TABLE 1.—APPLICABILITY—Continued

Bombardier airplane models	Serial numbers
CL–600–2D15 (Regional Jet Series 705) airplanes.	15001 and subsequent.
CL–600–2D24 (Regional Jet Series 900) airplanes.	15001 and subsequent.

Unsafe Condition

(d) This AD results from reports of fractured output links of the power control unit (PCU) for the ailerons. We are issuing this AD to prevent failure of an output link of the aileron PCU, which, if both links on one aileron fail, could result in reduced lateral control of the airplane.

Compliance

(e) You are responsible for having the actions required by this AD performed within the compliance times specified, unless the actions have already been done.

Repetitive Inspections, Related Investigative Actions, and Corrective Actions

(f) Prior to the accumulation of 2,000 total flight hours, or within 550 flight hours after the effective date of this AD, whichever is later: Do a detailed inspection for cracking or fracturing of the output links of the aileron PCU and do all related investigative and corrective actions, as applicable, in accordance with the Accomplishment Instructions of Bombardier Alert Service Bulletin A670BA–27–023, including Appendix A, Revision A, dated May 18, 2005, except as provided by paragraph (g) of this AD. Thereafter, repeat the inspection and applicable related investigative and corrective actions at intervals not to exceed 1,000 flight hours. Any applicable related investigative and corrective actions must be done before further flight after the inspection.

Note 1: For the purposes of this AD, a detailed inspection is: ''An intensive examination of a specific item, installation, or assembly to detect damage, failure, or irregularity. Available lighting is normally supplemented with a direct source of good lighting at an intensity deemed appropriate. Inspection aids such as mirror, magnifying lenses, etc., may be necessary. Surface cleaning and elaborate procedures may be required.''

Exception to Corrective Action Instructions

(g) If any cracking or other damage is found on an aileron lug or flange bushing during any inspection required by this AD, and the service bulletin recommends contacting Bombardier for appropriate action: Before further flight, disposition and replace the cracked or damaged aileron lug or flange bushing with a new part, in accordance with a method approved by the Manager, New York Aircraft Certification Office (ACO), FAA; or Transport Canada Civil Aviation (TCCA) (or its delegated agent).

Reporting

(h) Submit a report of the findings (both positive and negative) of the inspections required by paragraph (f) of this AD to Bombardier Aerospace; Attention: Christian Holzl, dept. 508; Location S666 1422 024; 13100 Highway 50; Mirabel, Quebec, J7M 3C6, Canada; fax (450) 476–7321. Submit the report at the applicable time specified in paragraph (h)(1) or (h)(2) of this AD. The report must include the airplane serial number, the total accumulated flight cycles and flight hours on the airplane, the date of the inspection, the total accumulated flight cycles and flight hours at the last ''C'' check, the serial number of each PCU, and the results of all inspections, tests, and measurements done in accordance with paragraph (f) of this AD. Submitting Appendix A of Bombardier Alert Service Bulletin A670BA–27–023, including Appendix A, Revision A, dated May 18, 2005, is an acceptable means of complying with this requirement. Under the provisions of the Paperwork Reduction Act of 1980 (44 U.S.C. 3501 *et seq.*), the Office of Management and Budget (OMB) has approved the information collection requirements contained in this AD and has assigned OMB Control Number 2120–0056.

(1) If the inspection was done after the effective date of this AD: Submit the report within 30 days after the inspection.

(2) If the inspection was done prior to the effective date of this AD: Submit the report within 30 days after the effective date of this AD.

Actions Accomplished Previously

(i) Inspections and corrective actions done, and reports submitted, before the effective date of this AD in accordance with Bombardier Alert Service Bulletin A670BA–27–023, including Appendix A, dated May 3, 2005, are acceptable for compliance with the corresponding requirements of paragraphs (f) and (h) of this AD.

Alternative Methods of Compliance (AMOCs)

(j)(1) The Manager, New York ACO, has the authority to approve AMOCs for this AD, if requested in accordance with the procedures found in 14 CFR 39.19.

