

(the Paperwork Reduction Act). Accordingly, these regulations and the forms and other information collection activities needed to administer the program authorized by these regulations are not subject to review by OMB under the Paperwork Reduction Act.

#### Executive Order 12612

This rule does not have sufficient Federalism implications to warrant the preparation of a Federalism Assessment. The provisions contained in this rule will not have substantial direct effect on States or their political subdivisions or on the distribution of power and responsibilities among the various levels of government.

#### Government Paperwork Elimination Act

CCC is committed to compliance with the Government Paperwork Elimination Act (GPEA) and the Freedom to E-File Act, which require Government agencies in general and FSA in particular to provide the public the option of submitting information or transacting business electronically to the maximum extent possible. The forms and other information collection activities required for participation in the program are available electronically through the USDA eForms Web site at <http://www.sc.egov.usda.gov> for downloading. Applications may be submitted at the FSA county offices, by mail or by FAX. At this time, electronic submission is not available. Full development of electronic submission is underway.

#### Federal Assistance Programs

The title and number of the Federal assistance program found in the Catalog of Federal Domestic Assistance to which this final rule applies are: 10.055—Direct and Counter-cyclical Payments Program (DCP).

#### Cost Benefit Analysis Summary

Changing the advance direct payment percentage shifts about \$0.305 billion of 2006-crop direct payments from FY 2006 to FY 2007 direct payments among FY's and shifts about \$1.47 billion of 2007-crop direct payments from FY 2007 to FY 2008. About \$90 million of 2007-crop direct payments is expected to shift from calendar year 2006 into calendar year 2007 because of the direct payment percentage change from 50 percent to 22 percent. While no net impact in nominal dollars on income is expected, the postponement of some advance payments does have some time value. The reduction in the real value of payments will be approximately \$5

million for the 2006 crop and \$22 million for the 2007 crop.

#### List of Subjects in 7 CFR Part 1412

Agricultural commodities, Feed grains, Grains, Oilseeds, Reporting and recordkeeping requirements.

■ For the reasons set forth in the preamble, 7 CFR part 1412 is amended as follows:

#### PART 1412—DIRECT AND COUNTER-CYCLICAL PROGRAM AND PEANUT QUOTA BUYOUT PROGRAM

■ 1. The authority section for part 1412 continues to read as follows:

**Authority:** 7 U.S.C. 7911–7918, 7951–7956; 15 U.S.C. 714b and 714c.

■ 2. Section 1412.502 is amended by revising paragraph (b) introductory text to read as follows:

#### § 1412.502 Direct payment provisions.

\* \* \* \* \*

(b) At the option of the producer, direct payments for the farm with respect to covered commodities and peanuts for which payment yields and base acres are established, shall be paid in any month from December through September of the fiscal year of the contract, as requested by the producer as an advance payment based on 50 percent of the direct payment rate for 2003 through 2005 contracts, 40 percent of the direct payment rate for 2006 contracts, and 22 percent of the direct payment rate for 2007 contracts. For any producer to receive an advance direct payment, all producers sharing in the direct payments for the farm must:

\* \* \* \* \*

Signed in Washington, DC, on April 4, 2006.

**Teresa C. Lasseter,**

*Executive Vice President, Commodity Credit Corporation.*

[FR Doc. 06–3364 Filed 4–7–06; 8:45 am]

**BILLING CODE 3410–05–P**

## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### 14 CFR Part 39

[Docket No. FAA–2005–20768; Directorate Identifier 2005–CE–16–AD; Amendment 39–14554; AD 2006–08–01]

RIN 2120–AA64

#### Airworthiness Directives; BURKHART GROB LUFT-UND-RAUMFAHRT GmbH & Co. KG, Model G 103 C Twin III SL Sailplanes

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

**ACTION:** Final rule.

**SUMMARY:** The FAA adopts a new airworthiness directive (AD) that supersedes AD 97–24–09, which applies to certain BURKHART GROB LUFT-UND-RAUMFAHRT GmbH & Co. KG (Grob) Model G 103 C Twin III SL sailplanes. AD 97–24–09 currently requires repetitively inspecting the propeller bearing and upper pulley wheel for increased play and, if increased play is found, modifying the propeller bearing and pulley wheel. This AD results from mandatory continuing airworthiness information (MCAI) issued by the airworthiness authority for Germany. Consequently, this AD requires you to modify the propeller bearing and upper pulley wheel by installing a new securing plate and tightening the grooved nut to the new torque values. We are issuing this AD to prevent loss of the sailplane propeller caused by increased play in the current design propeller bearing and upper pulley wheel. This could result in loss of control of the sailplane.

**DATES:** This AD becomes effective on May 9, 2006.

On January 5, 1998 (62 FR 62945, November 26, 1997), the Director of the Federal Register previously approved the incorporation by reference of GROB Luft-und Raumfahrt Service Bulletin No. 869–18, dated March 7, 1996, and GROB Luft-und Raumfahrt Service Bulletin No. 869–18/2, dated July 8, 1996.

