

or assembly to detect damage, failure, or irregularity. Available lighting is normally supplemented with a direct source of good lighting at an intensity deemed appropriate. Inspection aids such as mirror, magnifying lenses, etc., may be necessary. Surface cleaning and elaborate procedures may be required."

#### Inspections for Group 2 Airplanes

(g) For airplanes identified as Group 2 in the service bulletin: Within 18 months after the effective date of this AD, identify the type of material used to make the midspar fittings, in accordance with Figure 4 of the Accomplishment Instructions of the service bulletin.

(1) If all four midspar fittings are made of 15-5PH CRES material, no further action is required by this AD.

(2) If any midspar fitting is made of 4330M material, do the inspections required by paragraph (h) of this AD.

(h) For Group 2 airplanes with any fittings made of 4330M material: After identifying the fitting material as required by paragraph (g) of this AD, but before further flight: Do a general visual inspection and a detailed inspection of the 4330M midspar fittings for evidence of corrosion and/or cracking, in accordance with the Accomplishment Instructions of the service bulletin. Repeat the inspections for corrosion and/or cracking thereafter at intervals not to exceed 18 months until the requirements of paragraph (l) of this AD are accomplished.

#### Cracking or Corrosion

(i) For Group 1 and Group 2 airplanes: If any evidence of corrosion or cracking is found during any action required by paragraph (f) or (h) of this AD, before further flight, perform the corrective actions of paragraph (j) of this AD or the optional investigative actions of paragraph (k) of this AD.

#### Corrective Actions

(j) Replace the affected midspar fitting with a new midspar fitting by accomplishing all of the applicable actions in accordance with the Accomplishment Instructions of the service bulletin. Replacement of an affected midspar fitting terminates the repetitive inspections required by paragraphs (f) and (h) of this AD for that fitting only.

#### Optional Investigative Actions

(k) Perform one-time high-frequency eddy current (HFEC) and borescope inspections of any cracked or corroded bolt hole; and, before further flight, perform the applicable actions of paragraph (k)(1) or (k)(2) of this AD; in accordance with the Accomplishment Instructions of the service bulletin.

(1) Repair corrosion damage or cracking of any bolt hole as specified in Figure 6 of the Accomplishment Instructions of the service bulletin; then accomplish paragraph (k)(1)(i) or (k)(1)(ii) of this AD as applicable.

(i) Perform repetitive detailed inspections of any repaired bolt hole in accordance with Figure 7 of the service bulletin, at intervals not to exceed 300 flight cycles or 75 days, whichever occurs first, until the fitting is replaced as specified in paragraph (l) of this

AD. Replace the repaired fitting with a new, improved fitting no later than 18 months after the repair of the bolt hole, or prior to further flight if any further evidence of corrosion or cracking is found in that fitting during any inspection required by this paragraph. Replacement of any fitting terminates the inspections required by paragraphs (f), (h), and (k)(1)(i) of this AD for that fitting only.

(ii) Replace the midspar fitting with a new, improved fitting, in accordance with paragraph (j) of this AD. Replacement of any fitting terminates the inspections required by paragraph (f), (h), and (k)(1)(i) of this AD for that fitting only.

(2) If any corrosion damage or cracking found during any inspection required by this AD cannot be repaired in accordance with paragraph (k)(1) of this AD, and the service bulletin specifies to contact Boeing for appropriate action, before further flight, perform the actions in paragraph (k)(2)(i) or (k)(2)(ii) of this AD, as applicable.

(i) Repair the corrosion damage or cracking using a method approved in accordance with the procedures specified in paragraph (o) of this AD.

(ii) Replace the midspar fitting with a new, improved fitting, in accordance with paragraph (l) of this AD.

#### Optional Terminating Action

(l) Replacement of all of the midspar fittings with new, improved midspar fittings in accordance with the Accomplishment Instructions of the service bulletin terminates the repetitive inspections required by paragraphs (f), (h), and (k)(1)(i) of this AD.

