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.

Part Number Identification

(f) At the applicable time specified in Table 1 of this AD, identify the part number (P/N) of the LPSOV actuator. A review of airplane maintenance records is acceptable in lieu of this inspection if the P/N is conclusively determined from that review.

TABLE 1.—COMPLIANCE TIMES

For model—	Do the actions specified in paragraph (f) of this AD at the earlier of the following times:
A330–201, –202, –203, –223, –243, –301, –321, –322, –323, –341, –342, and –343 airplanes.	Within 16,000 flight hours after the effective date of this AD; or Within 53 months after the effective date of this AD.
A340–211, –212, –213, –311, –312, and –313 airplanes	Within 12,000 flight hours after the effective date of this AD; or Within 39 months after the effective date of this AD.

(1) For P/N FRH010041: No further action is required by this paragraph.

(2) For P/N HTE190021 or HTE190026: Before further flight, do a detailed inspection for damage to the LPSOV pedestal, and measure the distance between the face of the mounting flange and the top of the locating pin (dowel). Do the actions in accordance with the Accomplishment Instructions of Airbus Service Bulletin A330–28–3083 or A340–28–4098, both dated March 25, 2003, as applicable. Do all related investigative and corrective actions before further flight in accordance with the service bulletin, as applicable.

Note 1: For the purposes of this AD, a detailed inspection is defined as: ''An intensive visual examination of a specific structural area, system, installation, or assembly to detect damage, failure, or irregularity. Available lighting is normally supplemented with a direct source of good lighting at intensity deemed appropriate by the inspector. Inspection aids such as mirror, magnifying lenses, etc., may be used. Surface cleaning and elaborate access procedures may be required.''

Note 2: Airbus Service Bulletins A330–28–3083 and A340–28–4098 refer to FR–HiTEMP Service Bulletin HTE190021–28–2, dated March 17, 2003, as an additional source of service information for measuring the flange-to-pin distance.

Parts Installation

(g) As of the effective date of this AD: No person may install an actuator P/N HTE190021 or HTE190026 on any airplane unless the actuator has been measured, and all applicable related investigative and corrective actions have been done, in accordance with the requirements of paragraph (f)(2) of this AD.

Alternative Methods of Compliance (AMOCs)

(h)(1) The Manager, International Branch, ANM–116, Transport Airplane Directorate, FAA, has the authority to approve AMOCs for this AD, if requested using 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.

Related Information

(i) French airworthiness directives 2003–359(B), dated October 1, 2003, and F–2003–360 R1, dated May 26, 2004, also address the subject of this AD.

Material Incorporated by Reference

(j) You must use Airbus Service Bulletin A330–28–3083, dated March 25, 2003; or Airbus Service Bulletin A340–28–4098, dated March 25, 2003; as applicable, 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 these documents in accordance with 5 U.S.C. 552(a) and 1 CFR part 51. Contact Airbus, 1 Rond Point Maurice Bellonte, 31707 Blagnac Cedex, France, 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/cfr/ibr-locations.html.*

Issued in Renton, Washington, on January 9, 2006.

Ali Bahrami,

Manager, Transport Airplane Directorate, Aircraft Certification Service.

[FR Doc. 06–559 Filed 1–23–06; 8:45 am]

BILLING CODE 4910–13–P

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 71

[Docket No. FAA–2005–22856; Airspace Docket No. 05–AAL–36]

Establishment of Class E Airspace; Toksook Bay, AK

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Final rule.

SUMMARY: This action creates Class E airspace at Toksook Bay, AK to provide adequate controlled airspace to contain aircraft executing a new Standard Instrument Approach Procedure (SIAP) at the airport. This rule results in new Class E airspace upward from 700 ft. and 1,200 ft. above the surface at the Toksook Bay Airport, Toksook Bay AK.

EFFECTIVE DATE: 0901 UTC, April 13, 2006.

FOR FURTHER INFORMATION CONTACT: Gary Rolf, AAL–538G, Federal Aviation Administration, 222 West 7th Avenue, Box 14, Anchorage, AK 99513–7587; telephone number (907) 271–5898; fax: (907) 271–2850; e-mail: *gary.ctr.rolf@faa.gov.* Internet address: *http://www.alaska.faa.gov/at.*

SUPPLEMENTARY INFORMATION:

History

On Thursday, November 17, 2005, the FAA proposed to amend part 71 of the Federal Aviation Regulations (14 CFR part 71) to modify Class E airspace upward from 700 ft. and 1,200 ft. above the surface at Toksook Bay, AK (70 FR 69709). The action was proposed in order to create Class E airspace sufficient in size to contain aircraft while executing one new SIAP for the Toksook Bay Airport. The new approach is the Area Navigation (Global Positioning System) (RNAV (GPS)) Runway (RWY) 34, original. Class E controlled airspace extending upward from 700 ft. and 1,200 ft. above the surface in the Toksook Bay Airport area is created by this action. Airspace more than 12 Nautical Miles (NM) from the shoreline will be excluded from this action. That controlled airspace outside 12 NM from the shoreline within 35 NM of the geographic point located at 60°21′17″ North latitude, 165°04′01″ West longitude will be created in coordination with HQ FAA ATA–400 by modifying existing Offshore Airspace Areas in accordance with FAA Order 7400.2. That NPRM is currently published as Docket # FAA–2005–22024, 05–AAL–38. The NPRM originally listed the airfield coordinates

differently than this final rule. There has been a subsequent airfield survey conducted since the NPRM was published, which has revised these coordinates. Those listed in the rule below are correct. Interested parties were invited to participate in this rulemaking proceeding by submitting written comments on the proposal to the FAA. No public comments have been received; thus the rule is adopted as proposed.

