

products identified in this rulemaking action.

Regulatory Findings

We have determined that this AD will not have federalism implications under Executive Order 13132. This AD will not have a substantial direct effect on the States, on the relationship between the national government and the States, or on the distribution of power and responsibilities among the various levels of government.

For the reasons discussed above, I certify that this AD:

- (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) 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 a regulatory evaluation of the estimated costs to comply with this AD and placed it in the AD docket. See the **ADDRESSES** section for a location to examine the regulatory evaluation.

List of Subjects in 14 CFR Part 39

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

Adoption of the Amendment

■ Accordingly, under the authority delegated to me by the Administrator, the FAA amends 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. The Federal Aviation Administration (FAA) amends § 39.13 by adding the following new airworthiness directive (AD):

2007–11–16 McDonnell Douglas:

Amendment 39–15073. Docket No. FAA–2007–27341; Directorate Identifier 2006–NM–272–AD.

Effective Date

(a) This AD becomes effective July 5, 2007.

Affected ADs

(b) None.

Applicability

(c) This AD applies to all McDonnell Douglas Model MD–11 and MD–11F airplanes; certificated in any category.

Unsafe Condition

(d) This AD results from fuel system reviews conducted by the manufacturer. We are issuing this AD to detect and correct an inadequate bond between the internal fuel pump housings and the structure of the lower auxiliary fuel tank. This condition, if not corrected, could fail to meet fault current requirements and result in a potential ignition source that, in combination with flammable fuel vapors, could cause a fuel tank explosion and consequent loss of the airplane.

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.

Installation of Brackets and Jumpers, and Resistance Measurement

(f) Within 60 months after the effective date of this AD, do the actions described in paragraphs (f)(1) and (f)(2) of this AD, in accordance with the Accomplishment Instructions of Boeing Service Bulletin MD11–28–127, dated September 19, 2006.

(1) Install bracket assemblies and jumper wires between the structure of the lower auxiliary fuel tank and its internal fuel pumps.

(2) Do an electrical resistance measurement between the fuel pump housings and the lower auxiliary fuel tank wall.

Corrective Action

(g) If any resistance measurement done in accordance with paragraph (f)(2) of this AD is greater than 2.5 milliohms on either fuel pump housing: Before further flight, rework the electrical bonding between the fuel pump housings and the lower auxiliary fuel tank wall as needed to achieve a resistance measurement of 2.5 milliohms or less on both fuel pump housings, in accordance with the Accomplishment Instructions of Boeing Service Bulletin MD11–28–127, dated September 19, 2006.

Alternative Methods of Compliance (AMOCs)

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

(2) To request a different method of compliance or a different compliance time for this AD, follow the procedures in 14 CFR 39.19. Before using any approved AMOC on any airplane to which the AMOC applies, notify your appropriate principal inspector (PI) in the FAA Flight Standards District Office (FSDO), or lacking a PI, your local FSDO.

Material Incorporated by Reference

(i) You must use Boeing Service Bulletin MD11–28–127, dated September 19, 2006, to perform the actions that are required by this AD, unless the AD specifies otherwise. The Director of the Federal Register approved the incorporation by reference of this document in accordance with 5 U.S.C. 552(a) and 1 CFR part 51. Contact Boeing Commercial

Airplanes, Long Beach Division, 3855 Lakewood Boulevard, Long Beach, California 90846, Attention: Data and Service Management, Dept. C1–L5A (D800–0024), for a copy of this service information. You may review copies at the FAA, Transport Airplane Directorate, 1601 Lind Avenue, SW., Renton, Washington; or 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/cfr/ibr-locations.html>.

Issued in Renton, Washington, on May 21, 2007.

Ali Bahrami,

Manager, Transport Airplane Directorate, Aircraft Certification Service.

[FR Doc. E7–10111 Filed 5–29–07; 8:45 am]

BILLING CODE 4910–13–P

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 71

[Docket No. FAA–2005–23270; **Airspace Docket No. 05–ANM–16**]

Revision to Class E Airspace; Laramie, WY

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Final rule.

SUMMARY: This final rule will revise the Class E airspace at Laramie, WY. Additional controlled airspace is necessary for the safety of aircraft executing an instrument approach procedure (IAP), and executing a new holding pattern published at Laramie Regional Airport, Laramie, WY. Additionally, this action reflects a change in the airport name from General Brees Field to Laramie Regional Airport.

EFFECTIVE DATE: 0901 UTC, August 30, 2007. The Director of the Federal Register approves this incorporation by reference action under 1 CFR part 51, subject to the annual revision of FAA Order 7400.9 and publication of conforming amendments.

FOR FURTHER INFORMATION CONTACT: Ed Haeseker, Federal Aviation Administration, Western Service Area Office, 1601 Lind Avenue, SW., Renton, WA 98057–4056; telephone (425) 917–6714.

