

Tail rotor sliders manufactured by Bell Helicopter Textron, Inc. (left) and Forest Scientific, Inc. (right). Note the rough finish of the Forest Scientific, Inc.-manufactured T/R slider compared to the one shown on the left.

**Note 2:** T/R sliders manufactured by Bell Helicopter Textron, Inc. have a vibro-etched P/N on them and do not have a CAGE code marking on the part.

(iii) On or before accumulating 1000 hours TIS or on or before 12 months, whichever occurs first, replace each T/R slider that has an illegible CAGE code or Code 15716 or 26098 with an FAA approved airworthy slider without a CAGE code or with a legible CAGE code other than 15716 or 26098. Any T/R slider removed from service based on the requirements of this paragraph is not eligible for installation on any helicopter.

(iv) Replacing the T/R slider with an FAA approved airworthy T/R slider without a CAGE code or with a legible CAGE code other than 15716 or 26098, constitutes terminating action for the requirements of this AD.

(b) 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, Denver Aircraft Certification Office (ANM-100D), ATTN: Kreg Voorhies, Aerospace Engineer, 26805 E. 68th Ave., Room 214, Denver, Colorado 80249, telephone (303) 342-1092, fax (303) 342-1088, for information about previously approved alternative methods of compliance.

(c) This amendment becomes effective on October 16, 2006.

Issued in Fort Worth, Texas, on September 5, 2006.

**David A. Downey,**

*Manager, Rotorcraft Directorate, Aircraft Certification Service.*

[FR Doc. 06-7577 Filed 9-8-06; 8:45 am]

**BILLING CODE 4910-13-P**

## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### 14 CFR Part 97

[Docket No. 30512 ; Amendment No. 3183]

#### Standard Instrument Approach Procedures; Miscellaneous Amendments

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

**ACTION:** Final rule.

**SUMMARY:** This amendment amends Standard Instrument Approach Procedures (SIAPs) for operations at certain airports. These regulatory actions are needed because of changes occurring in the National Airspace System, such as the commissioning of new navigational facilities, addition of new obstacles, or changes in air traffic requirements. These changes are

designed to provide safe and efficient use of the navigable airspace and to promote safe flight operations under instrument flight rules at the affected airports.

**DATES:** This rule is effective September 11, 2006. The compliance date for each SIAP is specified in the amendatory provisions.

The incorporation by reference of certain publications listed in the regulations is approved by the Director of the Federal Register as of September 11, 2006.

**ADDRESSES:** Availability of matter incorporated by reference in the amendment is as follows:

*For Examination—*

1. FAA Rules Docket, FAA Headquarters Building, 800 Independence Ave., SW., Washington, DC 20591;

2. The FAA Regional Office of the region in which affected airport is located; or

3. The National Flight Procedures Office, 6500 South MacArthur Blvd., Oklahoma City, OK 73169 or,

4. 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).

*For Purchase—*Individual SIAP copies may be obtained from:

1. FAA Public Inquiry Center (APA-200), FAA Headquarters Building, 800 Independence Avenue, SW., Washington, DC 20591; or

2. The FAA Regional Office of the region in which the affected airport is located.

*By Subscription—*Copies of all SIAPs, mailed once every 2 weeks, are for sale by the Superintendent of Documents, U.S. Government Printing Office, Washington, DC 20402.

**FOR FURTHER INFORMATION CONTACT:**

Donald P. Pate, Flight Procedure Standards Branch (AFS-420), Flight Technologies and Programs Division, Flight Standards Service, Federal Aviation Administration, Mike Monroney Aeronautical Center, 6500 South MacArthur Blvd. Oklahoma City, OK. 73169 (Mail Address: P.O. Box 25082 Oklahoma City, OK 73125) telephone: (405) 954-4164.

**SUPPLEMENTARY INFORMATION:** This amendment to Title 14, Code of Federal Regulations, part 97 (14 CFR part 97) amends Standard Instrument Approach Procedures (SIAPs). The complete regulatory description of each SIAP is contained in the appropriate FAA Form

8260, as modified by the the National Flight Data Center (FDC)/Permanent Notice to Airmen (P-NOTAM), which is incorporated by reference in the amendment under 5 U.S.C. 552(a), 1 CFR part 51, and § 97.20 of the Code of Federal Regulations. Materials incorporated by reference are available for examination or purchase as stated above.

