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By order of the Board of Governors of the Federal Reserve System, September 21, 2007.

**Robert deV. Frierson,**

*Deputy Secretary of the Board.*

[FR Doc. E7-19062 Filed 9-26-07; 8:45 am]

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## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### 14 CFR Part 71

[Docket No. FAA-2007-28235; Airspace Docket No. 07-ANM-9]

#### Establishment of Class E Airspace; Hulett, WY

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

**ACTION:** Final rule.

**SUMMARY:** This action will establish Class E airspace at Hulett, WY. Additional Class E airspace is necessary to accommodate aircraft using a new Area Navigation (RNAV) Global Positioning System (GPS) Instrument Approach Procedure (IAP) at Hulett Municipal Airport. This will improve the safety of Instrument Flight Rules (IFR) aircraft executing the new RNAV GPS IAP at Hulett Municipal Airport, Hulett, WY. Also, this action makes a minor correction to the airport description.

**DATES:** *Effective Date:* 0901 UTC, December 20, 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.

**FOR FURTHER INFORMATION CONTACT:** Eldon Taylor, Federal Aviation Administration, System Support Group, Western Service Area, 1601 Lind Avenue SW., Renton, WA 98057; telephone (425) 917-6726.

#### SUPPLEMENTARY INFORMATION:

##### History

On July 3, 2007, the FAA published in the **Federal Register** a notice of proposed rulemaking to establish Class E airspace at Hulett, WY, (72 FR 36397). This action would improve the safety of IFR aircraft executing this new RNAV GPS IAP at Hulett Municipal Airport, Hulett, 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.

Class E airspace designations are published in paragraph 6005 of FAA

Order 7400.9R dated August 15, 2007, and effective September 15, 2007, which is incorporated by reference in 14 CFR part 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 establishing Class E airspace at Hulett, WY. Additional controlled airspace is necessary to accommodate IFR aircraft executing a new RNAV (GPS) IAP at Hulett Municipal Airport, Hulett, 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.

The FAA's authority to issue rules regarding aviation safety is found in Title 49 of the United States Code. 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.

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 airspace necessary to ensure the safety of aircraft and the efficient use of airspace. This regulation is within the scope of that authority as it establishes additional controlled airspace at Hulett Municipal Airport, Hulett, WY.

#### 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 7400.9R, Airspace Designations and Reporting Points, dated August 15, 2007, and effective September 15, 2007, 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 Hulett, WY [New]

Hulett Municipal Airport, WY  
(Lat. 44°39'46" N., long. 104°34'04" W.)  
Newcastle VOR, WY  
(Lat. 43°52'52" N., long. 104°18'28" W.)

That airspace extending upward from 700 feet above the surface within 8.0-mile radius of Hulett Municipal Airport that airspace extending upward from 1,200 feet above the surface beginning at Lat. 44°50'00" N., long. 105°00'00" W.; thence to Lat. 44°50'00" N., long. 104°00'00" W.; thence south along long. 104°00'00" W., to V-536; thence west along V-536 to Newcastle VOR; thence west on V-536 to Lat. 44°09'00" N., long. 105°00'00" W.; thence to beginning.

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Issued in Seattle, Washington, on August 30, 2007.

**Clark Desing,**

*Manager, System Support Group, Western Service Center.*

[FR Doc. E7-18930 Filed 9-26-07; 8:45 am]

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## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### 14 CFR Part 119

[Docket No. FAA-2007-29313 (formerly 28154); Amendment No. 119-12]

RIN 2120-AF62

#### Commuter Operations and General Certification and Operations Requirements; Qualifications for Director of Maintenance for Part 135 Operations

**AGENCY:** Federal Aviation Administration, DOT.

**ACTION:** Final rule; technical amendment.

**SUMMARY:** The Federal Aviation Administration (FAA) is making a minor technical change to a final rule, Commuter Operations and General Certification and Operations Requirements. This final rule established the requirements for certain management officials for certificate holders. In the final rule the FAA unintentionally included an incorrect experience requirement for the Director of Maintenance for commuter and on-demand operators. This amendment corrects that experience requirement.

**DATES:** Effective on September 27, 2007.

**FOR FURTHER INFORMATION CONTACT:** Kim A. Barnette, Flight Standards Service (AFS-350), Federal Aviation Administration, 800 Independence Ave., SW., Washington, DC; phone (202) 493-4922; e-mail [Kim.A.Barnette@faa.gov](mailto:Kim.A.Barnette@faa.gov).

**SUPPLEMENTARY INFORMATION:** On December 20, 1995 (60 FR 65832), the FAA published a final rule in the **Federal Register**, better known as “the commuter rule”, that established the requirements for certain management officials in parts 121 and 135. Although the FAA clearly stated in the preamble to this final rule that “In addition to other requirements, these candidates will have to have three years of experience (within their respective fields) within the past six years to be eligible for a Director position,” the specific years of experience in the rule language in part 135 was incorrect. The part 121 experience requirement of § 119.67 correctly states this “3 years within 6 years” experience requirement; however the part 135 requirement in § 119.71 was incorrectly stated as “3 years within 3 years.”