SUPPLEMENTARY INFORMATION:

History

On August 11, 2006, the FAA published in the **Federal Register** a notice of proposed rulemaking to revise Class E Airspace at Laramie, WY (71 FR 46132). This action will provide additional controlled airspace necessary

for the safety of IFR aircraft executing a procedure turn (PT) maneuver as part of the IAP at Laramie Regional Airport. Additional airspace is also necessary to accommodate aircraft executing a new holding pattern published at Laramie Regional Airport, Laramie, WY. Interested parties were invited to participate in this rulemaking effort by submitting written comments on the proposal to the FAA. No comments were received.

Class E airspace designations are published in paragraph 6005 of FAA Order 7400.9P, dated September 1, 2006, and effective September 15, 2006, which is incorporated by reference in 14 CFR 71.1. The Class E airspace designations listed in this document will be published subsequently in that Order.

The Rule

This action amends Title 14 Code of Federal Regulations (14 CFR) part 71 by revising Class E airspace at Laramie, WY. Additional airspace is also necessary to accommodate aircraft executing a new holding pattern published at Laramie Regional Airport, Laramie, WY. Additionally, this action reflects a change in the airport name from General Brees Field to Laramie Regional Airport.

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 operationally current. Therefore, this regulation: (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. 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 7400.9P, Airspace Designations and Reporting Points, dated September 1, 2006, and effective September 15, 2006, is amended as follows:

Paragraph 6005 Class E airspace areas extending upward from 700 feet or more above the surface of the earth.

* * * * *

ANM WY E5 Laramie, WY [Revised]

Laramie Regional Airport, WY

(Lat. 41°18'43" N., long. 105°40'30" W.)

Laramie VORTAC

(Lat. 41°20'16" N., long. 105°43'15" W.)

Medicine Bow VOR/DME

(Lat. 41°50'44" N., long. 106°00'15" W.)

That airspace extending upward from 700 feet above the surface within a 7.9-mile radius of Laramie Regional Airport, and within 4.8 miles south and 8.3 miles north of the Laramie VORTAC 301 radial extending from the 7.9-mile radius to 16.1 miles northwest of the VORTAC, and within 4.3 miles each side of the Laramie VORTAC 126 radial extending from the 7.9-mile radius to 18.3 miles southeast of the VORTAC; that airspace extending upward from 1,200 feet above the surface bounded by a line beginning at the Medicine Bow VOR/DME southwest to lat. 41°30'00" N., long. 106°27'00" W., thence southeast to lat. 41°00'00" N., long. 105°30'00" W., thence east along lat. 41°00'00" N., to long. 105°15'00" W., thence north to 41°30'00" N., long. 105°15'00" W., thence to point of beginning.

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Issued in Seattle, Washington, on May 11, 2007.

Clark Desing,

Manager, System Support, Western Service Area.

[FR Doc. E7–10256 Filed 5–29–07; 8:45 am]

BILLING CODE 4910–13–P

DEPARTMENT OF HOMELAND SECURITY

Coast Guard

33 CFR Part 117

[CGD05–07–056]

RIN 1625–AA–09

Drawbridge Operation Regulations; Intracoastal Waterway (ICW); Manasquan River, Brielle, NJ

AGENCY: Coast Guard, DHS.

ACTION: Notice of temporary deviation from regulations.

SUMMARY: The Commander, Fifth Coast Guard District, has approved a temporary deviation from the regulations governing the operation of the Route 35 Bridge, at ICW mile 1.1, across Manasquan River at Brielle, New Jersey. This deviation allows the drawbridge to remain closed-to-navigation from 9:30 p.m. to 11:59 p.m. on July 4, 2007, to facilitate traffic control during the annual fireworks display.

DATES: This deviation is effective from 9:30 p.m. to 11:59 p.m. on July 4, 2007.

ADDRESSES: Materials referred to in this document 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 telephone number is (757) 398–6222. Commander (dpb), Fifth Coast Guard District maintains the public docket for this temporary deviation.

FOR FURTHER INFORMATION CONTACT:

Waverly W. Gregory, Jr., Bridge Administrator, Fifth Coast Guard District, at (757) 398–6222.

SUPPLEMENTARY INFORMATION: The Route 35 Bridge, a lift drawbridge, has a vertical clearance in the closed position to vessels of 30 feet, above mean high water.

The Point Pleasant Beach Police Department, on behalf of the bridge owner, the New Jersey Department of Transportation, has requested a temporary deviation from the current operating regulation set out in 33 CFR 117.733(b) to close the drawbridge to navigation for the sole purpose of motor vehicle traffic control before, during and after the fireworks display that is scheduled for Wednesday, July 4, 2007.

To facilitate traffic control during the 4th of July fireworks display, the Route 35 Bridge will be maintained in the closed-to-navigation position from 9:30 p.m. to 11:59 p.m. on July 4, 2007.