

Done in Washington, DC, this 28th day of September 2006.

W. Ron DeHaven,

Administrator, Animal and Plant Health Inspection Service.

[FR Doc. E6-16299 Filed 10-2-06; 8:45 am]

BILLING CODE 3410-34-P

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. 2003-NE-12-AD; Amendment 39-14609; AD 2006-11-05]

RIN 2120-AA64

Airworthiness Directives; Rolls-Royce plc RB211 Series Turbofan Engines; Correction

AGENCY: Federal Aviation Administration, DOT.

ACTION: Final rule; correction.

SUMMARY: This document makes a correction to Airworthiness Directive (AD) 2006-11-05 applicable to Rolls-Royce plc (RR) RB211-22B series, RB211-524B, -524C2, -524D4, -524G2, -524G3, and -524H series, and RB211-535C and -535E series turbofan engines with high pressure compressor (HPC) stage 3 disc assemblies, part numbers (P/Ns) LK46210, LK58278, LK67634, LK76036, UL11706, UL15358, UL22577, UL22578, and UL24738 installed. That AD published in the **Federal Register** on May 23, 2006 (71 FR 29586). The “-524B-02, B-B-02, B3-02, and B4 series, Pre SB No. 72-7730” in the Regulatory section is incorrect. This document corrects that requirement. In all other respects, the original document remains the same.

DATES: *Effective Date:* October 3, 2006.

FOR FURTHER INFORMATION CONTACT: Ian Dargin, Aerospace Engineer, Engine Certification Office, FAA, Engine and Propeller Directorate, 12 New England Executive Park, Burlington, MA 01803; telephone (781) 238-7178; fax (781) 238-7199.

SUPPLEMENTARY INFORMATION: A final rule AD FR Doc. 06-4713 applicable to RR RB211-22B series, RB211-524B, -524C2, -524D4, -524G2, -524G3, and -524H series, and RB211-535C and -535E series turbofan engines with high pressure compressor (HPC) stage 3 disc assemblies, part numbers (P/Ns) LK46210, LK58278, LK67634, LK76036, UL11706, UL15358, UL22577, UL22578, and UL24738 installed, was published in the **Federal Register** on May 23, 2006 (71 FR 29586). The following correction is needed:

§ 39.13 [Corrected]

On page 29587, in the first column of Table 1, in the second row, in the third line, “-524B-02, B-B-02, B3-02, and B4 series, Pre SB No. 72-7730” is corrected to read “-524B-02, B-B-02, B3-02, and B4 series, Pre and Post accomplishment of SB No. 72-7730”.

Issued in Burlington, Massachusetts, on September 26, 2006.

Peter A. White,

Acting Manager, Engine and Propeller Directorate, Aircraft Certification Service.

[FR Doc. E6-16235 Filed 10-2-06; 8:45 am]

BILLING CODE 4910-13-P

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 97

[Docket No. 30516; Amdt. No. 3187]

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 October 3, 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 October 3, 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.

*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 require 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 September 22, 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.

2. Part 97 is amended to read as follows:

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

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
09/13/06	FM	WENO ISLAND	CHUUK INTL	6/0004	RNAV (GPS) RWY 4, ORIG
09/13/06	MP	SAIPAN ISLAND	FRANCISCO C. ADA/SAIPAN INTL	6/0005	GPS RWY 25, AMDT 1
09/13/06	MP	SAIPAN ISLAND	FRANCISCO C. ADA/SAIPAN INTL	6/0009	GPS RWY 7, ORIG
09/13/06	MQ	SAND ISLAND	HENDERSON FIELD/MIDWAY ATOLL	6/0011	RNAV (GPS) RWY 24, ORIG
09/13/06	MQ	SAND ISLAND	HENDERSON FIELD/MIDWAY ATOLL	6/0012	RNAV (GPS) RWY 6, ORIG
09/13/06	CQ	ROTA ISLAND	ROTA INTL	6/0013	GPS RWY 27, ORIG-A
09/13/06	CQ	ROTA ISLAND	ROTA INTL	6/0014	GPS RWY 9, ORIG-A
09/13/06	CQ	ROTA ISLAND	ROTA INTL	6/0015	NDB RWY 27, AMDT 3A
09/15/06	FL	FORT MYERS	SOUTHWEST FLORIDA INTL	6/0222	RNAV (GPS) RWY 24, AMDT 1
09/15/06	FL	FORT MYERS	SOUTHWEST FLORIDA INTL	6/0224	RNAV (GPS) RWY 6, AMDT 1
09/18/06	IA	WATERLOO	WATERLOO REGIONAL	6/0498	ILS OR LOC RWY 12, AMDT 8C
09/07/06	NY	PLATTSBURGH	PLATTSBURGH INTL	6/9204	ILS RWY 17, AMDT 1B
09/07/06	ME	AUGUSTA	AUGUSTA STATE	6/9252	ILS OR LOC RWY 17, AMDT 2D
09/07/06	FL	DAYTONA BEACH	DAYTONA BEACH INTL	6/9253	RNAV (GPS) Y RWY 7L, ORIG
09/07/06	FL	WEST PALM BEACH	PALM BEACH INTL	6/9313	RNAV (GPS) RWY 13, AMDT 1
09/07/06	FL	GAINESVILLE	GAINESVILLE REGIONAL	6/9316	ILS OR LOC RWY 29, AMDT 12B
09/07/06	FL	GAINESVILLE	GAINESVILLE REGIONAL	6/9319	VOR RWY 29, ORIG-C
09/07/06	FL	GAINESVILLE	GAINESVILLE REGIONAL	6/9321	VOR/DME RWY 11, ORIG-B
09/07/06	FL	GAINESVILLE	GAINESVILLE REGIONAL	6/9323	RNAV (GPS) RWY 11, AMDT 1
09/07/06	NC	CHARLOTTE	CHARLOTTE/DOUGLAS INTL	6/9356	ILS OR LOC RWY 36L, ILS RWY 36L(CAT II), ILS RWY 36L(CAT III), AMDT 15A
09/08/06	VA	CULPEPER	CULPEPER REGIONAL	6/9410	VOR OR GPS-A, AMDT 4A
09/08/06	WY	CHEYENNE	CHEYENNE REGIONAL/JERRY OLSON FIELD.	6/9491	RADAR-1, AMDT 1
09/08/06	CA	LONG BEACH	LONG BEACH/DAUGHERTY FIELD	6/9591	RNAV (GPS) RWY 30, AMDT 1A
09/11/06	ID	BURLEY	BURLEY MUNI	6/9607	VOR A, AMDT 4
09/11/06	WY	KEMMERER	KEMMERER MUNI	6/9640	RNAV (GPS) RWY 34, ORIG
09/11/06	OR	PRINEVILLE	PRINEVILLE MUNI	6/9641	RNAV (GPS) RWY 28, ORIG
09/11/06	OR	PORTLAND	PORTLAND INTL	6/9642	RNAV (GPS) RWY 10R, ORIG