#### Actions Accomplished Using Prior Version of Service Information

(m) Replacement of the midspar fitting(s) with new, improved fittings before the effective date of this AD in accordance with Boeing Special Attention Service Bulletin 757-54-0042, dated May 13, 1999, is considered acceptable for compliance with the applicable action specified in this AD. Inspection of any fitting accomplished in accordance with Boeing Special Attention Service Bulletin 757-54-0042, dated May 13, 1999, before the effective date of this AD, with no findings of cracking or corrosion, are considered acceptable for compliance with the inspection required by paragraph (f) or (h) of this AD, as applicable, for that fitting only.

#### Previous Nacelle Strut and Wing Modification

(n) Accomplishment of the nacelle strut and wing modification required by AD 2003-18-05 is considered acceptable for compliance with the requirements of this AD.

#### Alternative Methods of Compliance (AMOCs)

(o)(1) The Manager, Seattle 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 14 CFR 39.19 on any airplane to which the AMOC applies, notify the appropriate principal inspector in the

FAA Flight Standards Certificate Holding District Office.

(3) An AMOC that provides an acceptable level of safety may be used for any replacement required by this AD, if it is approved by a Boeing Company Designated Engineering Representative who has been authorized by the Manager, Seattle ACO, to make those findings.

#### Material Incorporated by Reference

(p) You must use Boeing Service Bulletin 757-54-0042, Revision 1, dated July 7, 2005, 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, P.O. Box 3707, Seattle, Washington 98124-2207, for a copy of this service information. You may review copies at the Docket Management Facility, U.S. Department of Transportation, 400 Seventh Street SW., room PL-401, Nassif Building, Washington, DC; on the Internet at <http://dms.dot.gov>; or at the National Archives and Records Administration (NARA). For information on the availability of this material at the 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).

Issued in Renton, Washington, on March 30, 2006.

**Ali Bahrami,**

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

[FR Doc. 06-3381 Filed 4-10-06; 8:45 am]

**BILLING CODE 4910-13-P**

## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### 14 CFR Part 39

[Docket No. FAA-2006-24409; Directorate Identifier 2005-NM-057-AD; Amendment 39-14555; AD 2005-05-20]

**RIN 2120-AA64**

**Airworthiness Directives; Boeing Model 747-100, 747-100B, 747-100B SUD, 747-200B, 747-200F, 747-300, 747-400, 747-400D, 747SP, 747SR, 767-200, 767-300, 777-200, 777-300, and 777-300ER Series Airplanes**

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

**ACTION:** Final rule; request for comments.

**SUMMARY:** This document publishes in the **Federal Register** an amendment adopting airworthiness directive (AD) 2005-05-20 that was sent previously to all known affected U.S. operators of certain Boeing Model 747-100, 747-100B, 747-100B SUD, 747-200B, 747-

200F, 747-300, 747-400, 747-400D, 747SP, 747SR, 767-200, 767-300, 777-200, 777-300, and 777-300ER series airplanes by individual notices. This AD requires modification of certain flight deck door electronic equipment. This AD results from a report indicating that this equipment is defective. We are issuing this AD to prevent failure of this equipment, which could jeopardize flight safety.

**DATES:** This AD becomes effective April 17, 2006 to all persons except those persons to whom it was made immediately effective by AD 2005-05-20, issued April 14, 2005, which contained the requirements of this amendment.

We must receive comments on this AD by June 12, 2006.

**ADDRESSES:** Use one of the following addresses to submit comments on this AD.

- DOT Docket Web site: Go to <http://dms.dot.gov> and follow the instructions for sending your comments electronically.
- Government-wide rulemaking Web site: Go to <http://www.regulations.gov> and follow the instructions for sending your comments electronically.
- Mail: Docket Management Facility; U.S. Department of Transportation, 400 Seventh Street SW., Nassif Building, room PL-401, Washington, DC 20590.

- Fax: (202) 493-2251.
  - Hand Delivery: Room PL-401 on the plaza level of the Nassif Building, 400 Seventh Street, SW., Washington, DC, between 9 a.m. and 5 p.m., Monday through Friday, except Federal holidays.
- For service information identified in this AD, contact Boeing Commercial Airplanes, P.O. Box 3707, Seattle, Washington 98124-2207.