The area will be depicted on aeronautical charts for pilot reference. The coordinates for this airspace docket are based on North American Datum 83. The Class E airspace areas designated as 700/1,200 ft. transition areas are published in paragraph 6005 of FAA Order 7400.9N, *Airspace Designations and Reporting Points,* dated September 1, 2005, and effective September 15, 2005, which is incorporated by reference in 14 CFR 71.1. The Class E airspace designation listed in this document will be published subsequently in the Order.

The Rule

This amendment to 14 CFR part 71 creates Class E airspace at Toksook Bay, Alaska. This Class E airspace is created to accommodate aircraft executing one new SIAP and will be depicted on aeronautical charts for pilot reference. The intended effect of this rule is to provide adequate controlled airspace for Instrument Flight Rule (IFR) operations at Toksook Bay Airport, Toksook Bay, Alaska.

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. It, therefore—(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 will not have a significant economic impact on a substantial number of small entities under the criteria of the Regulatory Flexibility Act.

The FAA's authority to issue rules regarding aviation safety is found in Title 49 of the United States Code. Subtitle 1, Section 106 describes the authority of the FAA Administrator. Subtitle VII, Aviation Programs, describes in more detail the scope of the agency's authority.

This rulemaking is promulgated under the authority described in Subtitle VII, Part A, Subpart 1, Section 40103, Sovereignty and use of airspace. Under that section, the FAA is charged with prescribing regulations to ensure the safe and efficient use of the navigable airspace. This regulation is within the scope of that authority because it creates Class E airspace sufficient in size to contain aircraft executing the instrument procedure for the Toksook Bay Airport and represents the FAA's continuing effort to safely and efficiently use the navigable airspace.

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 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 Federal Aviation Administration Order 7400.9N, *Airspace Designations and Reporting Points*, dated September 1, 2005, and effective September 15, 2005, is amended as follows:

* * * * *

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

* * * * *

AAL AK E5 Toksook Bay, AK [New]

Toksook Bay Airport, AK
(Lat. 60°32′29″ N., long. 165°05′14″ W.)

That airspace extending upward from 700 feet above the surface within a 6.3-mile radius of the Toksook Bay Airport and that airspace extending upward from 1,200 feet above the surface within a 35-mile radius of lat. 60°21′17″ N., long. 165°04′01″ W., excluding that airspace more than 12 miles from the shoreline.

* * * * *

Issued in Anchorage, AK, on January 13, 2006.

Anthony M. Wylie,

Manager, Safety, Area Flight Service Operations.

[FR Doc. 06–601 Filed 1–23–06; 8:45 am]

BILLING CODE 4910–13–P

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 71

[Docket No. FAA–2005–22111; Airspace Docket No. 05–AAL–14]

Revision of Class E Airspace; Koyuk Alfred Adams, AK

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Final rule.

SUMMARY: This action modifies Class E airspace at Koyuk, AK to provide adequate controlled airspace to contain aircraft executing one new Standard Instrument Approach Procedure (SIAP) and two new SIAPs. This rule results in revised Class E airspace upward from 1,200 ft. above the surface at the Koyuk Alfred Adams Airport, Koyuk, AK.

EFFECTIVE DATE: 0901 UTC, April 13, 2006.

FOR FURTHER INFORMATION CONTACT: Gary Rolf, AAL–538G, Federal Aviation Administration, 222 West 7th Avenue, Box 14, Anchorage, AK 99513–7587; telephone number (907) 271–5898; fax: (907) 271–2850; e-mail: *gary.ctr.rolf@faa.gov.* Internet address: *http://www.alaska.faa.gov/at.*

SUPPLEMENTARY INFORMATION:

History

On Thursday, November 17, 2005, the FAA proposed to amend part 71 of the Federal Aviation Regulations (14 CFR part 71) to modify Class E airspace upward from 1,200 ft. above the surface at Koyuk, AK (70 FR 69713). The action was proposed in order to create Class E airspace sufficient in size to contain aircraft while executing one new and two revised SIAPs for the Koyuk Airport. The new approach is the Area Navigation (Global Positioning System) (RNAV (GPS)) Runway (RWY) 01, original. The two revised approaches are: (1) Non Directional Beacon (NDB) Distance Measuring Equipment (DME) RWY 01, amendment 1, (2) NDB RWY 01, amendment 1. Class E controlled airspace extending upward from 1,200 ft. above the surface in the Koyuk Airport area is modified by this action. Additionally, one small area of Class G