As of May 9, 2006, the Director of the Federal Register approved the incorporation by reference of GROB Luft-und Raumfahrt Service Bulletin MSB869–18/3, dated May 24, 2002, in accordance with 5 U.S.C. 552(a) and 1 CFR part 51.

**ADDRESSES:** To get the service information identified in this AD, contact GROB Luft-und, Raumfahrt, Lettenbachstrasse 9, D–86874 tussenhausen-Mattsies, Federal

Republic of Germany; telephone: +49 8268 998139; facsimile: +49 8268 998200.

To view the AD docket, go to the Docket Management Facility; U.S. Department of Transportation, 400 Seventh Street, SW., Nassif Building, Room PL-401, Washington, DC 20590-0001 or on the Internet at <http://dms.dot.gov>. The docket number is FAA-2005-20768; Directorate Identifier 2005-CE-16-AD.

**FOR FURTHER INFORMATION CONTACT:** Gregory A. Davison, Aerospace Engineer, ACE-112, Small Airplane Directorate, 901 Locust, Room 301, Kansas City, Missouri 64106; telephone: (816) 329-4130; facsimile: (816) 329-4149.

**SUPPLEMENTARY INFORMATION:**

**Discussion**

On June 15, 2005, we issued a proposal to amend part 39 of the Federal Aviation Regulations (14 CFR part 39) to include an AD that would apply to Grob Model G 103 C Twin III SL sailplanes. This proposal was published in the **Federal Register** as a notice of proposed rulemaking (NPRM) on June 21, 2005 (70 FR 35568). The NPRM proposed to supersede AD 97-24-09 with a new AD that would require you to modify the propeller bearing and upper pulley wheel by installing a new securing plate and tightening the grooved nut to the new torque values.

**Comments**

We provided the public the opportunity to participate in developing this AD. We received no comments on

the proposal or on the determination of the cost to the public.

**Conclusion**

We have carefully reviewed the available data and determined that air safety and the public interest require adopting the AD as proposed except for minor editorial corrections. We have determined that these minor corrections:

- Are consistent with the intent that was proposed in the NPRM for correcting the unsafe condition; and
- Do not add any additional burden upon the public than was already proposed in the NPRM.

**Costs of Compliance**

We estimate that this AD affects 8 sailplanes in the U.S. registry.

We estimate the following costs to do the modification:

Labor cost	Parts cost	Total cost per sailplane	Total cost on U.S. operators
6 workhours × \$65 per hour = \$390 .....	N/A	\$390	\$3,120

**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 AD.

**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 this AD:

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 a summary of the costs to comply with this AD (and other information as included in the Regulatory Evaluation) and placed it in the AD Docket. You may get a copy of this summary by sending a request to us at the address listed under **ADDRESSES**. Include "Docket No. FAA-2005-20768; Directorate Identifier 2005-CE-16-AD" in your request.

**List of Subjects in 14 CFR Part 39**

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

**Adoption of the Amendment**

■ Accordingly, 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. FAA amends § 39.13 by removing Airworthiness Directive (AD) 97-24-09, Amendment 39-10216 (62 FR 62945, November 26, 1997), and by adding a new AD to read as follows:

**2006-08-01 BURKHART GROB LUFT-UND RAUMFAHRT GMBH & CO. KG:** Amendment 39-14554; Docket No. FAA-2005-20768; Directorate Identifier 2005-CE-16-AD.

**Effective Date**

(a) This AD becomes effective on May 9, 2006.

**Affected ADs**

(b) This AD supersedes AD 97-24-09, Amendment 39-10216.

**Applicability**

(c) This AD affects the Model G 103 C Twin III SL sailplanes, serial numbers 35002 through 35051, that are certificated in any category.

**Unsafe Condition**

(d) This AD is the result of increased play of the propeller bearing. The actions specified in this AD are intended to prevent loss of the sailplane propeller caused by increased play in the current design propeller bearing and upper pulley wheel. This could result in loss of control of the sailplane.

**Compliance**

(e) To address this problem, you must do the following:

Actions	Compliance	Procedures
Modify the propeller bearing and upper pulley wheel by installing a new securing plate, part number (P/N) 103SL-6400.12, and tightening the grooved nut, P/N 103SL-W-6400. Use the new torque values as specified in the GROB Luft-und Raumfahrt Service Bulletin MSB869-18/3, dated May 24, 2002.	Within 25 engine operating hours after May 9, 2006 (the effective date of this AD).	Follow GROB Luft-und Raumfahrt Service Bulletin No. 869-18, dated March 7, 1996 (including the reissued page 6 from GROB Luft-und Raumfahrt Service Bulletin No. 869-18/2, dated July 8, 1996, issued as a complement and a correction to GROB Luft-und Raumfahrt Service Bulletin No. 869-18, dated March 7, 1996) and GROB Luft-und Raumfahrt Service Bulletin MSB869-18/3, dated May 24, 2002. Use the new torque values as specified in the GROB Luft-und Raumfahrt Service Bulletin MSB869-18/3, dated May 24, 2002.