**Docket:** The AD docket contains this AD, comments, and any final disposition. You can examine the AD docket on the Internet at <http://dms.dot.gov>, or in person at the Docket Management Facility office between 9 a.m. and 5 p.m., Monday through Friday, except Federal holidays. The Docket Management Facility office (telephone (800) 647-5227) is located on the plaza level of the Nassif Building at the U.S. Department of Transportation, 400 Seventh Street SW., room PL-401, Washington, DC. This docket number is FAA-2006-24409; the directorate identifier for this docket is 2005-NM-057-AD.

**FOR FURTHER INFORMATION CONTACT:** Georgios Roussos, Aerospace Engineer, Systems and Equipment Branch, ANM-130S, FAA, Seattle Aircraft Certification Office (ACO), 1601 Lind Avenue, SW., Renton, Washington 98055-4056; telephone (425) 917-6482; fax (425) 917-6590.

## SUPPLEMENTARY INFORMATION:

### Discussion

On April 14, 2005, we issued AD 2005-05-20, which applies to certain Boeing 747-100, 747-100B, 747-100B SUD, 747-200B, 747-200F, 747-300, 747-400, 747-400D, 747SP, 747SR, 767-200, 767-300, 777-200, 777-300, and 777-300ER series airplanes. AD 2005-05-20 was sent to affected operators having airplanes that have certain affected flight deck door electronic equipment.

### Background

We have received a report indicating that certain flight deck door electronic equipment is defective. The defect, if not corrected, could result in a failure of the equipment, which could jeopardize flight safety.

### Relevant Service Information

We have reviewed the Boeing service bulletins listed in the table below. These service bulletins describe procedures for correcting the defect in the flight deck door electronic equipment. Accomplishing the actions specified in the applicable service information is intended to adequately address the unsafe condition.

## BOEING SERVICE BULLETINS

Affected Boeing model and series	Boeing service bulletin	Date
747-100, 747-100B, 747-100B SUD, 747-200B, 747-200F, 747-300, 747-400, 747-400D, 747SP, 747SR.	747-52-2274	February 21, 2005.
767-200, 767-300 .....	767-52-0087	February 21, 2005
777-200, 777-300, 777-300ER .....	777-52-0035	February 21, 2005

The Boeing service bulletins refer to Northwest Aerospace Technologies Service Bulletin 44N00004-52-01, dated March 1, 2005, as an additional source of service information.

### FAA's Determination and Requirements of This AD

Since the unsafe condition described is likely to exist or develop on other airplanes of the same type design, we issued AD 2005-05-20 to prevent a failure of certain flight deck door electronic equipment. The AD requires modifying the equipment using a method approved by the Manager, Seattle Aircraft Certification Office, FAA. The Boeing service information previously described has been approved for this purpose.

We found that immediate corrective action was required; therefore, notice

and opportunity for prior public comment thereon were impracticable and contrary to the public interest, and good cause existed to make the AD effective immediately by individual notices issued on April 14, 2005, to all known affected U.S. operators of certain Boeing Model 747-100, 747-100B, 747-100B SUD, 747-200B, 747-200F, 747-300, 747-400, 747-400D, 747SP, 747SR, 767-200, 767-300, 777-200, 777-300, and 777-300ER series airplanes. These conditions still exist, and this AD is hereby published in the **Federal Register** as an amendment to section 39.13 of the Federal Aviation Regulations (14 CFR 39.13) to make it effective to all persons. We are publishing this AD to ensure that, in the event that persons who did not receive an individual notice acquire an affected airplane that has not been modified,

these persons are aware of the AD, so they can make the necessary modifications.

### Clarification of Alternative Method of Compliance (AMOC) Paragraph

We have revised this action to clarify the appropriate procedure for notifying the principal inspector before using any approved AMOC on any airplane to which the AMOC applies.

### Comments Invited

This AD is a final rule that involves requirements that affect flight safety and was not preceded by notice and an opportunity for public comment; however, we invite you to submit any relevant written data, views, or arguments regarding this AD. Send your comments to an address listed in the **ADDRESSES** section. Include "Docket No.

