

Adoption of the Amendment

■ Under the authority delegated to me by the Administrator, the Federal Aviation Administration amends part 39 of the Federal Aviation Regulations (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 airworthiness directive:

2006–07–20 Turbomeca: Amendment 39–14547. Docket No. FAA–2006–24239; Directorate Identifier 2006–NE–09–AD.

Effective Date

(a) This airworthiness directive (AD) becomes effective May 5, 2006.

Affected ADs

(b) None.

Applicability

(c) This AD applies to Turbomeca Makila 1 A2 turboshaft engines. These engines are installed on, but not limited to, Eurocopter AS 332 L2 helicopters.

Unsafe Condition

(d) This AD results from Turbomeca determining that Makila 1 A2 turboshaft engines with software version 9 installed in the digital electronic control unit (DECU), under certain conditions, could experience a free turbine overspeed and uncontained failure. We are issuing this AD to prevent overspeed and uncontained failure of the free turbine and damage to the helicopter.

Compliance

(e) You are responsible for having the actions required by this AD performed no later than November 30, 2008, unless the actions have already been done.

(f) Upgrade the software version in the DECU from version 9 (TU 230C) to version 11 (TU 244C). Information on this upgrade can be found in Turbomeca Mandatory Service Bulletin No. 298 73 0244, dated February 2, 2006.

(g) Version 11 (TU 244C) software must not be intermixed on the helicopter with any other DECU software version except version 9 (TU 230C).

Alternative Methods of Compliance

(h) 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.

Related Information

(i) Direction Generale De L'Aviation Civile airworthiness directive F–2006–029, dated February 1, 2006, also addresses the subject of this AD.

Issued in Burlington, Massachusetts, on March 30, 2006.

Peter A. White,

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

[FR Doc. 06–3253 Filed 4–4–06; 8:45 am]

BILLING CODE 4910–13–P

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. FAA–2006–23648; Directorate Identifier 2006–CE–07–AD; Amendment 39–14514; AD 2006–06–06]

RIN 2120–AA64

Airworthiness Directives; The Cessna Aircraft Company Models 208 and 208B Airplanes

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Final rule; correction.

SUMMARY: This document makes a correction to Airworthiness Directive (AD) 2006–06–06, which published in the **Federal Register** on March 16, 2006 (71 FR 13533), and applies to all The Cessna Aircraft Company (Cessna) Models 208 and 208B airplanes. AD 2006–06–06 requires you to incorporate information into the applicable section of the Airplane Flight Manual (AFM) and Pilots Operating Handbook (POH) and requires installation of placards. Current language in paragraph (f)(3) of AD 2006–06–06 regarding the placard requirement inadvertently states: “You may insert a copy of this AD into the appropriate sections of the POH to comply with this action.” This does not meet the intent of the AD. This document corrects that paragraph by removing the language referenced above.

DATES: The effective date of this AD (2006–06–06) remains March 24, 2006.

FOR FURTHER INFORMATION CONTACT: Robert P. Busto, Aerospace Engineer, Wichita Aircraft Certification Office, FAA, 1801 Airport Road, Wichita, Kansas 67209; telephone: (316) 946–4157; facsimile: (316) 946–4107.

SUPPLEMENTARY INFORMATION:

Discussion

On March 10, 2006, the FAA issued AD 2006–06–06, Amendment 39–14514 (71 FR 13533, March 16, 2006), which applies to all Cessna Models 208 and 208B airplanes. AD 2006–06–06 requires you to incorporate information into the applicable section of the AFM and POH and requires installation of

placards. Current language in paragraph (f)(3) of AD 2006–06–06 regarding the placard requirement inadvertently states: “You may insert a copy of this AD into the appropriate sections of the POH to comply with this action.” This does not meet the intent of the AD.

Need for the Correction

This correction is needed to not allow a method of compliance that was inadvertently included in the AD and does not address the unsafe condition.

Correction of Publication

■ Accordingly, the publication of March 16, 2006 (71 FR 13533), of Amendment 39–14514; AD 2006–06–06, which was the subject of FR Doc. 06–2544, is corrected as follows:

§ 39.13 [Corrected]

On page 13536, in § 39.13 [Amended], in paragraph (f)(3), in the Procedures column, remove the following text:

“You may insert a copy of this AD into the appropriate sections of the POH to comply with this action.”

