

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 an economic evaluation of the estimated costs to comply with this AD. See the DMS to examine the economic evaluation.

#### 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 rulemaking action.

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

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

#### Adoption of the Amendment

■ Accordingly, pursuant to 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. Section 39.13 is amended by removing Amendment 39-13870 (69 FR 67805, November 22, 2004), and by adding a new airworthiness directive (AD), Amendment 39-14739, to read as follows:

#### 2006-18-01 MD Helicopters, Inc.:

Amendment 39-14739. Docket No. FAA-2006-24631; Directorate Identifier 2005-SW-01-AD. Supersedes AD 2004-23-15, Amendment 39-13870, Docket No. FAA-2004-19613, Directorate Identifier 2004-SW-38-AD.

**Applicability:** Model MD900 helicopters, with a Notar fan system that has a tension-

torion (TT) strap, part number (P/N) 900R3442009-103, 900R6442009-103, 900R3442009-101, or 500N5311-5, installed, certificated in any category.

**Compliance:** Required as indicated.

To prevent failure of a TT strap in the Notar fan system, loss of directional control, and subsequent loss of control of the helicopter, accomplish the following:

(a) Before further flight, unless accomplished previously, for TT Straps, P/N 900R3442009-103 and 900R6442009-103, reduce the life limit from 3,034 to 2,500 hours time-in-service (TIS) and revise the life limit on the component history card or equivalent record to reflect this reduced retirement life.

(b) Within 10 hours TIS, unless accomplished previously, for any TT strap that has accumulated 1,190 or more hours TIS, and then at intervals not to exceed 300 hours TIS, remove the TT strap from the helicopter and do a visual and an X-ray inspection in accordance with the Inspection Instructions, paragraph 2.B.(1), through (5), and Figures 1 and 2 of MD Helicopters Service Bulletin SB900-095, dated November 3, 2004 (SB). Replace any unairworthy TT strap before further flight.

(c) Before the TT strap accumulates 1,200 hours TIS, for any TT strap with less than 1,190 hours TIS, and then at intervals not to exceed 300 hours TIS, remove the TT strap from the helicopter and do a visual and an X-ray inspection in accordance with the Inspection Instructions, paragraph 2.B.(1), through (5), and Figures 1 and 2 of the SB. Replace any unairworthy TT strap before further flight.

(d) The X-ray inspection of the TT strap must be performed by a Level II or higher X-ray technician who is qualified under the guidelines established by MIL-STD-410E, ATA Specification 105, AIA-NAS-410, or an FAA-accepted equivalent for qualification standards.

(e) This AD revises the Airworthiness Limitations section of the maintenance manual by reducing the life limit of the TT straps, P/N 900R3442009-103 and 900R6442009-103, from 3,034 hours TIS to 2,500 hours TIS. Additionally, this AD revises the Airworthiness Limitations section of the maintenance manual by adding repetitive inspection requirements at intervals not to exceed 300 hours TIS for TT straps, P/N 900R3442009-103, 900R6442009-103, 900R3442009-101, and 500N5311-5, that have 1,200 or more hours TIS until the TT strap reaches its retirement life.

(f) 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, Los Angeles Aircraft Certification, FAA, ATTN: Roger Durbin, Aviation Safety Engineer, Airframe Branch, 3960 Paramount Blvd., Lakewood, California 90712, telephone (562) 627-5233, fax (562) 627-5210, for information about previously approved alternative methods of compliance.

(g) The X-ray inspection shall be done in accordance with the specified portions of MD Helicopters Service Bulletin SB900-095, dated November 3, 2004. The incorporation

by reference of that document was approved previously by the Director of the Federal Register, in accordance with 5 U.S.C. 552(a) and 1 CFR part 51, as of December 7, 2004 (69 FR 67806, November 22, 2004). Copies may be obtained from MD Helicopters Inc., Attn: Customer Support Division, 4555 E. McDowell Rd., Mail Stop M615, Mesa, Arizona 85215-9734, telephone 1-800-388-3378, fax 480-346-6813, or on the web at <http://www.mdhelicopters.com>. Copies may be inspected at 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).

(h) This amendment becomes effective on October 3, 2006.

Issued in Fort Worth, Texas, on August 22, 2006.

**Mark R. Schilling,**

*Acting Manager, Rotorcraft Directorate, Aircraft Certification Service.*

[FR Doc. E6-14291 Filed 8-28-06; 8:45 am]

**BILLING CODE 4910-13-P**

## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### 14 CFR Part 71

[Docket No. FAA-2006-25647; Airspace Docket No. 06-AWP-14]

RIN 2120-AA66

#### Amendment to Class D Airspace; Provo, UT

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

**ACTION:** Final rule.

**SUMMARY:** This action amends the Class D airspace area at Provo, UT. A review of the legal description revealed that it does not reflect the current airport reference point (ARP) for Provo Municipal Airport.

**EFFECTIVE DATE:** 0901 UTC, November 23, 2006. The Director of the Federal Register approves this incorporation by reference action under 14 CFR 71.1, subject to the annual revision of FAA Order 7400.9 and publication of conforming amendments.

