administration Order 7400.9P, *Airspace Designations and Reporting Points*, dated September 1, 2006, and effective September 15, 2006, is amended as follows:

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Paragraph 5000 General.

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AAL AK D Delta Junction, AK [Revised]

Allen AAF, AK
(Lat. 63°59’40” N., long. 145°43’18” W.)
Big Delta VORTAC
(Lat. 64°00’16” N., long. 145°43’02” W.)
Delta Junction Airport (D66), AK
(Lat. 64°03’02” N., long. 145°43’02” W.)

That airspace extending upward from the surface to and including 3,800 feet MSL within a 6.3-mile radius from Allen AAF; excluding the portion within the boundary of restricted areas R2202A and R2202C, and excluding that airspace below 700 feet above the surface contained within an area from an East/West line 1/2-mile south of the Delta Junction Airport (D66), extending from 1 mile east of the Richardson Highway to 1 mile west of the Delta River, thence northwest and parallel to the Richardson Highway and the Delta River, to the 6.3-mile radius from Allen AAF. This Class D airspace area is effective during the specific dates and times established in advance by a Notice to Airmen. The effective date and time will thereafter be continuously published in the Airport/Facility Directory.

Paragraph 6000 General.

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AAL AK E2 Delta Junction, AK [Revised]

Allen AAF, AK
(Lat. 63°59’40” N., long. 145°43’18” W.)
Within an area from an East/West line 1/2-mile south of the Delta Junction Airport (D66), extending from 1 mile east of the Richardson Highway to 1 mile west of the Delta River, thence northwest and parallel to the Richardson Highway and the Delta River, to the 6.3-mile radius from Allen AAF. This Class E2 airspace area is effective only when Class D airspace is activated.

Paragraph 6004 Class E Airspace Areas Designated as an Extension to a Class D Surface Area.

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AAL AK E4 Delta Junction, AK [Revised]

Allen AAF, AK
(Lat. 63°59’40” N., long. 145°43’18” W.)
Big Delta VORTAC
(Lat. 64°00’16” N., long. 145°43’02” W.)
The airspace extending upward from the surface within 3 miles north and 2.6 miles south of the 039° radial of the Big Delta VORTAC extending from the 6.3-mile radius from Allen AAF to 10.3 miles northeast of Allen AAF.

Paragraph 6005 Class D Airspace Extending Upward from 700 feet or More Above the Surface of the Earth.

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AAL AK E5 Delta Junction, AK [Revised]

Allen AAF, AK
(Lat. 63°59’40” N., long. 145°43’18” W.)
Big Delta VORTAC
(Lat. 64°00’16” N., long. 145°43’02” W.)
That airspace extending upward from 700 feet above the surface within an 8.6-mile radius of Allen AAF, and within 3 miles north and 2.6 miles south of the 039° radial of the Big Delta VORTAC extending from the 8.6-mile radius from Allen AAF, to 10.3 miles northeast of Allen AAF; excluding the portion within restricted areas 2202A and R2202C.

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Issued in Anchorage, AK, on January 10, 2006.

Anthony M. Wylie,
Manager, Alaska Flight Service Information
Area Group.

[FR Doc. E7-597 Filed 1-17-07; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 71

[Docket No. FAA-2006-25943; Airspace
Docket No. 06-ACE-13]

Modification of Class E Airspace; Phillipsburg, KS

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 71) by modifying the Class E
airspace area at Phillipsburg Municipal
Airport, KS. An examination of
controlled airspace for Phillipsburg, KS
revealed discrepancies in the legal
description for the Class E airspace area.
The intended effect of this rule is to
provide controlled airspace of
appropriate dimensions to protect
aircraft executing Standard Instrument
Approach Procedures (SIAP) to
Phillipsburg Municipal Airport, KS.

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, NW., Washington, DC
20590-0001. You must identify the
docket number FAA-2006-25943/
Airspace Docket No. 06-ACE-13, 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 71 modifies the
Class E airspace area extending upward
from 700 feet AGL (ES) at Phillipsburg
Municipal Airport, KS. The radius of
the Class E Airspace area extending
upward from 700 feet above the surface
of the earth is expanded from within a
6.5-mile radius to within a 7.6-mile
radius of the airport. This modification
brings the legal description of the
Phillipsburg Municipal Airport, KS
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. Comments 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-2006-25943/Airspace
Docket No. 06-ACE-13". 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
Phillipsburg Municipal Airport, KS.

List of Subjects in 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: