

number, and the number of landings and flight hours on the airplane. Under the provisions of the Paperwork Reduction Act (44 U.S.C. 3501 *et seq.*), the Office of Management and Budget (OMB) has approved the information collection requirements contained in this AD and has assigned OMB Control Number 2120-0056.

(1) For each inspection done after the effective date of this AD: Submit the report within 10 days after the inspection.

(2) For each inspection accomplished prior to the effective date of this AD: Submit the report within 10 days after the effective date of this AD.

Alternative Methods of Compliance (AMOCs)

(j)(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 § 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 repair required by this AD, if it is approved by an Authorized Representative for the Boeing Commercial Airplanes Delegation Option Authorization Organization who has been authorized by the Manager, Seattle ACO, to make those findings. For a repair method to be approved, the repair must meet the certification basis of the airplane, and the approval must specifically refer to this AD.

Material Incorporated by Reference

(k) You must use Boeing Alert Service Bulletin 747-53A2675, dated October 12, 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, 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.

Issued in Renton, Washington, on November 13, 2006.

Ali Bahrami,

Manager, Transport Airplane Directorate, Aircraft Certification Service.

[FR Doc. E6-19805 Filed 11-24-06; 8:45 am]

BILLING CODE 4910-13-P

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 71

[Docket No. FAA-2006-26111; Airspace Docket No. 06-AAL-32]

RIN 2120-AA66

Amendment to Jet Route and Colored Federal Airways; Alaska

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Final rule.

SUMMARY: This action amends Jet Route 510 (J-510), and Colored Federal Airways Amber 2 (A-2), Amber 15 (A-15), and Green 8 (G-8), Alaska. Specifically, the FAA is re-designating J-510 as J-512 because of duplication with a Canadian Jet Route number, causing problems with the Flight Data processors during route validation at the Anchorage Air Route Traffic Control Center. Additionally, portions of A-2, and A-15, and G-8 are discontinuous between fixes, causing flight processing software problems, and will be re-designated.

DATES: Effective Date: 0901 UTC, January 18, 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, Office of System Operations Airspace and AIM, Federal Aviation Administration, 800 Independence Avenue, SW., Washington, DC 20591; telephone: (202) 267-8783.

SUPPLEMENTARY INFORMATION:

Background

Because of limitations in the Oceans 21 Advanced Technologies and Oceanic Procedures (ATOP) system scheduled for operation at Anchorage Center, several route numbers were identified that were either duplicated in the National Airspace System or discontinuous between fixes. This rule is necessary to smooth the transition to ATOP at the Anchorage Center.

Alaskan Jet Routes and Colored Federal airways are published in paragraph 2004 and 6009 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 Federal Airways 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 re-designating J-510 as J-512 because the J-510 designation is duplicated by a Canadian Jet Route and causes problems with the Flight Data processors during route validation at Anchorage Air Route Traffic Control Center. A-2, and A-15 are discontinuous between the Delta Junction Non-directional Beacon (NDB) and the Chena NDB, which also causing flight processing software problems. They will be re-designated as A-9 and A-17 respectively. G-8 is discontinuous between Kachemak NDB and Campell Lake NDB and will be re-designated as G-11. The route number change will coincide with the effective date of this rulemaking action.

Accordingly, this action merely involves editorial change in the route number of the legal description of a colored Federal airway, and does not involve a change in the dimensions or operating requirements of that airway, 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 (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.

Environmental Review

The FAA has determined that this action qualifies for categorical exclusion under the National Environmental Policy Act in accordance with FAA Order 1050.1E, "Environmental Impacts: Policies and Procedures." This airspace action is not expected to cause any potentially significant environmental impacts, and no extraordinary circumstances exist that warrant preparation of an environmental assessment.

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 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 FAA Order 7400.9P, Airspace Designations and Reporting Points, dated September 1, 2006, and effective September 15, 2006, is amended as follows:

Paragraph 2004 Jet Routes.

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J-510 [Remove]

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J-512 [New]

From; Emmonak, AK; Unalakleet, AK; to Galena, AK

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Paragraph 6009 (a) Green Federal airways.

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G-8 [Revised]

From Shemya, AK, NDB, 20 AGL; Mount Moffet, AK, NDB, 20 AGL; Dutch Harbor, AK, NDB, 20 AGL; INT Dutch Harbor NDB 041° and Elfee, AK, NDB 253° bearings, 20 AGL; Elfee, AK, NDB, 20 AGL; Saldo, AK, NDB; INT Saldo, AK, NDB 054° and Kachemak, AK, NDB 269° bearings; to Kachemak NDB, AK.

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G-11 [New]

From Campbell Lake, AK, NDB; INT Campbell Lake, AK, NDB 031° and Glenallen, AK, NDB 255° bearings; Glenallen, AK, NDB; INT Glenallen, AK, 052° and Nabesna, AK, NDB 252° bearings; to Nabesna, AK, NDB.

