

**Authority:** 49 U.S.C. 106(g), 40113, 44701.

**Learjet:** Docket No. FAA–2006–25563;  
Directorate Identifier 2006–NM–083–AD.

**Affected ADs**

(b) None.

**§ 39.13 [Amended]**

2. The Federal Aviation Administration (FAA) amends § 39.13 by adding the following new airworthiness directive (AD):

**Comments Due Date**

(a) The FAA must receive comments on this AD action by October 2, 2006.

**Applicability**

(c) This AD applies to the Learjet models identified in the applicable Bombardier service bulletin listed in Table 1 of this AD.

TABLE 1.—APPLICABILITY BY SERVICE BULLETIN

Service bulletin	Revision level	Date	Learjet model(s)
23–28–6 .....	Original Issue .....	April 21, 1998 .....	23.
24/25–28–3 .....	2 .....	February 21, 1998 .....	24, 24A, 24B, 24B–A, 24C, 24D, 24D–A, 24E, 24F, and 24F–A; 25, 25A, 25B, 25C, 25D, and 25F.
28/29–28–4 .....	3 .....	June 2, 1999 .....	28 and 29.
31–28–7 .....	3 .....	January 26, 2001 .....	31 and 31A.
35/36–28–11 .....	4 .....	December 4, 2000 .....	35 and 35A (C–21A); 36 and 36A.
55–28–13 .....	3 .....	December 15, 2000 .....	55, 55B and 55C.

**Unsafe Condition**

(d) This AD results from a report of inadvertent operation of a standby fuel pump due to an electrical system malfunction. We are issuing this AD to prevent this inadvertent operation, which could result in inadvertent fuel transfer by the left or right wing fuel system and subsequent over-limit fuel imbalance between the left and right wing fuel loads. This imbalance could affect lateral control of the airplane which could result in reduced controllability.

**Compliance**

(e) You are responsible for having the actions required by this AD performed within the compliance times specified, unless the actions have already been done.

**Modification**

(f) Within 24 months after the effective date of this AD: Modify the left- and right-hand standby fuel pump switches, in accordance with the Accomplishment Instructions of the applicable service bulletin identified in Table 1 of this AD.

**Airplane Flight Manual (AFM) Revision**

(g) Before further flight after accomplishing the modification required by paragraph (f) of this AD: Revise the Emergency and Abnormal Procedures sections of the applicable AFM to advise the flightcrew of proper procedures to follow in the event of failure of the standby fuel pump to shut off by including the information in the Learjet temporary flight manual (TFM) Changes identified in Table 2 of this AD.

TABLE 2.—TFM CHANGES

Learjet model(s)	TFM	Date
24/25, 28/29, 31, 35/35, 55 .....	TFM 96–08 .....	May 30, 1996.
24/25, 28/29, 31, 35/35, 55 .....	TFM 96–09 .....	May 30, 1996.
23 .....	TFM 98–01 .....	May 11, 1999.
23 .....	TFM 98–02 .....	May 11, 1999.

This may be done by inserting a copy of the TFM changes into the AFM. When the TFM changes have been included in the general revisions of the AFM, those general revisions may be inserted into the AFM, provided the relevant information in the general revisions is identical to that in the TFM changes.

**Alternative Methods of Compliance (AMOCs)**

(h)(1) The Manager, Wichita Aircraft Certification Office (ACO), FAA, has the authority to approve AMOCs for this AD, if requested in accordance with the procedures found in 14 CFR 39.19.

(2) Before using any AMOC approved in accordance with § 39.19 on any airplane to which the AMOC applies, notify the appropriate principal inspector in the FAA Flight Standards Certificate Holding District Office.

Issued in Renton, Washington, on August 3, 2006.

**Ali Bahrami,**

Manager, Transport Airplane Directorate,  
Aircraft Certification Service.

[FR Doc. E6–13453 Filed 8–15–06; 8:45 am]

**BILLING CODE 4910–13–P**

**DEPARTMENT OF HOMELAND SECURITY**

**Bureau of Customs and Border Protection**

**19 CFR Part 101**

[USCBP 2005–0035]

**Extension of Port Limits of St. Louis, MO**

**AGENCY:** Customs and Border Protection, Department of Homeland Security.

**ACTION:** Notice of proposed rulemaking.

**SUMMARY:** This document proposes to amend the Department of Homeland Security (DHS) Regulations pertaining to the field organization of the Bureau of Customs and Border Protection (CBP) by extending the geographical limits of the port of St. Louis, Missouri, to include the entire Lambert-St. Louis International Airport after the completion of its ongoing expansion. The expansion of the airport is expected

to be complete by March 2006. The extension would also modify the geographic description of the port of St. Louis, Missouri, to align the port boundaries with the Federal Interstate Highways that encircle the St. Louis metropolitan area. The proposed change is part of CBP's continuing program to more efficiently utilize its personnel, facilities, and resources, and to provide better service to carriers, importers, and the general public.

**DATES:** Comments must be received on or before October 16, 2006.

**ADDRESSES:** You may submit comments, identified by *docket number*, by one of the following methods:

• *Federal eRulemaking Portal:* <http://www.regulations.gov>. Follow the instructions for submitting comments via docket number USCBP–2005–0035.

• *Mail:* Border Security Regulations Branch, Office of Regulations and Rulings, Bureau of Customs and Border Protection, 1300 Pennsylvania Avenue,

NW. (Mint Annex), Washington, DC 20229.