(2) Before using any AMOC approved in accordance with 14 CFR 39.19 on any airplane to which the AMOC applies, notify the appropriate principal inspector in the FAA Flight Standards Certificate Holding District Office.

Related Information

(k) Canadian airworthiness directive CF–2005–23, dated June 29, 2005, also addresses the subject of this AD.

Material Incorporated by Reference

(l) You must use Bombardier Alert Service Bulletin A670BA–27–023, including Appendix A, Revision A, dated May 18, 2005, to perform the actions that are required by this AD, unless the AD specifies otherwise. The Director of the Federal Register approved the incorporation by reference of this document in accordance with 5 U.S.C. 552(a) and 1 CFR part 51. Contact Bombardier, Inc., Canadair, Aerospace Group, P.O. Box 6087, Station Centre-ville, Montreal, Quebec H3C 3G9, Canada, for a copy of this service information. You may review copies at the Docket Management Facility, U.S. Department of Transportation, 400 Seventh Street SW., room PL–401, Nassif Building, Washington, DC; on the Internet at *http://dms.dot.gov*; or at the National Archives and Records Administration (NARA). For information on the availability of this material at the 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 February 1, 2006.

Ali Bahrami,

Manager, Transport Airplane Directorate, Aircraft Certification Service.

[FR Doc. 06–1295 Filed 2–14–06; 8:45 am]

BILLING CODE 4910–13–P

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 71

[Docket No. FAA–2005–22398; Airspace Docket No. 05–ASO–7]

RIN 2120–AA66

Establishment of High Altitude Area Navigation Routes; South Central United States

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Final rule.

SUMMARY: This action establishes 16 high altitude area navigation (RNAV) routes in the South Central United States in support of the High Altitude Redesign (HAR) program. The FAA is taking this action to enhance safety and to facilitate the more flexible and efficient use of the navigable airspace.

DATES: *Effective Date:* 0901 UTC, April 13, 2006.

FOR FURTHER INFORMATION CONTACT: Paul Gallant, Airspace and Rules, Office of System Operations Airspace and AIM, Federal Aviation Administration, 800 Independence Avenue, SW., Washington, DC 20591; telephone: (202) 267–8783.

SUPPLEMENTARY INFORMATION:

History

On September 27, 2005, the FAA published in the **Federal Register** a notice of proposed rulemaking to establish 16 RNAV routes in the South Central United States, within the airspace assigned to the Memphis Air Route Traffic Control Center (ARTCC) (70 FR 56391). The routes were proposed as part of the HAR program to enhance safety and facilitate the more flexible and efficient use of the navigable airspace for en route instrument flight rules (IFR) aircraft

operations. Interested parties were invited to participate in this rulemaking effort by submitting written comments on this proposal to the FAA. One comment was received in response to the NPRM. The comment supported the proposal.

High altitude area navigation routes are published in paragraph 2006 of FAA Order 7400.9N dated September 1, 2005 and effective September 15, 2005, which is incorporated by reference in 14 CFR 71.1. The area navigation routes listed in this document will be published subsequently in the order.

The Rule

This action amends Title 14 Code of Federal Regulations (14 CFR) part 71 by establishing 16 RNAV routes in the South Central United States, within the airspace assigned to Memphis ARTCC. The FAA is taking this action in support of the HAR program to enhance safety and to facilitate the more flexible and efficient use of the navigable airspace for en route instrument flight rules (IFR) operations. This rule includes several corrections to the route descriptions published in the NPRM. In route Q–26, the name of the fix ''ABROC'' is being changed to ''DEVAC.'' This changes the fix name only; the latitude and longitude coordinates for the fix remain the same as published in the NPRM. In addition, the order of the points listed for routes Q–19 and Q–33 has been reversed to comply with policy that odd numbered routes be described with the points listed from South to North. This does not affect the actual alignment of routes Q–19 and Q–33. Except for these changes, the routes in this rule are the same as those proposed in the NPRM.

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 Department of Transportation (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.

Environmental Review

The FAA has determined that this action qualifies for categorical exclusion under the National Environmental Policy Act in accordance with Paragraph 311(a) of FAA Order 1050.1E, Environmental Impacts: Policies and Procedures. This airspace action is not expected to cause any potentially significant impacts, and no extraordinary circumstances exist that warrant preparation of an environmental assessment.