Action is taken herein to correct this reference in AD 2006–06–06 and to add this AD correction to § 39.13 of the Federal Aviation Regulations (14 CFR 39.13).

The effective date remains March 24, 2006.

Issued in Kansas City, Missouri, on March 30, 2006.

David R. Showers,

Acting Manager, Small Airplane Directorate, Aircraft Certification Service.

[FR Doc. 06–3252 Filed 4–4–06; 8:45 am]

BILLING CODE 4910–13–P

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 71

[Docket No. FAA–2005–22687; Airspace Docket No. 05–AAL–23]

Establishment of Class E Airspace; St. Paul Island, AK

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Final rule.

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

EFFECTIVE DATE: 0901 UTC, June 8, 2006.
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, January 31, 2006, the FAA proposed to amend part 71 of the Federal Aviation Regulations (14 CFR part 71) to revise Class E airspace extending upward from 700 ft. and 1,200 ft. above the surface at St. Paul Island, AK (71 FR 5025). The action was proposed in order to create Class E airspace sufficient in size to contain aircraft while executing one new SIAP, and five revised SIAPs for the St. Paul Island Airport. The new approach is the Area Navigation (Global Positioning System) (RNAV (GPS)) Runway (RWY) 36, original. The five revised SIAPs are (1) RNAV (GPS) RWY 18, Amendment (Amdt) 1; (2) Non-directional Beacon (NDB)—A, Amdt 1; (3) NDB/Distance Measuring Equipment (DME) RWY 18, Amdt 3; (4) Localizer (LOC)/DME Back Course RWY 18, Amdt 3; (5) Instrument Landing System (ILS) or LOC/DME RWY 36, Amdt 2. Class E controlled airspace extending upward from 700 ft. and 1,200 ft above the surface in the St. Paul Island Airport area is created by this action. A corresponding airspace change to Offshore Airspace Area 1234L is also being coordinated with the FAA's Office of System Operations Airspace to address the airspace outside the 12-mile limit. 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 Class E airspace areas designated as 700/1,200 ft. transition areas are published in paragraph 6005 of FAA Order 7400.9N, *Airspace Designations and Reporting Points*, 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 Class E airspace at St. Paul

Island, Alaska. This Class E airspace will accommodate aircraft executing one new SIAP, and five revised SIAPs, and will be depicted on aeronautical charts for pilot reference. The intended effect of this rule is to provide adequate controlled airspace for Instrument Flight Rule (IFR) operations at St. Paul Island Airport, St. Paul, 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 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 E airspace sufficient in size to contain aircraft executing instrument procedures for the St. Paul Island 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).

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 7400.9N, *Airspace Designations and Reporting Points*, dated September 1, 2005, and effective September 15, 2005, is amended as follows:

* * * * *

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

* * * * *

AAL AK E5 St. Paul Island, AK [Revised]

St. Paul Island Airport, AK
 (Lat. 57°10'2" N., long. 170°13'14" W.)

That airspace extending upward from 700 feet above the surface within an 8-mile radius of the St. Paul Island Airport, and within 8 miles west and 6 miles east of the 360° bearing from the St. Paul Airport from the 8-mile radius to 14 miles north of the St. Paul Airport, and within 6 miles west and 8 miles east of the 172° bearing from the St. Paul Airport from the 8-mile radius to 15 miles south of the St. Paul Airport, and that airspace extending upward from 1,200 feet above the surface within a 73-mile radius of the St. Paul Island Airport.

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Issued in Anchorage, AK, on March 28, 2006.

Michael A. Tarr,

Manager, Operations Support.

[FR Doc. 06-3246 Filed 4-4-06; 8:45 am]

BILLING CODE 4910-13-P

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 71

[Docket No. FAA-2005-23275; Airspace Docket No. 05-AAL-40]

Establishment of Class E Airspace; Cold Bay, AK

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Final rule.

SUMMARY: This action revises Class E airspace at Cold Bay, AK to provide adequate controlled airspace to contain