**Instructions:** All submissions received must include the agency name and docket number for this rulemaking. All comments received will be posted without change to <http://www.regulations.gov>, including any personal information provided. For detailed instructions on submitting comments and additional information on the rulemaking process, see the "Public Participation" heading of the **SUPPLEMENTARY INFORMATION** section of this document.

**Docket:** For access to the docket to read background documents or comments received, go to <http://www.regulations.gov>. Submitted comments may also be inspected during regular business days between the hours of 9 a.m. and 4:30 p.m. at the Office of Regulations and Rulings, Bureau of Customs and Border Protection, 799 9th Street, NW., 5th Floor, Washington, DC. Arrangements to inspect submitted comments should be made in advance by calling Mr. Joseph Clark at (202) 572-8768.

**FOR FURTHER INFORMATION CONTACT:** Dennis Dore, Office of Field Operations, 202-344-2776.

#### **SUPPLEMENTARY INFORMATION:**

##### **Background**

As part of its continuing efforts to provide better service to carriers, importers, and the general public, the Bureau of Customs and Border Protection (CBP), of the Department of Homeland Security (DHS), is proposing to extend the port boundaries for the port of entry at St. Louis, Missouri.

The Lambert-St. Louis International Airport is currently located within the boundaries of the St. Louis, Missouri, port of entry. However, the airport has initiated an expansion project, which, when completed, will place part of the airport outside of the port's current boundaries. The expansion is expected to be complete by March 2006. In order to accommodate the entire airport and to make the boundaries more easily identifiable to the public, CBP is proposing to extend the port limits of the port of St. Louis, Missouri, in such a way that will align the port boundaries with the Federal Interstate Highways that encircle the St. Louis metropolitan area. CBP has determined that this proposed change in the boundaries of the port of St. Louis, Missouri, will not result in a change in the service that is provided to the public by the port, nor will it require a change in the staffing or workload at the port.

##### **Current Port Limits of St. Louis, Missouri**

The current port limits of St. Louis, Missouri, are described as follows in Treasury Decision (T.D.) 69-224 of September 27, 1969:

Beginning at a point where Federal Interstate Highway 270 crosses the Mississippi River; thence west along Federal Interstate Highway 270 to a point where this highway and State Highway 140 intersect; thence south along State Highway 140 to a point just north of where this highway intersects with State Highway 100 and becomes U.S. Highway 61; thence continuing in a south and southeasterly direction along U.S. Highway 61 across the Mississippi River to a point where this highway and State Highway 3 intersect; thence south along State Highway 3 to a point where this highway and State Highway 158 intersect; thence in a northeasterly direction along State Highway 158 to a point where this highway and State Highway 159 intersect; thence north along State Highway 159 to a point where this highway and Federal Interstate Highway 270 intersect; thence west along Federal Interstate Highway 270 to the Mississippi River, the point of beginning.

##### **Proposed Port Limits of St. Louis, Missouri**

The new port limits of St. Louis, Missouri, are proposed as follows:

Beginning at the point where Federal Interstate Highway 270 crosses the Mississippi River; thence west, southwest, south and southeast, along Federal Interstate Highway 270 to the point where it becomes Federal Interstate Highway 255; thence southeast on Federal Interstate Highway 255 across the Mississippi River; thence north and east to the point where Federal Interstate Highway 255 intersects with Federal Interstate Highway 270; thence west along Federal Interstate Highway 270 to the Mississippi River, the point of beginning.

##### **Proposed Amendment to Regulations**

If the proposed port limits are adopted, CBP will amend the list of CBP ports of entry at 19 CFR section 101.3(b)(1), to reflect the new description of the limits of the St. Louis, Missouri, port of entry.

##### **Public Participation**

Interested persons are invited to participate in this rulemaking by submitting written data, views, or arguments on all aspects of the proposed rule. CBP also invites

comments that relate to the economic, environmental, or federalism affects that might result from this proposed rule. Comments that will provide the most assistance to CBP will reference a specific portion of the proposed rule, explain the reason for any recommended change, and include data, information, or authority that support such recommended change.

##### **Authority**

This change is proposed under the authority of 5 U.S.C. 301 and 19 U.S.C. 2, 66 and 1624, and the Homeland Security Act of 2002, Public Law 107-296 (November 25, 2002).

##### **Signing Authority**

The signing authority for this document falls under 19 CFR 0.2(a) because this port extension is not within the bounds of those regulations for which the Secretary of the Treasury has retained sole authority. Accordingly, the notice of proposed rulemaking may be signed by the Secretary of Homeland Security (or his or her delegate).

##### **The Regulatory Flexibility Act and Executive Order 12866**

With DHS approval, CBP establishes, expands and consolidates CBP ports of entry throughout the United States to accommodate the volume of CBP-related activity in various parts of the country. The Office of Management and Budget has determined that this regulatory proposal is not a significant regulatory action as defined under Executive Order 12866. This proposed rule also will not have significant economic impact on a substantial number of small entities.

Accordingly, it is certified that this document is not subject to the additional requirements of the provisions of the Regulatory Flexibility Act (5 U.S.C. 601 *et seq.*).

**Michael Chertoff,**

*Secretary.*

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#### **DEPARTMENT OF HOUSING AND URBAN DEVELOPMENT**

##### **24 CFR Part 3286**

[Docket No. FR-4812-N-03]

RIN 2502-AH97

##### **HUD's Manufactured Home Installation Program Extension of Public Comment Period**

**AGENCY:** Office of the Assistant Secretary for Housing—Federal Housing Commissioner, HUD.