FAA-2006-24409; Directorate Identifier 2005-NM-057-AD” at the beginning of your comments. We specifically invite comments on the overall regulatory, economic, environmental, and energy aspects of the AD. We will consider all comments received by the closing date and may amend the AD in light of those comments.

We will post all comments we receive to <http://dms.dot.gov>, including any personal information you provide. We will also post a report summarizing each substantive verbal contact with FAA personnel concerning this AD. Using the search function of our docket web site, anyone can find and read the comments in any of our dockets, including the name of the individual who sent the comment (or signed the comment on behalf of an association, business, labor union, etc.). You can review the DOT’s complete Privacy Act Statement in the **Federal Register** published on April 11, 2000 (65 FR 19477-78), or you can visit <http://dms.dot.gov>.

#### 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.

#### 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.

The FAA has determined that this regulation is an emergency regulation that must be issued immediately to correct an unsafe condition in aircraft, and that it is not a “significant regulatory action” under Executive Order 12866. It has been determined further that this action involves an emergency regulation under DOT Regulatory Policies and Procedures (44 FR 11034, February 26, 1979). If this emergency regulation is later deemed significant under DOT Regulatory Policies and Procedures, we will prepare a final regulatory evaluation and place it in the AD Docket. See the **ADDRESSES** section for a location to examine the regulatory evaluation, if filed.

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

Air transportation, Aircraft, Aviation safety, 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 FAA amends § 39.13 by adding the following new airworthiness directive (AD):

**2005-05-20 Boeing:** Amendment 39-14555. Docket No. FAA-2006-24409; Directorate Identifier 2005-NM-057-AD.

#### Effective Date

(a) This AD becomes effective April 17, 2006, to all persons except those persons to whom it was made immediately effective by AD 2005-05-20, issued on April 14, 2005, which contained the requirements of this amendment.

#### Affected ADs

(b) None.

#### Applicability

(c) This AD applies to the airplanes identified in Table 1 of this AD, certificated in any category.

TABLE 1.—APPLICABILITY

Boeing model and series	As identified in Boeing service bulletin	Date
747-100, 747-100B, 747-100B SUD, 747-200B, 747-200F, 747-300, 747-400, 747-400D, 747SP, and 747SR.	747-52-2274	February 21, 2005.
767-200 and 767-300 .....	767-52-0087	February 21, 2005.
777-200, 777-300, and 777-300ER .....	777-52-0035	February 21, 2005.

#### Unsafe Condition

(d) This AD results from a report indicating that certain flight deck door electronic equipment is defective. The FAA is issuing this AD to prevent failure of this equipment.

#### 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 30 days after the effective date of this AD: Modify the flight deck door electronic equipment in accordance with a method approved by the Manager, Seattle

Aircraft Certification Office (ACO), FAA. Doing all actions in the Accomplishment Instructions of the applicable Boeing service bulletin identified in Table 1 of this AD is one approved method.

**Note 1:** The Boeing service bulletins identified in Table 1 of this AD refer to Northwest Aerospace Technologies Service Bulletin 44N00004-52-01, dated March 1, 2005, as an additional source of service information.

**Note 2:** This AD retains certain requirements of AD 2005-05-20. The corresponding paragraph identifiers for these requirements have changed in this AD, as listed in the following table:

TABLE 2.—REVISED PARAGRAPH IDENTIFIERS

Requirement in SSAD 2005-05-20	Corresponding requirement in this AD
Paragraph (g) .....	Paragraph (f).
Paragraph (i) .....	Paragraph (g).

#### Alternative Methods of Compliance (AMOCs)

(g)(1) The Manager, Seattle ACO, 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 14 CFR 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 April 4, 2006.

**Kalene C. Yanamura,**

*Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.*  
[FR Doc. 06-3437 Filed 4-10-06; 8:45 am]

**BILLING CODE 4910-13-P**

## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### 14 CFR Part 71

[Docket No. FAA-2005-22472; Airspace Docket No. 05-AGL-08]

#### **Establishment of Class D Airspace; Camp Ripley, MN; Establishment of Class E Airspace; Camp Ripley, MN**

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

**ACTION:** Final rule.

**SUMMARY:** This action establishes Class D airspace at Camp Ripley, MN, and establishes Class E airspace at Camp Ripley, MN. This action establishes a radius of Class D airspace, and establishes a radius of Class E airspace for Ray S. Miller Army Airfield.

