

**ACTION:** Notice.

**SUMMARY:** This is a notice of an Administrative declaration of a disaster for the State of OREGON dated 12/19/2006.

Incident: Severe Winter Storm & Flooding.

Incident Period: 11/02/2006 through 11/08/2006.

Effective Date: 12/19/2006.

Physical Loan Application Deadline Date: 02/20/2007.

Economic Injury (EIDL) Loan Application Deadline Date: 09/19/2007.

**ADDRESSES:** Submit completed loan applications to: ≤U.S. Small Business Administration, Processing And Disbursement Center, 14925 Kingsport Road Fort, Worth, TX 76155.

**FOR FURTHER INFORMATION CONTACT:** A. Escobar, Office of Disaster Assistance, U.S. Small Business Administration, 409 3rd Street, SW., Suite 6050, Washington, DC 20416.

**SUPPLEMENTARY INFORMATION:** Notice is hereby given that as a result of the Administrator's disaster declaration, applications for disaster loans may be filed at the address listed above or other locally announced locations.

The following areas have been determined to be adversely affected by the disaster:

*Primary County:* Tillamook.

*Contiguous Counties:*

Oregon: Clatsop, Columbia, Lincoln Polk, Washington, Yamhill.

*The Interest Rates are:*

	Percent
Homeowners With Credit Available Elsewhere: .....	6.000
Homeowners Without Credit Available Elsewhere: .....	3.000
Businesses With Credit Available Elsewhere: .....	8.000
Businesses & Small Agricultural Cooperatives Without Credit Available Elsewhere: .....	4.000
Other (Including Non-Profit Organizations) With Credit Available Elsewhere: .....	5.250
Businesses And Non-Profit Organizations Without Credit Available Elsewhere: .....	4.000

The number assigned to this disaster for physical damage is 10761 B and for economic injury is 10762 0.

**The State which received an EIDL Declaration # is Oregon.**

(Catalog of Federal Domestic Assistance Numbers 59002 and 59008)

Dated: December 19, 2006.

**Steven C. Preston,**

*Administrator.*

[FR Doc. E6-22106 Filed 12-26-06; 8:45 am]

**BILLING CODE 8025-01-P**

**SMALL BUSINESS ADMINISTRATION**

**Administrator's Line of Succession Designation, No. 1-A, Revision 27**

This document replaces and supersedes "Line of Succession Designation No. 1-A, Revision 26."

**Line of Succession Designation No. 1-A, Revision 27**

Effective immediately, the Administrator's Line of Succession Designation is as follows:

(a) In the event of my inability to perform the functions and duties of my position, or my absence from the office, the Deputy Administrator will assume all functions and duties of the Administrator. In the event the Deputy Administrator and I are both unable to perform the functions and duties of the position or are absent from our offices, I designate the officials in listed order below, if they are eligible to act as Administrator under the provisions of the Federal Vacancies Reform Act of 1998, to serve as Acting Administrator with full authority to perform all acts which the Administrator is authorized to perform:

- (1) Chief of Staff
- (2) General Counsel
- (3) Associate Deputy Administrator for Management and Administration
- (4) Chief Financial Officer
- (5) Regional Administrator for Region 6.

(b) Notwithstanding the provisions of SBA Standard Operating Procedure 00 01 2, sbull I11"absence from the office," as used in reference to myself in paragraph (a) above, means

(1) I am not present the office and cannot be reasonably contacted by phone or other electronic means, and there is an immediate business necessity for the exercise of my authority; or  
 (2) I am not present in the office and, upon being contacted by phone or other electronic means, I determine that I cannot exercise my authority effectively without being physically present in the office.

(c) An individual serving in an acting capacity in any of the positions listed in subparagraph (a) (1) through (5), unless designated as such the Administrator, is not also included in this Line of Succession. Instead, the next non-acting incumbent in the Line of Succession shall serve as Acting Administrator.

(d) This designation shall remain in full force and effect until revoked or superseded in writing by the Administrator, or by the Deputy Administrator when serving as Acting Administrator.

