

Only airplanes associated with new certification programs applied for after the effective date of these special conditions will be affected by the requirements in these special conditions. The existing airplane fleet and follow-on deliveries of airplanes with previously certified interiors are not affected.

#### Conclusion

This action affects only certain novel or unusual design features on Boeing Model 737 series airplanes. It is not a rule of general applicability.

#### List of Subjects in 14 CFR Part 25

Aircraft, Aviation safety, Reporting and recordkeeping requirements.

■ The authority citation for these special conditions is as follows:

**Authority:** 49 U.S.C. 106(g), 40113, 44701, 44702, 44704.

#### The Special Conditions

■ Accordingly, pursuant to the authority delegated to me by the Administrator, the following special conditions are issued as part of the type certification basis for Boeing Model 737 series airplanes.

1. Except as provided in paragraph 3 of these special conditions, compliance with Title 14 CFR part 25, Appendix F, parts IV and V, heat release and smoke emission, is required for seats that incorporate non-traditional, large, non-metallic panels that may either be a single component or multiple components in a concentrated area in their design.

2. The applicant may designate up to and including 1.5 square feet of non-traditional, non-metallic panel material per seat place that does not have to comply with special condition Number 1, above. A triple seat assembly may have a total of 4.5 square feet excluded on any portion of the assembly (e.g., outboard seat place 1 square foot, middle 1 square foot, and inboard 2.5 square feet).

3. Seats do not have to meet the test requirements of Title 14 CFR part 25, Appendix F, parts IV and V, when installed in compartments that are not otherwise required to meet these requirements. Examples include:

a. Airplanes with passenger capacities of 19 or less,

b. Airplanes that do not have § 25.853, Amendment 25-61 or later, in their certification basis and are not subject to the requirements of 14 CFR 121.312, and

c. Airplanes exempted from § 25.853, Amendment 25-61 or later.

4. Only airplanes associated with new seat certification programs applied for

after the effective date of these special conditions will be affected by the requirements in these special conditions. Previously certificated interiors on the existing airplane fleet and follow-on deliveries of airplanes with previously certificated interiors are not affected.

Issued in Renton, Washington, on June 29, 2007.

**Stephen P. Boyd,**

*Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.*

[FR Doc. 07-3339 Filed 7-9-07; 8:45 am]

BILLING CODE 4910-13-M

## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

[Docket No. FAA-2006-25852; Airspace Docket No. 06-AAL-29]

#### 14 CFR Part 71

#### Modification to the Norton Sound Low, Woody Island Low, Control 1234L, and Control 1487L Offshore Airspace Areas; Alaska

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

**ACTION:** Final rule; correction.

**SUMMARY:** This action corrects errors in the legal description contained in a Final Rule that was published in the **Federal Register** on Friday, June 8, 2007 (72 FR 31714), Airspace Docket No. 06-AAL-29, FAA Docket No. FAA-2006-25852.

**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:** Ken McElroy, Airspace and Rules Group, Office of System Operations Airspace and AIM, Federal Aviation Administration, 800 Independence Avenue, SW., Washington, DC 20591; telephone (202) 267-8783.

#### SUPPLEMENTARY INFORMATION:

##### History

On Friday, June 8, 2007 a final rule for Airspace Docket No. 06-AAL-29, FAA Docket No. FAA-2006-25852, was published in the **Federal Register** (72 FR 31714). This rule modified Class E Offshore Airspace in southwest Alaska. Several errors were discovered in the Control 1234L Offshore Airspace area description. The first requires further controlled airspace described around

the Sand Point Airport. The next is a duplication of the Eareckson Air Force Station description, followed by two incorrect designations for West Longitude. This action corrects these errors.