List of Subjects in 14 CFR Part 71

Airspace, Incorporation by Reference, Navigation (air).

The 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 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 incorporating by reference in 14 CFR 71.1 of FAA Order 7400.9N, Airspace Designations and Reporting Points, dated September 1, 2005, and effective September 15, 2005, is amended as follows:

Paragraph 2006 Area Navigation Routes.

* * * * * * *

Q–19 BNA to PLESS [New]

BNA	VORTAC	(Lat. 36°08′13″N., long. 86°41′05″W.)
PLESS	Fix	(Lat. 37°48′35″N., long. 88°57′48″W.)

* * * * * * *

Q–21 JONEZ to RZC [New]

JONEZ	Fix	(Lat. 34°30′57″N., long. 95°27′34″W.)
RZC	VORTAC	(Lat. 36°14′47″N., long. 94°07′17″W.)

* * * * * * *

Q–23 FSM to RZC [New]

FSM	VORTAC	(Lat. 35°23′18″N., long. 94°16′18″W.)
RZC	VORTAC	(Lat. 36°14′47″N., long. 94°07′17″W.)

* * * * * * *

Q–25 MEEOW to PXV [New]

MEEOW	Fix	(Lat. 34°19′05″N., long. 93°31′25″W.)
ARG	VORTAC	(Lat. 36°06′36″N., long. 90°57′13″W.)
WLSUN	WP	(Lat. 37°35′00″N., long. 88°08′00″W.)
PXV	VORTAC	(Lat. 37°55′42″N., long. 87°45′45″W.)

Q–26 ARG to DEVAC [New]

ARG	VORTAC	(Lat. 36°06′36″N., long. 90°57′13″W.)
DEVAC	Fix	(Lat. 34°37′05″N., long. 87°26′07″W.)

Q–27 FSM to ZALDA [New]

FSM	VORTAC	(Lat. 35°23′18″N., long. 94°16′18″W.)
ZALDA	WP	(Lat. 36°04′55″N., long. 93°37′37″W.)

Q–28 GRAZN to PXV [New]

GRAZN	WP	(Lat. 34°15′00″N., long. 94°21′29″W.)
PYRMD	WP	(Lat. 34°34′00″N., long. 93°44′00″W.)
HAKAT	WP	(Lat. 36°17′00″N., long. 91°04′00″W.)

ESTEE	WP	(Lat. 34°41′00″N., long. 88°17′00″W.)
PXV	VORTAC	(Lat. 37°55′42″N., long. 87°45′45″W.)

Q–29 HARES to PXV [New]

HARES	WP	(Lat. 33°00′00″N., long. 91°44′00″W.)
MEM	VORTAC	(Lat. 35°00′54″N., long. 89°59′00″W.)
SIDAE	WP	(Lat. 37°20′00″N., long. 87°50′00″W.)
PXV	VORTAC	(Lat. 37°55′42″N., long. 87°45′45″W.)

Q–30 SQS to VUZ [NEW]

SQS	VORTAC	(Lat. 33°27′50″N., long. 90°16′38″W.)
VUZ	VORTAC	(Lat. 33°40′13″N., long. 86°53′59″W.)

Q–31 DHART TO PXV [NEW]

DHART	Fix	(Lat. 33°23′52″N., long. 92°25′10″W.)
TOROS	WP	(Lat. 33°40′00″N., long. 92°10′00″W.)
UJM	VOR/DME	(Lat. 34°34′30″N., long. 90°40′28″W.)
TIIDE	WP	(Lat. 37°28′00″N., long. 87°59′00″W.)
PXV	VORTAC	(Lat. 37°55′42″N., long. 87°45′45″W.)

Q–32 ELD to SWAPP [New]

ELD	VORTAC	(Lat. 33°15′22″N., long. 92°44′38″W.)
GAGLE	WP	(Lat. 34°08′00″N., long. 90°17′00″W.)
CRAMM	Fix	(Lat. 34°38′11″N., long. 88°53′55″W.)
BNA	VORTAC	(Lat. 36°08′13″N., long. 86°41′05″W.)
SWAPP	Fix	(Lat. 36°36′50″N., long. 85°10′56″W.)