**DATES:** *Effective Date:* 0901 UTC, June 8, 2006.

**FOR FURTHER INFORMATION CONTACT:** Steve Davis, FAA Terminal Operations, Central Service Office, Airspace and Procedures Branch, AGL-530, 2300 East Devon Avenue, Des Plaines, Illinois 60018, telephone (847) 294-7131.

#### **SUPPLEMENTARY INFORMATION:**

##### **History**

On Monday, October 31, 2005, the FAA proposed to amend 14 CFR part 71 to establish Class D airspace, and establish Class E airspace at Camp Ripley, MN (70 FR 62257). The proposal was to establish Class D airspace, and establish Class E airspace extending upward from the surface of the earth to contain Instrument Flight Rules (IFR) operations in controlled airspace during portions of the terminal operation and while transiting between the enroute and terminal environments.

Interested parties were invited to participate in this rulemaking proceeding by submitting written comments on the proposal to the FAA. No comments objecting to the proposal were received. Class D airspace designations are published in paragraph

5000, and Class E airspace areas designated as surface areas in paragraph 6002, of FAA Order 7400.9N dated September 1, 2005, and effective September 16, 2005, which is incorporated by reference in 14 CFR 71.1. The Class D and Class E airspace designations listed in this document will be published subsequently in the Order.

#### **The Rule**

This amendment to 14 CFR part 71 establishes Class D airspace at Camp Ripley, MN, and establishes Class E airspace at Camp Ripley, MN, to accommodate aircraft executing instrument flight procedures into and out of Ray S. Miller Army Airfield. The area will be depicted on appropriate aeronautical charts.

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 DOT Regulatory Policies and Procedures (44 FR 11034; February 26, 1979); and 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 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, CLASS B, CLASS C, CLASS D, AND CLASS E AIRSPACE AREAS; AIRWAYS; ROUTES, AND REPORTING POINTS**

■ 1. The authority citation for part 71 continues to read as follows:

**Authority:** 49 U.S.C. 106(g), 40103, 40113, 40120; E.O. 10854, 24 FR 95665, 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 16, 2005, is amended as follows:

\* \* \* \* \*

*Paragraph 5000 Class D airspace.*

\* \* \* \* \*

#### **AGL MN D Camp Ripley, MN [New]**

Camp Ripley, Ray S. Miller Army Airfield, MN

(Lat. 46°05'28" N., long. 94°21'38" W.)

That airspace extending upward from the surface to and including 3,700 feet MSL within a 3.9-mile radius of the Ray S. Miller Army Airfield. This Class D airspace area is effective during the 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.

\* \* \* \* \*

*Paragraph 6002 Class E airspace designated as surface areas.*

\* \* \* \* \*

#### **AGL MN E2 Camp Ripley, MN [New]**

Camp Ripley, Ray S. Miller Army Airfield, MN

(Lat. 46°05'28" N., long. 94°21'38" W.)

Within a 3.9-mile radius of the Ray S. Miller Army Airfield. This Class E airspace area is effective during the 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 Des Plaines, Illinois, on March 22, 2006.

**Nancy B. Kort,**

*Area Director, Central Terminal Operations.*  
[FR Doc. 06-3426 Filed 4-10-05; 8:45 am]

**BILLING CODE 4910-13-M**

## DEPARTMENT OF HOMELAND SECURITY

### Coast Guard

#### 33 CFR Part 100

[CGD05-06-007]

RIN 1625-AA08

#### **Special Local Regulations for Marine Events; Severn River, College Creek, Weems Creek and Carr Creek, Annapolis, MD**

**AGENCY:** Coast Guard, DHS.

**ACTION:** Final rule.

**SUMMARY:** The Coast Guard is permanently modifying the regulated area defined in 33 CFR 100.518, and is temporarily amending 33 CFR 100.518