The large number of SIAPs, their complex nature, and the need for a special format make their verbatim publication in the **Federal Register** expensive and impractical. Further, airmen do not use the regulatory text of the SIAPs, but refer to their graphic depiction on charts printed by publishers of aeronautical materials. Thus, the advantages of incorporation by reference are realized and publication of the complete description of each SIAP contained in FAA form documents is unnecessary. The provisions of this amendment state the affected CFR sections, with the types and effective dates of the SIAPs. This amendment also identifies the airport, its location, the procedure identification and the amendment number.

#### The Rule

This amendment to 14 CFR part 97 is effective upon publication of each separate SIAP as amended in the transmittal. For safety and timeliness of change considerations, this amendment incorporates only specific changes contained for each SIAP as modified by FDC/P-NOTAMs.

The SIAPs, as modified by FDC P-NOTAM, and contained in this amendment are based on the criteria contained in the U.S. Standard for Terminal Instrument Procedures (TERPS). In developing these chart changes to SIAPs, the TERPS criteria were applied to only these specific conditions existing at the affected airports. All SIAP amendments in this rule have been previously issued by the FAA in a FDC NOTAM as an emergency action of immediate flight safety relating directly to published aeronautical charts. The circumstances which created the need for all these SIAP amendments requires making them effective in less than 30 days.

Further, the SIAPs contained in this amendment are based on the criteria contained in TERPS. Because of the close and immediate relationship between these SIAPs and safety in air commerce, I find that notice and public procedure before adopting these SIAPs are impracticable and contrary to the public interest and, where applicable, that good cause exists for making these SIAPs effective in less than 30 days.

**Conclusion**

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. For the same reason, the FAA certifies that this amendment will not have a significant economic impact on a substantial number of small entities under the criteria of the Regulatory Flexibility Act.

**List of Subjects in 14 CFR Part 97**

Air Traffic Control, Airports, Incorporation by reference, and Navigation (Air).

Issued in Washington, DC on August 25, 2006.

**James J. Ballough,**  
Director, Flight Standards Service.

**Adoption of the Amendment**

■ Accordingly, pursuant to the authority delegated to me, Title 14, Code of Federal regulations, part 97, 14 CFR part 97, is amended by amending Standard Instrument Approach Procedures, effective at 0901 UTC on the dates specified, as follows:

**PART 97—STANDARD INSTRUMENT APPROACH PROCEDURES**

■ 1. The authority citation for part 97 continues to read as follows:

**Authority:** 49 U.S.C. 106(g), 40103, 40106, 40113, 40114, 40120, 44502, 44514, 44701, 44719, 44721–44722.

**§§97.23, 97.25, 97.27, 97.29, 97.31, 97.33 and 97.35 [Amended]**

■ 2. Part 97 is amended to read as follows:

By amending: § 97.23 VOR, VOR/DME, VOR or TACAN, and VOR/DME or TACAN; § 97.25 LOC, LOC/DME, LDA, LDA/DME, SDF, SDF/DME; § 97.27 NDB, NDB/DME; § 97.29 ILS, ILS/DME, ISMLS, MLS/DME, MLS/RNAV; § 97.31 RADAR SIAPs; § 97.33 RNAV SIAPs; and §§ 97.35 COPTER SIAPs, Identified as follows:

