

substantive verbal contact with FAA personnel concerning this AD. Using the search function of our docket Web site, you can find and read the comments to any of our dockets, including the name of the individual who sent the comment. You may review the DOT's complete Privacy Act Statement in the **Federal Register** published on April 11, 2000 (65 FR 19477-78), or you may visit <http://dms.dot.gov>.

### Regulatory Findings

We have determined that this AD will not have federalism implications under Executive Order 13132. This AD 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.

For the reasons discussed above, I certify that the regulation:

1. Is not a "significant regulatory action" under Executive Order 12866;
2. Is not a "significant rule" under the DOT Regulatory Policies and Procedures (44 FR 11034, February 26, 1979); and
3. 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.

We prepared an economic evaluation of the estimated costs to comply with this AD. See the DMS to examine the economic evaluation.

### Authority for This Rulemaking

Title 49 of the United States Code specifies the FAA's authority to issue rules on aviation safety. 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.

We are issuing this rulemaking under the authority described in Subtitle VII, Part A, Subpart III, Section 44701, "General requirements." Under that section, Congress charges the FAA with promoting safe flight of civil aircraft in air commerce by prescribing regulations for practices, methods, and procedures the Administrator finds necessary for safety in air commerce. This regulation is within the scope of that authority because it addresses an unsafe condition that is likely to exist or develop on products identified in this rulemaking action.

### List of Subjects in 14 CFR Part 39

Air transportation, Aircraft, Aviation safety, Incorporation by reference, Safety.

### Adoption of the Amendment

■ Accordingly, pursuant to 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. Section 39.13 is amended by adding a new airworthiness directive to read as follows:

**2007-09-51 MD Helicopters, Inc.:**  
Amendment 39-15103. Docket No. FAA-2007-28449; Directorate Identifier 2007-SW-28-AD.

#### Applicability

Model 369, YOH-6A, 369A, OH-6A, 369H, 369HM, 369HS, 369HE, 369D, 369E, 369F, and 369FF helicopters, with a tail rotor blade, part number (P/N) 369A1613, 369D21606, 369D21613, 369D21615, or 421-088, all dash numbers, installed, certificated in any category.

#### Compliance

Before further flight, unless accomplished previously.

To prevent the loss of a tail rotor blade and subsequent loss of control of the helicopter, do the following:

(a) Inspect each affected tail rotor blade for a smooth radius as follows:

(1) Remove the tail rotor blade assembly by following the Accomplishment Instructions, paragraphs 2.B.(1) through 2.B.(3), Part 2., of MD Helicopters, Inc., Service Bulletin SB369H-247, SB369D-204, SB369E-099, and SB369F-084 dated April 26, 2007 (SB).

(2) Using a bright light, inspect the bore of the tail rotor blade root fitting by following the Accomplishment Instructions, paragraphs 2.B.(4) and 2.B.(5), Part 2, and Figures 1 and 2 of the SB.

(b) Replace each blade assembly that does not have a smooth radius by following the Accomplishment Instructions, paragraphs 2.B.(6) and (7), Part 2, and Figure 2 of the SB.

(c) Identify the airworthy tail rotor blade assembly with the applicable model of helicopter by following the Identification, paragraphs 3.(1) through 3.(4) of the SB.

(d) To request a different method of compliance or a different compliance time for this AD, follow the procedures in 14 CFR 39.19. Contact the Manager, Los Angeles Aircraft Certification Office, FAA; Attn: John Cecil, Aviation Safety Engineer, Airframe Branch, 3960 Paramount Blvd., Lakewood, California 90712-4137, telephone (562) 627-5228, fax (562) 627-5210, for information about previously approved alternative methods of compliance.

(e) Special flight permits will not be issued.

(f) Inspecting, replacing, and identifying the tail rotor blade assembly shall be done by

following the specified portions of MD Helicopters, Inc., Service Bulletin SB369H-247, SB369D-204, SB369E-099, and SB369F-084, dated April 26, 2007. The Director of the Federal Register approved this incorporation by reference in accordance with 5 U.S.C. 552(a) and 1 CFR part 51. Copies may be obtained from MD Helicopters, Inc., Attn: Customer Support Division, 4555 E. McDowell Rd., Mail Stop M615, Mesa, Arizona 85215-9734, telephone 1-800-388-3378, fax 480-346-6813, or on the Web at <http://www.mdhelicopters.com>. Copies may be inspected at the FAA, Office of the Regional Counsel, Southwest Region, 2601 Meacham Blvd., Room 663, Fort Worth, Texas 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](http://www.archives.gov/federal_register/code_of_federal_regulations/ibr_locations.html).