(e) Serving as Acting Administrator has no effect on the officials listed in subparagraphs (a) (1) through (5), above, with respect to their full-time position's authorities, duties and responsibilities (except that such official cannot both recommend and approve an action).

Stephen C. Preston,  
*Administrator.*

[FR Doc. E6-22143 Filed 12-26-06; 8:45 am]

**BILLING CODE 8025-01-P**

**DEPARTMENT OF STATE**

[Public Notice 5628]

**Shipping Coordinating Committee; Notice of Meeting**

The Shipping Coordinating Committee (SHC) will conduct an open meeting at 10 a.m. on Tuesday, January 23, 2007 in room 6319 of the U.S. Coast Guard Headquarters building, 2100 Second Street, SW., Washington, DC, 20593-0001. The primary purpose of the meeting is to prepare for the 51st Session of the International Maritime Organization (IMO) Subcommittee on Fire Protection to be held at the Royal Horticultural Halls and Conference Center in London, UK from February 5-9, 2007.

Discussion will focus on papers received and draft U.S. positions regarding:

- Performance testing & approval standards for fire safety systems;
- Comprehensive review of the Fire Test Procedures Code;
- Recommendations on evacuation analysis for new and existing passenger ships;
- Review of the SPS Code;
- Development of provisions for gas fueled ships;
- Measures to prevent fires in engine-rooms and cargo pump-rooms;
- Consideration of IACS unified interpretations;
- Analysis of fire casualty records;
- Fire resistance of ventilation ducts;
- Application of requirements for dangerous goods in SOLAS and the 2000 HSC Code;
- Unified interpretation on the number and arrangement of portable extinguishers;
- Review of the fire safety of external areas on passenger ships; and
- Performance standards for fixed water spraying, fire detection and fire alarm systems for cabin balconies.

Members of the public may attend this meeting up to the seating capacity of the room. Interested persons may seek information by writing: Chief, Lifesaving and Fire Safety Standards Division, Commandant (CG-3PSE-4), U.S. Coast Guard Headquarters, Room 1308, 2100 Second Street, SW., Washington, DC 20593-0001, by calling: Mr. R. Eberly at (202) 372-1393, or by e-mail at [Randall.Eberly@uscg.mil](mailto:Randall.Eberly@uscg.mil).

Dated: December 18, 2006.

**Michael Tousley,**

*Executive Secretary, Shipping Coordinating Committee, Department of State.*

[FR Doc. E6-22167 Filed 12-26-06; 8:45 am]

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## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

[Docket No. FAA-2006-25755]

#### Operating Limitations at New York LaGuardia Airport; Notice of Order

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

**ACTION:** Notice of order.

**SUMMARY:** On September 11, 2006, the FAA issued a proposed order, which requested written views on the FAA's tentative determination to place temporary limitations on flight operations at New York's LaGuardia Airport (LaGuardia). The temporary limits are intended to prevent the congestion-related delays that would otherwise occur during the interval between the expiration of the High Density Rule and the effective date of a long-term regulation. In response to comments, the FAA is issuing a final order (the Order) that adopts the proposed limitations with some modifications. The limitations will permit 75 scheduled and six unscheduled operations per hour between 6 a.m. through 9:59 p.m., Eastern time, Monday through Friday and from 12 noon through 9:59 p.m., Eastern Time, on Sundays.

**FOR FURTHER INFORMATION CONTACT:** Komal K. Jain, Office of the Chief Counsel, Regulations Division, AGC-240, Federal Aviation Administration, 800 Independence Avenue, SW., Washington, DC 20591; telephone (202) 267-3073.

**SUPPLEMENTARY INFORMATION:** LaGuardia's runway capacity cannot accommodate the number of flight operations that carriers would like to operate without the development of significant congestion. Rules adopted by the FAA have long limited the number

of LaGuardia operations during peak demand periods. By statute enacted six years ago, those rules will terminate as of January 1, 2007. The FAA has proposed a long-term rule in a separate docket that would limit the number of scheduled and unscheduled operations at LaGuardia.<sup>1</sup> We are currently soliciting comments on that notice of proposed rulemaking. Because the FAA will be unable to complete that rulemaking by January 1, carrier operations at LaGuardia would be unrestricted unless the FAA adopts temporary limits that will remain in place until the rulemaking's completion. Without such operational limitations, the FAA expects that severe congestion-related delays will occur, both at LaGuardia and at other airports throughout the National Airspace System (NAS) as a result of capacity constraints at LaGuardia. The FAA therefore has proposed to adopt short-term limitations on LaGuardia flights while that rulemaking is completed, and, after considering the comments, is issuing this final Order limiting LaGuardia operations.