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Paragraph 6009 (c) Amber Federal airways.

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A-2 [Revised]

From Beaver Creek, YT, Canada, NDB; Nabesna, AK, NDB; to Delta Junction, AK, NDB. The airspace within Canada is excluded.

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A-9 [New]

From Browerville, AK, NDB.; Evansville, AK, NDB; to Chena, AK, NDB

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A-15 [Revised]

From Ethelda, BC, Canada, NDB; Nichols, AK, NDB; Sumner Strait, AK, NDB; Coghlan Island, AK, NDB; Haines, AK, NDB; Burwash, YT, Canada, NDB; Beaver Creek, YT, Canada, NDB; Nabesna, AK, NDB; to Delta Junction, AK, NDB. The airspace within Canada is excluded.

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A-17 [New]

From Chena, AK, NDB; Chandalar Lake, AK, NDB; to Put River, AK, NDB.

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Issued in Washington, DC, on November 16, 2006.

Ellen Crum,

Acting Manager, Airspace and Rules.

[FR Doc. E6-19834 Filed 11-24-06; 8:45 am]

BILLING CODE 4910-13-P

DEPARTMENT OF COMMERCE**Bureau of Industry and Security****15 CFR Parts 738 and 740**

[Docket No. 061101286-6286-01]

RIN 0694-AD85

Addition of “Montenegro” and “Serbia” as Separate Countries in the Export Administration Regulations Based on U.S. Recognition of Montenegro as a Sovereign State

AGENCY: Bureau of Industry and Security, Commerce.

ACTION: Final rule.

SUMMARY: The Bureau of Industry and Security (BIS) is amending the Export Administration Regulations (EAR) to add “Montenegro” and “Serbia” as separate countries in the EAR and to establish separate export licensing requirements for Montenegro and Serbia. BIS is taking this action to update the EAR to reflect the United States’ recognition of Montenegro as a sovereign state by the United States.

EFFECTIVE DATE: This rule is effective November 27, 2006.

ADDRESSES: Although this is a final rule, comments are welcome and should be sent to publiccomments@bis.doc.gov, by fax to (202) 482-3355, or to Jeffery Lynch, Regulatory Policy Division, Bureau of Industry and Security, Department of Commerce, P.O. Box 273, Washington, DC 20044. Please refer to regulatory identification number (RIN) 0694-AD85 in all comments, and in the subject line of email comments. Comments on the collection of information should be sent to David Rostker, Office of Management and Budget (OMB) by e-mail to

David_Rostker@omb.eop.gov, or by fax to (202) 395-7285.

FOR FURTHER INFORMATION CONTACT: Joan M. Maloney-Roberts, Foreign Policy Division, Office of Nonproliferation Treaty Compliance, Bureau of Industry and Security, *Telephone:* (202) 482-4196.

SUPPLEMENTARY INFORMATION: This final rule deletes “Serbia and Montenegro” and adds “Montenegro” and “Serbia” as separate entries on the Commerce Country Chart in Supplement No. 1 to part 738 of the EAR for export licensing purposes. In a press release dated June 13, 2006, the U.S. Department of State announced that the United States recognized Montenegro as a sovereign state based on an internationally recognized May 21, 2006 referendum. *See* Press Release, U.S. Department of State, U.S. Recognizes Montenegro as Independent State (June 13, 2006), available at <http://www.state.gov/secretary/rm/2006/67839.htm>. Previously, the EAR referred to “Serbia and Montenegro” as one country. This final rule also updates references to “Serbia and Montenegro” in part 740 of the EAR to reflect Montenegro’s legal separation from the state union of Serbia and Montenegro.

Specifically, this rule amends the EAR as follows:

1. In Supplement No. 1 to part 738 of the EAR, the Commerce Country Chart is amended by removing “Serbia and Montenegro” and by adding “Montenegro” and “Serbia.” This amendment does not affect any of the license requirements indicated on the Commerce Country Chart, since the Commerce Control List based license requirements that apply to “Montenegro” and “Serbia” are the same as those that applied to “Serbia and Montenegro” prior to the publication of this rule.

2. In Supplement No. 1 to part 740 of the EAR (Country Groups), Country Group B is amended by removing “Serbia and Montenegro” and adding “Montenegro” and “Serbia.”

3. Section 740.7(d)(1) of the EAR (Computer Tier 3 destinations) is amended by removing “Serbia and Montenegro” and adding “Montenegro” and “Serbia” for License Exception APP purposes.

Although the Export Administration Act expired on August 20, 2001, the President, through Executive Order 13222 of August 17, 2001, 3 CFR, 2001 Comp., p. 783 (2002), as extended by the Notice of August 3, 2006, 71 FR 44551 (August 7, 2006), has continued the Export Administration Regulations in