\* \* \* *Effective upon publication*

FDC date	State	City	Airport	FDC No.	Subject
07/31/06	CO	PUEBLO	PUEBLO MEMORIAL	6/4530	GPS RWY 8L, ORIG IN TL 06–19 RE-SCINDED
08/02/06	NH	ROCHESTER	SKYHAVEN	6/4816	THIS NOTAM PUBLISHED IN TL06–19 IS HEREBY RESCINDED IN ITS' ENTIRETY. NDB OR GPS–B, AMDT 1B.
08/03/06	MT	KALISPELL	GLACIER PARK INTL	6/4881	RNAV (GPS) RWY 2, AMDT 1 IN TL 06–19 RESCINDED.
08/03/06	OR	REDMOND	ROBERTS FIELD	6/5901	RNAV (GPS) RWY 28, ORIG.
08/03/06	ID	DRIGGS	DRIGGS–REED MEMORIAL	6/5906	GPS A ORIG–B.
08/03/06	MT	MISSOULA	MISSOULA INTERNATIONAL	6/5907	GPS D ORIG.
08/03/06	MT	POLSON	POLSON	6/6415	RNAV (GPS) RWY 18, ORIG–A.
08/09/06	ME	PORTLAND	PORTLAND INTL JETPORT	6/5818	RNAV (GPS) RWY 11, AMDT 2.
08/09/06	NE	OMAHA	EPPLEY AIRFIELD	6/5833	ILS RWY 14R (CAT II), AMDT 3.
08/09/06	NE	OMAHA	EPPLEY AIRFIELD	6/5834	ILS RWY 14R (CAT III), AMDT 3.
08/09/06	NE	OMAHA	EPPLEY AIRFIELD	6/5836	ILS OR LOC RWY 32R, ORIG.
08/09/06	NE	OMAHA	EPPLEY AIRFIELD	6/5837	ILS RWY 32R (CAT II), ORIG.
08/09/06	NE	OMAHA	EPPLEY AIRFIELD	6/5838	ILS RWY 32R (CAT III), ORIG.
08/09/06	NE	OMAHA	EPPLEY AIRFIELD	6/5839	ILS RWY 14R, AMDT 3.
08/10/06	PA	PITTSBURGH	PITTSBURGH INTL	6/5873	RNAV (GPS) RWY 10C, AMDT 3.
08/11/06	NE	OMAHA	EPPLEY AIRFIELD	6/5967	ILS RWY 18, AMDT 7.
08/11/06	CA	CHICO	CHICO MUNI	6/5991	VOR/DME RWY 31R, ORIG–D.
08/11/06	CA	CHICO	CHICO MUNI	6/6003	GPS RWY 31R, ORIG–A.
08/11/06	NE	OMAHA	EPPLEY AIRFIELD	6/6016	ILS RWY 32L ORIG–A.
08/11/06	CA	CHICO	CHICO MUNI	6/6018	GPS RWY 31R, ORIG–A.
08/11/06	OK	LAWTON	LAWTON–FT SILL REGIONAL	6/6074	ILS RWY 35, AMDT 7B.
08/15/06	AK	ST. MARYS	ST. MARYS	6/6455	NDB RWY 35, ORIG–B.
08/15/06	MT	CONRAD	CONRAD	6/6487	NDB OR GPS RWY 24, AMDT 4.
08/15/06	GU	AGANA	GUAM INTL	6/6548	VOR/DME OR TACAN RWY 6L, ORIG–A.
08/15/06	GU	AGANA	GUAM INTL	6/6549	ILS OR LOC/DME RWY 6L, AMDT 3A.
08/15/06	GU	AGANA	GUAM INTL	6/6551	VOR–A, ORIG–A.
08/15/06	MA	GARDNER	GARDNER MUNI	6/6652	VOR OR GPS–A, AMDT 5.
08/15/06	ME	PRINCETON	PRINCETON MUNI	6/6653	RNAV (GPS) RWY 15, ORIG.
08/16/06	GA	COVINGTON	COVINGTON MUNI	6/6654	GPS RWY 28, ORIG–A.
08/16/06	SC	GREENVILLE	DONALDSON CENTER	6/6760	ILS RWY 5, AMDT 4B.
08/16/06	NC	ROCKINGHAM	RICHMOND COUNTY	6/6776	NDB RWY 31, AMDT 3.
08/16/06	NC	ROCKINGHAM	RICHMOND COUNTY	6/6777	GPS RWY 31, ORIG.
08/16/06	PA	PHILADELPHIA	PHILADELPHIA INTL	6/6655	ILS RWY 27L, AMDT 12A.
08/16/06	PA	SOMERSET	SOMERSET COUNTY	6/6659	LOC RWY 24, AMDT 3A.
08/16/06	PA	SOMERSET	SOMERSET COUNTY	6/6660	NDB RWY 24, AMDT 5A.
08/16/06	PA	SOMERSET	SOMERSET COUNTY	6/6661	GPS RWY 6, ORIG–A.
08/16/06	PA	SOMERSET	SOMERSET COUNTY	6/6662	GPS RWY 24, ORIG–A.
08/16/06	NY	NEW YORK	LA GUARDIA	6/6754	ILS OR LOC RWY 22, AMDT 19A.
08/16/06	NY	MONTAUK	MONTAUK	6/6756	RNAV (GPS) RWY 24, ORIG.
08/16/06	VT	RUTLAND	RUTLAND STATE	6/6757	VOR/DME RWY 1, ORIG–A.
08/16/06	NY	MASSENA	MASSENA INTL–RICHARDS FIELD	6/6856	ILS RWY 5, AMDT 2A.
08/16/06	NH	MANCHESTER	MANCHESTER	6/6867	VOR RWY 35, AMDT 15B.