Q–33 DHART to PROWl [New]

DHART	Fix	(Lat. 33°23′52″N., long. 92°25′10″W.)
LIT	VORTAC	(Lat. 34°40′40″N., long. 92°10′50″W.)
PROWL	WP	(Lat. 37°02′00″N., long. 91°15′00″W.)

Q–34 TXK to SWAPP [New]

TXK	VORTAC	(Lat. 33°30′50″N., long. 94°04′24″W.)
MATIE	Vix	(Lat. 34°05′42″N., long. 92°33′02″W.)
MEM	VORTAC	(Lat. 35°00′54″N., long. 89°59′00″W.)
SWAPP	Fix	(Lat. 36°36′50″N., long. 85°10′56″W.)

* * * * * * *

Q–36 RZC to SWAPP [New]

RZC	VORTAC	(Lat. 36°14′47″N., long. 94°07′17″W.)
TWITS	WP	(Lat. 36°06′32″N., long. 90°54′48″W.)
DEPEC	WP	(Lat. 36°06′00″N., long. 87°31′00″W.)
BNA	VORTAC	(Lat. 36°08′13″N., long. 86°41′05″W.)
SWAPP	Fix	(Lat. 36°36′50″N., long. 86°10′56″W.)

* * * * * * *

Q–38 ROKIT to BESOM [New]

ROKIT	Fix	(Lat. 30°29′50″N., long. 94°30′50″W.)
INCIN	WP	(Lat. 31°21′09″N., long. 92°45′18″W.)
LAREY	WP	(Lat. 32°00′12″N., long. 91°22′22″W.)
BESOM	Fix	(Lat. 35°35′11″N., long. 87°39′23″W.)

* * * * * * *

Q–40 AEX to MISLe [New]

AEX	VORTAC	(Lat. 31°15′24″N., long. 92°30′04″W.)
DOOMS	WP	(Lat. 31°53′08″N., long. 91°09′56″W.)
SALVA	WP	(Lat. 32°38′00″N., long. 89°21′56″W.)
MISLE	WP	(Lat. 33°24′00″N., long. 87°38′00″W.)

* * * * * * *

Issued in Washington, DC on January 30, 2006.

Edith V. Parish,

Manager, Airspace and Rules.

[FR Doc. 06–1427 Filed 2–14–06; 8:45 am]

BILLING CODE 4910–13–M

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 71

Docket No. FAA–2005–22509; Airspace Docket No. 03–AWA–2

RIN 2120–AA66

Modification of the St. Louis Class B Airspace Area; MO

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Final rule.

SUMMARY: This action modifies the St. Louis, MO, (STL) Class B airspace area to contain large, turbine-powered aircraft operations to and from the new Runway 11/29 at the Lambert-St. Louis International Airport (KSTL), St. Louis, MO. The FAA is taking this action to enhance safety and improve the management of aircraft operations in the KSTL terminal area. Further, this effort supports the FAA's national airspace redesign goal of optimizing terminal and en route airspace areas to reduce aircraft delays and improve system capacity.

DATES: *Effective Date:* 0901 UTC, April 13, 2006.

FOR FURTHER INFORMATION CONTACT: Steve Rohring, Airspace and Rules, Office of System Operations Airspace and AIM, Federal Aviation Administration, 800 Independence Avenue, SW., Washington, DC 20591; telephone: (202) 267–8783.

SUPPLEMENTARY INFORMATION:

Background

On November 22, 2005, the FAA published in the **Federal Register** a notice of proposed rulemaking (NPRM) to modify the STL Class B airspace area (70 FR 70558). The FAA proposed the action to enhance safety and improve the management of aircraft operations in the KSTL terminal area by containing large, turbine-powered aircraft operations to and from the new Runway 11/29 within the STL Class B airspace area.