#### Correction to Final Rule

■ Accordingly, pursuant to the authority delegated to me, the airspace description of the Class E airspace published in the **Federal Register** on Friday, June 8, 2007 (72 FR 31714), Airspace Docket No. 06-AAL-29, FAA Docket No. FAA-2006-25852, is corrected as follows:

#### PART 71—[AMENDED]

##### § 71.1 [Amended]

■ On page 31716, column 1, correct the legal description for Control 1234L to read as follows:

*Paragraph 6007 Offshore Airspace Areas.*

\* \* \* \* \*

#### Control 1234L

That airspace extending upward from 2,000 feet above the surface within an area bounded by a line beginning at lat. 58°06'57" N., long. 160°00'00" W., then south along long. 160°00'00" W. until it intersects the Anchorage Air Route Traffic Control Center (ARTCC) boundary; then southwest, northwest, north, and northeast along the Anchorage ARTCC boundary to lat. 62°35'00" N., long. 175°00'00" W., to lat. 59°59'57" N., long. 168°00'08" W., to lat. 57°45'57" N., long. 161°46'08" W., to the point of beginning; and that airspace extending upward from the surface within a 4.6-mile radius of Cold Bay Airport, AK, and within 1.7 miles each side of the 150° bearing from Cold Bay Airport, AK, extending from the 4.6-mile radius to 7.7 miles southeast of Cold Bay Airport, AK, and within 3 miles west and 4 miles east of the 335° bearing from Cold Bay Airport, AK, extending from the 4.6-mile radius to 12.2 miles northwest of Cold Bay Airport, AK and that airspace extending upward from 700 feet above the surface within a 6.9-mile radius of Eareckson Air Station, AK, and within a 7-mile radius of Adak Airport, AK, and within 5.2 miles northwest and 4.2 miles southeast of the 061° bearing from the Mount Moffett NDB, AK, extending from the 7-mile radius of Adak Airport, AK, to 11.5 miles northeast of Adak Airport, AK and within a 6.5-mile radius of King Cove Airport, and that airspace extending 1.2 miles either side of the 103° bearing from King Cove Airport from the 6.5-mile radius out to 8.8 miles; and within a 6.4-mile radius of the Atka Airport, AK, and within a 6.3-mile radius of Nelson Lagoon Airport, AK and within a 6.4-mile radius of Sand Point Airport, AK, and within 3 miles each side of the 172° bearing from the Borland NDB/DME, AK, extending from the 6.4-mile radius of Sand Point Airport, AK, to 13.9 miles south of Sand Point Airport, AK, and within 5 miles either side of the 318° bearing from the Borland NDB/DME, AK,

extending from the 6.4-mile radius of Sand Point Airport, AK, to 17 miles northwest of Sand Point Airport, AK, and within 5 miles either side of the 324° bearing from the Borland NDB/DME, AK, extending from the 6.4-mile of the Sand Point Airport, AK, to 17 miles northwest of the Sand Point Airport, AK. Mile radius, and within a 6.6-mile radius of St. George Airport, AK, and within an 8-mile radius of St. Paul Island Airport, AK, and 8 miles west and 6 miles east of the 360° bearing from St. Paul Island Airport, AK, to 14 miles north of St. Paul Island Airport, AK, and within 6 miles west and 8 miles east of the 172° bearing from St. Paul Island Airport, AK to 15 miles south of Paul Island Airport, AK, and within a 6.4-mile radius of Unalaska Airport, AK, and within 2.9 miles each side of the 360° bearing from the Dutch Harbor NDB, AK, extending from the 6.4-mile radius of Unalaska Airport, AK, to 9.5 miles north of Unalaska Airport, AK; and that airspace extending upward from 1,200 feet above the surface within a 26.2-mile radius of Eareckson Air Station, AK, within an 11-mile radius of Adak Airport, AK, and within 16 miles of Adak Airport, AK, extending clockwise from the 033° bearing to the 081° bearing from the Mount Moffett NDB, AK, and within a 10-mile radius of Atka Airport, AK, and within a 10.6-mile radius from Cold Bay Airport, AK, and within 9 miles east and 4.3 miles west of the 321° bearing from Cold Bay Airport, AK, extending from the 10.6-mile radius to 20 miles northwest of Cold Bay Airport, AK, and 4 miles each side of the 070° bearing from Cold Bay Airport, AK, extending from the 10.6-mile radius to 13.6 miles northeast of Cold Bay Airport, AK, and west of 160°W. longitude within an 81.2-mile radius of Perryville Airport, AK, and within a 10-mile radius of St. George Airport, AK, and within a 73-mile radius of St. Paul Island Airport, AK, and within a 20-mile radius of Unalaska Airport, AK, extending clockwise from the 305° bearing from the Dutch Harbor NDB, AK, to the 075° bearing from the Dutch Harbor NDB, AK, and west of 160°W. longitude within a 25-mile radius of the Borland NDB/DME, AK, and west of 160°W longitude within a 72.8-mile radius of Chignik Airport, AK.