FDC date	State	City	Airport	FDC No.	Subject
08/16/06	NH	MANCHESTER	MANCHESTER	6/6868	ILS OR LOC/DME RWY 17, ORIG.
08/16/06	MD	EASTON	EASTON/NEWMAM FIELD	6/6872	ILS OR LOC/DME RWY 4, ORIG.
08/16/06	NY	WESTHAMPTON BEACH.	FRANCIS S. GABRESKI	6/6881	COPTER ILS OR LOC RWY 24, AMDT 2.
08/16/06	NY	HUDSON	COLUMBIA COUNTY	6/6930	GPS RWY 21, ORIG-A.
08/16/06	NY	WESTHAMPTON BEACH.	FRANCIS S. GABRESKI	6/6931	ILS OR LOC RWY 24, AMDT 9.
08/16/06	WV	WHEELING	WHEELING OHIO COUNTY	6/6957	ILS RWY 3, AMDT 20A.
08/17/06	MS	GRENADA	GRENADA MUNI	6/6875	NDB RWY 13, AMDT 1A.
08/18/06	GA	ATLANTA	COBB COUNTY-MCCOLLUM FIELD ...	6/6939	ILS OR LOC RWY 27, AMDT 2.
08/18/06	GA	ATHENS	ATHENS/BEN EPPS	6/6940	VOR OR GPS RWY 2, AMDT 10A.
08/18/06	GA	ATHENS	ATHENS/BEN EPPS	6/6941	VOR RWY 27, AMDT 11A.
08/18/06	GA	MADISON	MADISON MUNI	6/6942	VOR/DME OR GPS A, AMDT 7.
08/18/06	GA	MADISON	MADISON MUNI	6/6944	GPS RWY 14, AMDT 1.
08/18/06	GA	WINDER	WINDER-BARROW	6/6945	LOC RWY 31, AMDT 8A.
08/18/06	GA	WINDER	WINDER-BARROW	6/6946	VOR/DME OR GPS A, AMDT 9A.
08/18/06	GA	WINDER	WINDER-BARROW	6/6947	NDB OR GPS RWY 31, AMDT 8A.
08/21/06	NC	NEW BERN	CRAVEN COUNTY REGIONAL	6/7175	ILS RWY 4, ORIG-A.
08/22/06	PA	ERIE	ERIE INTL/TOM RIDGE FIELD	6/7169	ILS RWY 24, AMDT 7B.
08/22/06	PA	KUTZTOWN	KUTZTOWN	6/7170	VOR-A, AMDT 1.
08/22/06	NE	OMAHA	MILLARD	6/7233	NDB RWY 12, AMDT 10B.
08/22/06	CT	HARTFORD	HARTFORD-BRAINARD	6/7249	LDA RWY 2, AMDT 1D.
08/22/06	KS	LAWRENCE	LAWRENCE MUNI	6/7250	ILS OR LOC RWY 33, AMDT 1.
08/22/06	KS	NEWTON	NEWTON-CITY-COUNTY	6/7254	ILS OR LOC RWY 17, AMDT 4.
08/22/06	KS	WINFIELD/ARKANSAS.	STROTHER FIELD	6/7308	ILS RWY 35, AMDT 4.
08/22/06	ND	JAMESTOWN	JAMESTOWN REGIONAL	6/7277	ILS RWY 31, AMDT 7B.
08/23/06	KS	TOPEKA	FORBES FIELD	6/7570	ILS RWY 31, AMDT 9A.
08/23/06	GA	ALBANY	SOUTHWEST GEORGIA REGIONAL ...	6/7471	ILS RWY 4, AMDT 10A.
08/23/06	WA	EPHRATA	EPHRATA MUNI	6/7512	VOR OR GPS RWY 20, AMDT 18A.
08/23/06	WA	EPHRATA	EPHRATA MUNI	6/7513	VOR/DME OR GPS RWY 2, AMDT 3A.