**FOR FURTHER INFORMATION CONTACT:** Francie Hope, Western Terminal Operations Airspace Specialist, AWP-520.3, Federal Aviation Administration, 15000 Aviation Boulevard, Lawndale, CA 90261, telephone (310) 725-6502.

#### SUPPLEMENTARY INFORMATION:

#### History

An examination of the Class D airspace area designation at Provo, UT, revealed that the legal description did

not reflect the current ARP for Provo Municipal Airport. This action will change the longitude in the ARP for the airport. Class D airspace areas are published in Paragraph 5000 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 Class D airspace designation 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 amending the longitude in the legal description of Provo Municipal Airport's ARP. Accordingly, since this action only involves a change in the airport's legal description of the Provo, UT, Class D airspace area, and does not involve a change in the dimensions or operating requirements of that airspace, notice and public procedure under 5 U.S.C. 553(b) are unnecessary. 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 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.

### List of Subjects in 14 CFR Part 71

Airspace, Incorporation by reference, Navigation (air).

### 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 14 CFR 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 incorporation by reference in 14 CFR 71.1 of the Federal Aviation Administration Order 7400.9N, Airspace Designations and Reporting Points, dated September 1, 2005, and effective September 15, 2005, is amended as follows:

*Paragraph 5000 Class D Airspace.*

\* \* \* \* \*

### ANM UT D Provo, UT [Amended]

Provo Municipal, Airport, UT  
(Lat. 40°13'09" N, long. 111°43'24" W)  
\* \* \* \* \*

Issued in Los Angeles, California, on August 16, 2006.

**Anthony J. DiBernardo,**

*Acting Area Director, Western Terminal Operations.*

[FR Doc. 06–7205 Filed 8–28–06; 8:45 am]

**BILLING CODE 4910–13–M**

## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### 14 CFR Part 71

[Docket No. FAA–2006–24234; Airspace Docket No. 06–AWP–5]

RIN 2120–AA66

### Amendment to Class E Airspace; Provo, UT

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

**ACTION:** Final Rule; correction.

**SUMMARY:** This action corrects an error in the airport reference point (ARP) for Provo Municipal Airport, Provo, UT, in the final rule that was published in the **Federal Register** on August 1, 2006, (71 FR 43355), Docket No. FAA–2006–24234; Airspace Docket No. 06–AWP–5. In addition, corrections are made to change FAA Order 7400.90 to FAA Order 7400.9N, amending its date in two references to September 1, 2005, effective September 15, 2005; and make two editorial changes, replacing the word attends with amends in the Summary, and Class D to Class E in the legal description.

**DATES:** *Effective Date:* 0901 UTC, September 28, 2006. The Director of the Federal Register approves this incorporation by reference action under 14 CFR 71.1, subject to the annual revision of FAA Order 7400.9 and publication of conforming amendments.

**FOR FURTHER INFORMATION CONTACT:** Francie Hope, Western Terminal Operations Specialist, AWP–520.3, Federal Aviation Administration, 15000

Aviation Boulevard, Lawndale, California 90261, telephone (310) 725–6502.

### SUPPLEMENTARY INFORMATION:

#### History

On August 1, 2006, a final rule was published in the **Federal Register** (71 FR 43355), Docket No. FAA–2006–24234; Airspace Docket No. 06–AWP–5. This rule amended the Class E airspace area at Provo, UT, revising the legal description ARP to match that of the Provo, UT, Class D airspace. Unfortunately, the Class D airport ARP was also incorrect in that it did not match the current ARP in the National Airspace System Resource Database. The correction to the Class E ARP is made in this docket. In addition, the two references to FAA Order 7400.90, dated September 1, 2006, and effective September 15, 2006, are corrected to read FAA Order 7400.9N, dated September 1, 2005, and effective September 15, 2005, which is current as of this date. Two editorial changes are made; in the Summary, the word amends replaces attends, and in the legal description, the term Class E replaces Class D airspace.

#### Correction to Final Rule

■ Accordingly, pursuant to the authority delegated to me, the changes as described above are corrected, and the legal description for Provo, UT, as published in the **Federal Register** on August 1, 2006, (71 FR 43355), and incorporated by reference in 14 CFR 71.1, is corrected as follows:

### PART 71—[AMENDED]

#### § 71.1 [Amended]

\* \* \* \* \*

### ANM UT E2 Provo, UT [Amended]

Provo Municipal Airport, UT  
(Lat. 40°13'09" N, long. 111°43'24" W)  
Spanish Fork-Springville, UT  
(Lat. 40°08'30" N, long. 111°39'41" W)

That airspace extending upward from the surface to and including 7,000 feet MSL within a 4.3-mile radius of Provo Municipal airport, excluding that airspace within a 2.4 mile radius of the Spanish Fork-Springville Airport. This Class E airspace is effective during specific dates and times established in advance by a Notice to Airmen. The effective date and time will thereafter be continuously published in the Airport/Facility Directory.

\* \* \* \* \*

Issued in Los Angeles, California, on August 16, 2006.

**Anthony J. DiBernardo,**

*Acting Area Director, Western Terminal Operations.*

[FR Doc. 06–7204 Filed 8–28–06; 8:45 am]

**BILLING CODE 4910–13–M**