The FAA's authority to limit the number of flight operations at LaGuardia is an essential component of the FAA's statutory responsibilities.<sup>2</sup> The FAA holds broad authority under 49 U.S.C. 40103(b) to regulate the use of the navigable airspace of the United States. This provision authorizes the FAA to develop plans and policy for the use of navigable airspace and, by order or rule, to regulate the use of the airspace as necessary to ensure its efficient use.

#### I. Background

LaGuardia's runway capacity cannot accommodate the number of flight operations that carriers would like to operate without the development of significant congestion. Rules adopted by the FAA have long limited the number of LaGuardia operations during peak demand periods. By statute enacted six years ago, those rules will terminate as of January 1, 2007. The FAA has proposed a long-term rule in a separate docket that would limit the number of scheduled and unscheduled operations at LaGuardia.<sup>3</sup> We are currently soliciting comments on that notice of proposed rulemaking. Because the FAA will be unable to complete that rulemaking by January 1, carrier operations at LaGuardia would be

unrestricted unless the FAA adopts temporary limits that will remain in place until the rulemaking's completion. Without such operational limitations, the FAA expects that severe congestion-related delays will occur, both at LaGuardia and at other airports throughout the National Airspace System (NAS) as a result of capacity constraints at LaGuardia. The FAA therefore has proposed to adopt short-term limitations on LaGuardia flights while that rulemaking is completed, and, after considering the comments, is issuing this final Order limiting LaGuardia operations.

The FAA's authority to limit the number of flight operations at LaGuardia is an essential component of the FAA's statutory responsibilities.<sup>4</sup> The FAA holds broad authority under 49 U.S.C. 40103(b) to regulate the use of the navigable airspace of the United States. This provision authorizes the FAA to develop plans and policy for the use of navigable airspace and, by order or rule, to regulate the use of the airspace as necessary to ensure its efficient use.

As a result of LaGuardia's history of congestion-related delays, the FAA, over the course of nearly forty years, applied increasingly detailed rules to govern the allocation and use of the limited capacity at the airport.<sup>5</sup> These regulations, collectively known as the High Density Rule (HDR) and the Buy-Sell Rule (or slot rules), effectively controlled congestion at LaGuardia. In 2000, however, out of concern with the collateral effects of the slot rules at LaGuardia on airport access and competition, Congress included a provision in the Wendell H. Ford Aviation Investment and Reform Act for the 21st Century (AIR-21) that terminates the LaGuardia slot rules as of January 1, 2007.<sup>6</sup> Congress simultaneously directed the U.S. Department of Transportation, effective immediately, to grant exemptions from the HDR for flights that would serve small hub and non-hub airports with aircraft with less than 71 seats and to grant a limited number of applications for slot exemptions from new entrant and limited incumbent carriers.<sup>7</sup>

As carriers began using the slot exemptions permitted under AIR-21, the number of scheduled flight

<sup>4</sup> No one commented on the FAA's statutory authority to adopt an Order limiting flights at LaGuardia.

<sup>5</sup> See 33 FR 17896 (Dec. 3, 1968); 34 FR 2603 (Feb. 26, 1969); cf. 14 CFR 93.121-93.133, 93.211-93.227 (2006).

<sup>6</sup> 49 U.S.C. 41715(a)(2), enacted by Pub. L. No. 106-181, § 231, 114 Stat. 61, 106-10 (2000).

<sup>7</sup> 49 U.S.C. 41716.

<sup>1</sup> Docket FAA-2006-25709.

<sup>2</sup> No one commented on the FAA's statutory authority to adopt an Order limiting flights at LaGuardia.

<sup>3</sup> Docket FAA-2006-25709.