FDC Date	State	City	Airport	FDC No.	Subject
09/11/06	ID	BURLEY	BURLEY MUNI	6/9646	VOR/DME B, AMDT 4
09/11/06	OR	BURNS	BURNS MUNI	6/9661	VOR RWY 30, AMDT 3
09/11/06	WA	SEATTLE	BOEING FIELD/KING COUNTY INTL	6/9662	ILS RWY 13R, AMDT 28B
09/11/06	WA	SEATTLE	BOEING FIELD/KING COUNTY INTL	6/9663	RNAV (GPS) RWY 13R, ORIG
09/12/06	FL	FORT LAUDERDALE	FORT LAUDERDALE EXECUTIVE	6/9665	ILS RWY 8, AMDT 4C
09/11/06	NY	PENN YAN	PENN YAN	6/9724	NDB RWY 19, AMDT 6A
09/11/06	NY	PENN YAN	PENN YAN	6/9726	RNAV (GPS) RWY 19, ORIG
09/12/06	ME	AUBURN-LEWISTON	AUBURN-LEWISTON MUNI	6/9736	ILS OR LOC RWY 4, AMDT 10
09/12/06	ME	WATERVILLE	WATERVILLE ROBERT LAFLEUR	6/9740	ILS RWY 5, AMDT 2
09/12/06	DE	WILMINGTON	NEW CASTLE	6/9741	VOR RWY 9, AMDT 6A
09/12/06	DE	WILMINGTON	NEW CASTLE	6/9742	MLS RWY 9, ORIG-A
09/12/06	DE	WILMINGTON	NEW CASTLE	6/9743	VOR OR GPS RWY 19, AMDT 4A
09/12/06	GA	AMERICUS	SOUTHER FIELD	6/9750	ILS OR LOC/NDB RWY 23, ORIG
09/12/06	GA	AMERICUS	SOUTHER FIELD	6/9752	RNAV (GPS) RWY 5, ORIG
09/12/06	GA	AMERICUS	SOUTHER FIELD	6/9755	RNAV (GPS) RWY 23, ORIG
09/12/06	NY	PENN YAN	PENN YAN	6/9844	NDB RWY 28, AMDT 6A
09/12/06	MI	DETROIT	DETROIT METROPOLITAN WAYNE COUNTY.	6/9847	ILS RWY 4R, AMDT 15
09/12/06	MI	DETROIT	DETROIT METROPOLITAN WAYNE COUNTY.	6/9848	ILS RWY 4R (CAT III), AMDT 15
09/12/06	MI	DETROIT	DETROIT METROPOLITAN WAYNE COUNTY.	6/9849	ILS RWY 4R (CAT II), AMDT 15

[FR Doc. E6-16092 Filed 10-2-06; 8:45 am]

BILLING CODE 4910-13-P

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 97

[Docket No. 30515 Amdt. No. 3187]

Standard Instrument Approach Procedures, Weather Takeoff Minimums; Miscellaneous Amendments

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Final rule.

SUMMARY: This amendment establishes, amends, suspends, or revokes Standard Instrument Approach Procedures (SIAPs) and/or Weather Takeoff Minimums for operations at certain airports. These regulatory actions are needed because of the adoption of new or revised criteria, or 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 October 3, 2006. The compliance date for each SIAP and/or Weather Takeoff Minimums 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 October 3, 2006.

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

For Examination—

1. FAA Rules Docket, FAA Headquarters Building, 800 Independence Avenue, SW., Washington, DC 20591;
2. The FAA Regional Office of the region in which the affected airport is located;
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.

*For Purchase—*Individual SIAP and Weather Takeoff Minimums 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 and Weather Takeoff Minimums 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 of the Code of Federal Regulations, Part 97 (14 CFR part 97), establishes, amends, suspends, or revokes SIAPs and/or Weather Takeoff Minimums. The complete regulatory description of each SIAP and/or Weather Takeoff Minimums is contained in official FAA form documents which are incorporated by reference in this amendment under 5 U.S.C. 552(a), 1 CFR part 51, and 14 CFR part 97.20. The applicable FAA Forms are identified as FAA Forms 8260-3, 8260-4, 8260-5 and 8260-15A. Materials incorporated by reference are available for examination or purchase as stated above.

The large number of SIAPs and/or Weather Takeoff Minimums, 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 and/or Weather Takeoff Minimums but refer to their depiction on charts printed by publishers of aeronautical materials. Thus, the advantages of incorporation by reference are realized and publication of the