[FR Doc. E6-14737 Filed 9-8-06; 8:45 am]  
 BILLING CODE 4910-13-P

**DEPARTMENT OF HOMELAND SECURITY**

**Coast Guard**

**33 CFR Part 117**

[CGD05-06-044]

RIN 1625-AA09

**Drawbridge Operation Regulations; Broad Creek, Cedar Creek, and Nanticoke River, DE**

AGENCY: Coast Guard, DHS.

ACTION: Final rule.

**SUMMARY:** The Coast Guard is changing the drawbridge operation regulations of four Delaware Department of Transportation (DelDOT) bridges: the Poplar Street Bridge, at mile 8.2, and the U.S. 13A Bridge, at mile 8.2, both across Broad Creek in Laurel, DE; the SR 36 Bridge, at mile 0.5, over Cedar Creek in Cedar Beach; and SR 13 Bridge, at mile 39.6, across Nanticoke River in Seaford, DE. This final rule allows the bridges to open on signal if advance notice is given at different times from 4 to 48 hours. This change will eliminate the continual attendance of draw tender services during the non-peak boating periods

while still providing for the reasonable needs of navigation.

**DATES:** This rule is effective October 11, 2006.

**ADDRESSES:** Comments and material received from the public, as well as documents indicated in this preamble as being available in the docket, are part of docket CGD05-06-044 and are available for inspection or copying at Commander (dpb), Fifth Coast Guard District, Federal Building, 1st Floor, 431 Crawford Street, Portsmouth, VA 23704-5004 between 8 a.m. and 4 p.m., Monday through Friday, except Federal holidays. The Fifth Coast Guard District maintains the public docket for this rulemaking.

**FOR FURTHER INFORMATION CONTACT:** Waverly W. Gregory, Jr., Bridge Administrator, Fifth Coast Guard District, at (757) 398-6222.

**SUPPLEMENTARY INFORMATION:**

**Regulatory History**

On June 29, 2006, we published a notice of proposed rulemaking (NPRM) entitled "Drawbridge Operation Regulation; Broad Creek, Cedar Creek, and Nanticoke River, DE" in the **Federal Register** (71 FR 37024). We received no comments on the proposed rule. No public meeting was requested, and none was held.

**Background and Purpose**

DelDOT, who owns and operates the Poplar Street Bridge and the U.S. 13A Bridge, at mile 8.2, both across Broad Creek in Laurel; the SR 36 Bridge, at mile 0.5, over Cedar Creek in Cedar Beach; and the SR 13 Bridge, at mile 39.6, across Nanticoke River in Seaford, requested advance notification for vessel openings and a reduction in draw tender services for the following explanations:

*Broad Creek*

In the closed-to-navigation position, the Poplar Street Bridge, mile 8.2, and the U.S. 13A Bridge, mile 8.2, both in Laurel, have vertical clearances of five feet and two feet, above mean high water, and eight feet and five feet, above mean low water, respectively. The existing operating regulations for these drawbridges are set out in 33 CFR 117.233, which requires the bridges, along with the Conrail Bridge (at mile 8.0) in Laurel, to open on signal if at least four hours notice is given.

DelDOT provided information to the Coast Guard about the conditions and reduced operational capabilities of the draw spans. Due to the infrequency of requests for vessel openings of the drawbridge for the past 10 years, the final rule changes the current operating regulations by requiring the draw spans