(g) This amendment becomes effective on July 5, 2007, to all persons except those persons to whom it was made immediately effective by Emergency AD 2007-09-51, issued April 27, 2007, which contained the requirements of this amendment.

Issued in Fort Worth, Texas, on June 5, 2007.

**Mark R. Schilling,**

*Acting Manager, Rotorcraft Directorate, Aircraft Certification Service.*

[FR Doc. E7-11409 Filed 6-18-07; 8:45 am]

**BILLING CODE 4910-13-P**

## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### 14 CFR Part 71

[Docket No. FAA-2007-27678; Airspace Docket No. 07-ACE-3]

#### Modification of Class E Airspace; Monticello, IA

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

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

**SUMMARY:** This document confirms the effective date of the direct final rule which revises Class E airspace at Monticello, IA.

**DATE:** Effective Date: 0901 UTC, July 5, 2007.

**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:** The FAA published this direct final rule with a request for comments in the **Federal Register** on May 16, 2007 (72 FR 27415). 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 July 5, 2007. No adverse comments were received, and thus this notice confirms that this direct final rule will become effective on that date.

Issued in Fort Worth, Texas on June 4, 2007.

**Walter Tweedy,**

*Manager, System Support Group, ATO  
Central Service Area.*

[FR Doc. 07-2994 Filed 6-18-07; 8:45 am]

**BILLING CODE 4910-13-M**

## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### 14 CFR Part 71

[Docket No. FAA-2007-27677; Airspace  
Docket No. 07-ACE-2]

#### Modification of Class E Airspace; Manhattan, KS

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

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

**SUMMARY:** This document confirms the effective date of the direct final rule which revises Class D and Class E airspace at Manhattan, KS.

**DATES:** *Effective Date:* 0901 UTC, July 5, 2007.

**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:** The FAA published this direct final rule with a request for comments in the **Federal Register** on May 16, 2007 (72 FR 27413). 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

July 5, 2007. No adverse comments were received, and thus this notice confirms that this direct final rule will become effective on that date. Additionally the name is changed to Manhattan Regional Airport.

Issued in Fort Worth, Texas on June 4, 2007.

**Walter Tweedy,**

*Manager, System Support Group, ATO  
Central Service Area.*

[FR Doc. 07-2992 Filed 6-18-07; 8:45 am]

**BILLING CODE 4910-13-M**

## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### 14 CFR Part 71

[Docket No. FAA-2007-27679; Airspace  
Docket No. 07-ACE-4]

#### Modification of Class E Airspace; Marshalltown, IA

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

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

**SUMMARY:** This document confirms the effective date of the direct final rule which revises Class E Airspace at Marshalltown, IA.

**DATES:** *Effective Date:* 0901 UTC, July 5, 2007.

**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:** The FAA published this direct final rule with a request for comments in the **Federal Register** on May 16, 2007 (72 FR 27416). 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 July 5, 2007. No adverse comments were received, and thus this notice confirms that this direct final rule will become effective on that date.

Issued in Fort Worth, Texas, on June 4, 2007.

**Walter Tweedy,**

*Manager, System Support Group, ATO  
Central Service Area.*

[FR Doc. 07-2995 Filed 6-18-07; 8:45 am]

**BILLING CODE 4910-13-M**

## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### 14 CFR Part 71

[Docket No. FAA-2007-27676; Airspace  
Docket No. 07-AGL-2]

#### Modification of Class E Airspace; Canby, MN

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

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

**SUMMARY:** This document confirms the effective date of the direct final rule which revises Class E airspace at Canby, MN.

**DATES:** *Effective Date:* 0901 UTC, July 5, 2007.

**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:** The FAA published this direct final rule with a request for comments in the **Federal Register** on May 16, 2007 (72 FR 27412). 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 July 5, 2007. No adverse comments were received, and thus this notice confirms that this direct final rule will become effective on that date.

Issued in Fort Worth, Texas on June 4, 2007.

**Walter Tweedy,**

*Manager, System Support Group, ATO  
Central Service Area.*

[FR Doc. 07-2993 Filed 6-18-07; 8:45 am]

**BILLING CODE 4910-13-M**