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Issued in Washington, DC, on June 28, 2007.

**Edith V. Parish,**

*Manager, Airspace and Rules Group.*

[FR Doc. E7-13222 Filed 7-9-07; 8:45 am]

BILLING CODE 4910-13-P

## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### 14 CFR Part 71

[Docket FAA No. FAA-2006-24926; Airspace Docket No. 06-ASW-1]

#### Establishment, Modification and Revocation of VOR Federal Airways; East Central United States

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

**ACTION:** Final rule; correction.

**SUMMARY:** This action corrects a final rule published in the **Federal Register** June 15, 2007 (72 FR 33151), Airspace Docket No. 06-ASW-1, FAA Docket No. FAA-2006-24926. In that rule, an error was made in the legal description for VOR Federal Airway V-65. Specifically, the description omitted the words "Sandusky, OH". This action corrects that error.

**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:**

Steve Rohring, Airspace and Rules Group, Office of System Operations Airspace and AIM, Federal Aviation Administration, 800 Independence Avenue, SW., Washington, DC 20591; telephone: (202) 267-8783.

**SUPPLEMENTARY INFORMATION:**

**History**

On June 15, 2007, a final rule for Airspace Docket No. 06-ASW-1, FAA Docket No. FAA-2006-24926 was published in the **Federal Register** (72 FR 33151), establishing VOR Federal Airway V-65 over the East Central United States. The legal description for V-65 was incorrect in that a reference to the Sandusky, OH, VORTAC was omitted. The correct legal description should contain the words "Sandusky, OH". This action corrects that error.

**Correction to Final Rule**

■ Accordingly, pursuant to the authority delegated to me, the legal description as published in the **Federal Register** on June 15, 2007 (72 FR 33151), Airspace Docket No. 06-ASW-1, FAA Docket No. FAA-2006-24926, and incorporated by reference in 14 CFR 71.1, is corrected as follows:

**§ 71.1 [Amended]**

■ On page 33152, correct the legal description for V-65, to read as follows:

*Paragraph 6010 VOR Federal Airways.*

\* \* \* \* \*

**V-65 [Corrected]**

From DRYER, OH; Sandusky, OH; INT Sandusky 288° and Carleton, MI 157° radials; to Carleton.

\* \* \* \* \*

Issued in Washington, DC, on July 2, 2007.

**Edith V. Parish,**

*Manager, Airspace and Rules Group.*

[FR Doc. E7-13209 Filed 7-9-07; 8:45 am]

BILLING CODE 4910-13-P

## DEPARTMENT OF ENERGY

### Federal Energy Regulatory Commission

[Docket No. RM06-7-001; Order No. 686-A]

#### 18 CFR Part 157

#### Revisions to the Blanket Certificate Regulations and Clarification Regarding Rates

Issued June 22, 2007.

**AGENCY:** Federal Energy Regulatory Commission, DOE.

**ACTION:** Final rule; order on rehearing and clarification.

**SUMMARY:** On October 19, 2006, the Commission issued a Final Rule amending its regulations to expand the scope and scale of activities that may be undertaken pursuant to blanket certificate authority and clarifying that existing Commission policies permit natural gas companies to charge different rates to different classes of customers. The revised regulations allow interstate natural gas pipelines to employ the streamlined blanket certificate procedures for larger projects and for a wider variety of types of projects, thereby increasing efficiencies, and decreasing time and costs, associated with the construction and maintenance of the nation's natural gas infrastructure. The Commission grants in part, and denies in part, requests for rehearing and clarification of the Final Rule.

**DATES:** The amendments in this final rule are effective August 9, 2007, except that the amendment to § 157.206 (b)(5)(i) is effective November 7, 2007. Requests for clarification are granted and denied, and requests for rehearing are denied, effective August 9, 2007. The request for rehearing with respect to the measurement of compressor noise is granted, effective November 7, 2007.

**FOR FURTHER INFORMATION CONTACT:** Gordon Wagner, Office of the General