#### Alternative Method of Compliance

(f) The Manager, Standards Office, FAA, ATTN: Gregory A. Davison, Aerospace Engineer, ACE-112, Small Airplane Directorate, 901 Locust, Room 301, Kansas City, Missouri 64106; telephone: (816) 329-4130; facsimile: (816) 329-4149, has the authority to approve alternative methods of compliance (AMOCs) for this AD, if requested using the procedures found in 14 CFR 39.19.

#### Related Information

(g) LBA Airworthiness Directive 1996-206/3, dated August 22, 2002; GROB Luft-und Raumfahrt Service Bulletin No. 869-18, dated March 7, 1996; GROB Luft-und Raumfahrt Service Bulletin No. 869-18/2, dated July 8, 1996; and GROB Luft-und Raumfahrt Service Bulletin MSB869-18/3, dated May 24, 2002, also address the subject of this AD.

#### Material Incorporated by Reference?

(h) You must do the actions required by this AD following the instructions in GROB Luft-und Raumfahrt Service Bulletin No. 869-18, dated March 7, 1996; GROB Luft-und Raumfahrt Service Bulletin No. 869-18/2, dated July 8, 1996; and GROB Luft-und Raumfahrt Service Bulletin MSB869-18/3, dated May 24, 2002.

(1) On January 5, 1998 (62 FR 62945, November 26, 1997), the Director of the Federal Register previously approved the incorporation by reference of GROB Luft-und Raumfahrt Service Bulletin No. 869-18, dated March 7, 1996, and GROB Luft-und Raumfahrt Service Bulletin No. 869-18/2, dated July 8, 1996.

(2) As of May 9, 2006, the Director of the Federal Register approved the incorporation by reference of GROB Luft-und Raumfahrt Service Bulletin MSB869-18/3, dated May 24, 2002, in accordance with 5 U.S.C. 552(a) and 1 CFR part 51.

(3) To get a copy of this service information, contact GROB Luft-und, Raumfahrt, Lettenbachstrasse 9, D86874 tussenhausen Mattsies, Federal Republic of Germany; telephone: +49 8268 998139; facsimile: +49 8268 998200. To review copies of this service information, go to the National Archives and Records Administration (NARA). For information on the availability of this material at NARA, 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) or call

(202) 741-6030. To view the AD docket, go to the Docket Management Facility; U.S. Department of Transportation, 400 Seventh Street, SW., Nassif Building, Room PL-401, Washington, DC 20590-0001 or on the Internet at <http://dms.dot.gov>. The docket number is FAA200520768; Directorate Identifier 2005CE16AD.

Issued in Kansas City, Missouri, on April 3, 2006.

**John R. Colomy,**

*Acting Manager, Small Airplane Directorate, Aircraft Certification Service.*

[FR Doc. 06-3351 Filed 4-7-06; 8:45 am]

**BILLING CODE 4910-13-P**

## DEPARTMENT OF COMMERCE

### National Oceanic and Atmospheric Administration

#### 15 CFR Part 902

#### 50 CFR Parts 660 and 665

[Docket No. 060327086-6086-01; I.D. 032306A]

RIN 0648-AU21

### NOAA Information Collection Requirements Under the Paperwork Reduction Act: OMB Control Numbers; Fisheries off West Coast States; Fisheries in the Western Pacific

**AGENCY:** National Marine Fisheries Service (NMFS), National Oceanic and Atmospheric Administration (NOAA), Commerce.

**ACTION:** Final rule.

**SUMMARY:** NMFS reorganizes existing fishery regulations by creating a new part for western Pacific regulations. This rule organizes the regulations into a logical and cohesive order; it does not make substantive changes to existing fishery regulations. This rule also amends references to the Paperwork Reduction Act (PRA) information collection requirements to reflect the reorganization. The purpose of this rule

is to make the regulations better organized and easier for the public to use.

**DATES:** Effective April 10, 2006.

**FOR FURTHER INFORMATION CONTACT:** Robert Harman, NMFS Pacific Islands Region, 808-944-2271.

**SUPPLEMENTARY INFORMATION:**

#### Electronic Access

This **Federal Register** document is accessible via the Internet at <http://www.archives.gov/federal-register/publications>.

#### Background

In 1996, NMFS published a final rule (61 FR 34570, July 2, 1996) that consolidated six parts of the Code of Federal Regulations (CFR) into one new CFR part (50 CFR part 660). Among the actions in that rule was consolidation of regulations that implemented fishery conservation and management measures for fisheries operating in the exclusive economic zone (EEZ) off the west coast and in the western Pacific. The 1996 action reorganized the rules into a more logical and cohesive order, removed duplicative and outdated provisions, and made editorial changes for readability, clarity and uniformity in the regulatory language. The current action makes the regulations even better organized, and easier for the public to use.

Since the 1996 reorganization, there have been significant changes in the fisheries managed under 50 CFR part 660 and in the associated fishery regulations. New subparts have been added that cover west coast highly migratory species fisheries and western Pacific coral reef fisheries. Subparts that apply specifically to fisheries in the western Pacific are currently intermingled with subparts that apply to fisheries off the west coast, and several subparts have been changed substantially.

In 2004, NMFS established a new Pacific Islands Region and Pacific