As part of the FAA's Operational Evolution Plan, a new runway is under construction at KSTL. The new runway (Runway 11/29) is designed to provide a 51% increase in airport capacity and is scheduled to be commissioned in April, 2006. If the current Class B airspace area is not expanded, aircraft conducting instrument operations to this new runway will frequently need to intercept instrument approaches outside of the STL Class B airspace area. This action addresses that matter.

Discussion of Comments

International parties were invited to participate in this rulemaking proceeding by submitting written comments on the proposal to the FAA. The FAA received three comments as follows:

The Air Line Pilots Association, International (ALPA) concurred with the proposed modifications to the STL Class B airspace area and suggested raising the ceiling of the STL Class B airspace area from 8,000 feet above mean sea level (MSL) to 10,000 feet MSL in addition to the modifications proposed in the NPRM ''to further improve the safety of arrival and departure operation to and from [KSTL].'' The FAA considered raising the ceiling of Class B airspace early in the planning phase for this modification; however, the increase was opposed by the ad hoc committee and sufficient justification for raising the ceiling was not found. The FAA will continue to evaluate traffic volume and flow patterns in the KSTL terminal area to identify any future safety benefit that may be gained by raising the ceiling.

A second commenter also suggested raising the ceiling of the STL Class B airspace area to 10,000 feet MSL. The FAA does not support that view as discussed above. Additionally, the commenter expressed a concern with using geographical references because pilots not familiar with the area may have difficulty identifying them. He suggested using radials of the Troy Very High Frequency Omni-Range (VOR) to delineate the boundaries of the ''keyhole'' to the northeast of KSTL. The FAA disagrees with using the Troy VOR rather than geographical features to describe the boundaries of Class B airspace. The ad hoc committee specifically expressed their desire to use geographical landmarks wherever possible to facilitate a visual flight rules (VFR) pilot's ability to identify boundaries. Further, adoption of this suggestion would unnecessarily expand the amount of Class B airspace beyond what is actually needed to contain large, turbine-powered aircraft within the STL Class B airspace area.

That commenter also suggested ''eliminating Area I or standardizing its floor with the adjacent Area G.'' The FAA finds that designating Area I is necessary to contain large, turbine-powered aircraft utilizing the TRAKE 8 Arrival to the new Runway 11. Further, the suggestion to lower the floor of this area to 4,500 feet MSL (to coincide with the floor of Area G) would result in airspace being added to Class B that is not necessary to contain large turbine-powered aircraft within the STL Class B airspace area.

The third commenter suggested using a river to the north of KSTL as a boundary for the STL Class B surface area. This would provide a visual reference for VFR pilots. This suggestion had been considered but not adopted by the ad hoc committee. While the Missouri River will no longer define this boundary, pilots may use the Cardinal VOR/DME or visual references such as Highway 94 or Route H to identify the boundary. Further, the FAA believes that expanding the Class B surface area to the northwest and north of KSTL is necessary to contain large, turbine-powered aircraft departing Runway 29 that turn northbound.

The third commenter also requested that the floor of the STL Class B airspace area remain at 2,000 feet MSL over the St. Charles Airport (3SQ) rather than lowering it to 1,700 feet MSL. The FAA believes that lowering the floor of Class B airspace over 3SQ is necessary to ensure that large, turbine-powered aircraft arriving Runway 11 or departing Runway 29 are contained within the STL Class B airspace area. Further, because the traffic pattern altitude at the 3SQ is 1,100 feet MSL, aircraft may continue their practice of flying over the traffic pattern at 1,600 feet MSL without entering the STL Class B airspace area. This practice will also provide sufficient vertical separation between aircraft flying over 3SQ and large, turbine-powered aircraft operating to and from Runway 11/29.

The coordinates for this airspace docket are based on North American Datum 83. Class B airspace areas are published in paragraph 3000 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 section 71.1. The Class B airspace area listed in this document would be published subsequently in the order.

The Rule

This action amends Title 14 Code of Federal Regulations (14 CFR) part 71 by modifying the STL Class B airspace area. Specifically, this action (depicted on the attached chart) modifies Areas A, B, C, D, E, F, G, and H. It also re-designates a portion of the current Area