By petition for rulemaking dated September 5, 2007, the Regional Air Cargo Carriers Association (RACCA) asked the FAA to correct this technical error. The RACCA correctly pointed out that it makes no sense to have an experience requirement in part 135 that is more stringent than the same requirement in part 121.

**Technical Amendment**

This technical amendment will correct an unintentional error in the years of experience requirement in § 119.71 to make it consistent with § 119.67.

**Justification for Immediate Adoption**

Because this action corrects an unintentional error in rule language for § 119.71, the FAA finds that good cause exists under 5 U.S.C. 553(d) for making this rule effective upon publication.

**List of Subjects in 14 CFR Part 119**

Administrative practice and procedure, Air carriers, Aircraft, Aviation safety, Charter flights, Reporting and recordkeeping requirements.

**The Amendment**

■ In consideration of the foregoing, the FAA amends 14 CFR chapter I as follows:

**PART 119—CERTIFICATION: AIR CARRIERS AND COMMERCIAL OPERATORS**

■ 1. The authority citation for part 119 continues to read as follows:

**Authority:** 49 U.S.C. 106(g), 1153, 40101, 40102, 40103, 40113, 44105, 44106, 44111, 44701-44717, 44722, 44901, 44903, 44904, 44906, 44912, 44914, 44936, 44938, 46103, 46105.

■ 2. Amend § 119.71 by revising paragraphs (e)(1) and (2) to read as follows:

**§ 119.71 Management personnel: Qualifications for operations conducted under part 135 of this chapter.**

\* \* \* \* \*

(e) \* \* \*

(1) Have 3 years of experience within the past 6 years maintaining aircraft as a certificated mechanic, including, at the time of appointment as Director of Maintenance, experience in maintaining the same category and class of aircraft as the certificate holder uses; or

(2) Have 3 years of experience within the past 6 years repairing aircraft in a certificated airframe repair station, including 1 year in the capacity of approving aircraft for return to service.

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Issued in Washington, DC, on September 19, 2007.

**Pamela Hamilton-Powell,**

*Director, Office of Rulemaking.*

[FR Doc. E7-19056 Filed 9-26-07; 8:45 am]

**BILLING CODE 4910-13-P**

**CONSUMER PRODUCT SAFETY COMMISSION**

**16 CFR Part 1211**

**Safety Standard for Automatic Residential Garage Door Operators**

**AGENCY:** Consumer Product Safety Commission.

**ACTION:** Final rule.

**SUMMARY:** The Consumer Product Safety Commission is amending 16 CFR part 1211, Safety Standard for Automatic Residential Garage Door Operators, to

reflect changes made by Underwriters Laboratories, Inc. in its standard UL 325.

**DATES:** This rule is effective on February 21, 2008, except for § 1211.14(b)(2) which is effective September 27, 2007.

**FOR FURTHER INFORMATION CONTACT:** Renae RauchsSchwalbe, Office of Compliance and Field Operations, Consumer Product Safety Commission, 4330 East-West Highway, Bethesda, Maryland, 20814-4408, telephone 301-504-7664 or e-mail: [rrauchsSchwalbe@cpsc.gov](mailto:rrauchsSchwalbe@cpsc.gov).

**SUPPLEMENTARY INFORMATION:** The Commission is amending its garage door operator standard, 16 CFR part 1211, to incorporate changes made to Underwriter Laboratories, Inc. (“UL”) standard UL 325, third edition, “Door, Drapery, Louver and Window Operators and Systems.” In 1991, Congress mandated the entrapment protection provisions of the UL 325 standard as a consumer product safety standard. Sec 203 of Public Law 101-608. Congress also required the Commission to incorporate into part 1211 any revisions that UL proposed to the entrapment protection requirements of UL 325, unless the Commission notified UL that the revision does not carry out the purposes of Public Law 101-608.

Recently, UL revised some provisions of UL 325 to address the hazard of children becoming entrapped if a child becomes stuck under a partially open door and the door moves down when a bystander presses the wall control button. The Commission determined that the entrapment related revisions incorporated into the UL standard do carry out the purposes of Public Law 101-608. On January 18, 2007, the Commission issued a notice of proposed rulemaking (“NPR”) to revise part 1211 to reflect the changes UL made to UL 325. 72 FR 2217. The Commission received no comments on the proposal and is now making the revisions final.

UL set an effective date of February 21, 2008 for the changes to the entrapment protection requirements in the UL standard. The Commission is specifying the same effective date for these provisions in the CPSC standard.

UL also added to its standard a requirement that the statement “Never go under a stopped partially open door” be added to garage door operator instruction manuals. The Commission is making this change in the CPSC standard as well. UL set an effective date of September 14, 2004 for this provision in UL 325. The instruction manual provision in the CPSC standard would become effective when published as a final rule in the **Federal Register**.