crack, corrosion, or sign of damage is found, do all applicable repairs before further flight. Repeat the inspections thereafter at intervals not to exceed 12 months. Where the MOM specifies to contact Boeing for repair instructions: Before further flight, repair using a method approved by the Manager, Seattle Aircraft Certification Office (ACO), FAA. For a repair method to be approved by the Manager, Seattle ACO, as required by this paragraph, the Manager's approval letter must specifically refer to this AD.

**Note 1:** For the purposes of this AD, a detailed inspection is: ''An intensive examination of a specific item, installation, 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.''

**Instructions for Oversizing Fasteners**

(g) Where Boeing MOM 1–151636045–1, dated January 17, 2006, specifies to contact Boeing for appropriate action if it is necessary to oversize fasteners during restoration: Before further flight, oversize the fasteners using a method approved in accordance with a method 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.

**Alternative Methods of Compliance (AMOCs)**

(h)(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 § 39.19 on any airplane to which the AMOC applies, notify the appropriate principal inspector in the FAA Flight Standards Certificate Holding District Office.

**Material Incorporated by Reference**

(i) You must use Boeing Multi-Operator Message (MOM) 1–151636045–1, dated January 17, 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 March 7, 2006.

**Kalene C. Yanamura,**

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

[FR Doc. 06–2545 Filed 3–16–06; 8:45 am]

**BILLING CODE 4910–13–U**

## DEPARTMENT OF TRANSPORTATION

## Federal Aviation Administration

## 14 CFR Part 95

**[Docket No. 30486; Amdt. No. 460]**

## IFR Altitudes; Miscellaneous Amendments

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

**ACTION:** Final rule.

**SUMMARY:** This amendment adopts miscellaneous amendments to the required IFR (instrument flight rules) altitudes and changeover points for certain Federal airways, jet routes, or direct routes for which a minimum or maximum en route authorized IFR altitude is prescribed. This regulatory action is needed because of changes occurring in the National Airspace System. These changes are designed to provide for the safe and efficient use of the navigable airspace under instrument conditions in the affected areas.

**DATES:** *Effective Date:* 0901 UTC, April 13, 2006.

**FOR FURTHER INFORMATION CONTACT:** Donald P. Pate, Flight Procedure Standards Branch (AMCAFS–420), Flight Technologies and Programs Division, Flight Standards Service, Federal Aviation Administration, Mike Monroney Aeronautical Center, 6500 South MacArthur Blvd. Oklahoma City, OK 73169 (Mail Address: P.O. Box 25082 Oklahoma City, OK 73125) telephone: (405) 954–4164.

**SUPPLEMENTARY INFORMATION:** This amendment to part 95 of the Federal Aviation Regulations (14 CFR part 95) amends, suspends, or revokes IFR altitudes governing the operation of all aircraft in flight over a specified route or any portion of that route, as well as the changeover points (COPs) for Federal airways, jet routes, or direct routes as prescribed in part 95.

### The Rule

The specified IFR altitudes, when used in conjunction with the prescribed changeover points for those routes, ensure navigation aid coverage that is adequate for safe flight operations and free of frequency interference. The reasons and circumstances that create the need for this amendment involve matters of flight safety and operational efficiency in the National Airspace System, are related to published aeronautical charts that are essential to the user, and provide for the safe and efficient use of the navigable airspace. In addition, those various reasons or circumstances require making this amendment effective before the next scheduled charting and publication date of the flight information to assure its timely availability to the user. The effective date of this amendment reflects those considerations. In view of the close and immediate relationship between these regulatory changes and safety in air commerce, I find that notice and public procedure before adopting this amendment are impracticable and contrary to the public interest and that good cause exists for making the amendment effective in less than 30 days.

### Conclusion

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. For the same reason, the FAA certifies that this amendment 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 95

Airspace, Navigation (air).

Issued in Washington, DC, on March 10, 2006.

**James J. Ballough,**

*Director, Flight Standards Service.*

### Adoption of the Amendment

■ Accordingly, pursuant to the authority delegated to me by the Administrator, part 95 of the Federal Aviation Regulations (14 CFR part 95) is amended as follows effective at 0901 UTC, February 16, 2006.

## PART 95—[AMENDED]

■ 1. The authority citation for part 95 continues to read as follows:

**Authority:** 49 U.S.C. 106(g), 40103, 40106, 40113, 40114, 40120, 44502, 44514, 44719, 44721.

■ 2. Part 95 is amended to read as follows:

REVISIONS TO IFR ALTITUDES & CHANGEOVER POINTS

[Amendment 460 Effective Date April 13, 2006]

| From | To | MEA | MAA |
|---|---|---|---|
| **§ 95.4000 High Altitude RNAV Routes** | | | |
| **§ 95.4019 RNAV Route Q19 Is Added To Read** | | | |
| Pless, IL FIX<br>*18000–GNSS MEA<br>#DME/DME/IRU MEA | Nashville, TN VORTAC | #*20000 | 45000 |
| **§ 95.4021 RNAV Route Q21 Is Added To Read** | | | |
| Jonez, OK FIX<br>*18000–GNSS MEA<br>#DME/DME/IRU MEA | Razorback, AR VORTAC | #*18000 | 45000 |
| **§ 95.4023 RNAV Route Q23 Is Added To Read** | | | |
| Fort Smith, AR VORTAC<br>*18000–GNSS MEA<br>#DME/DME/IRU MEA | Razorback, AR VORTAC | #*18000 | 45000 |
| **§ 95.4025 RNAV Route Q25 Is Added To Read** | | | |
| Meeow, AR FIX<br>*18000–GNSS MEA<br>#DME/DME/IRU MEA | Walnut Ridge, AR VORTAC | #*20000 | 45000 |
| Walnut Ridge, AR VORTAC<br>*18000–GNSS MEA<br>#DME/DME/IRU MEA | Pocket City, IN VORTAC | #*20000 | 45000 |
| **§ 95.4026 RNAV Route Q26 Is Added To Read** | | | |
| Walnut Ridge, AR VORTAC<br>*18000–GNSS MEA<br>#DME/DME/IRU MEA | Devac, AL FIX | #*20000 | 45000 |
| **§ 95.4027 RNAV Route Q27 Is Added To Read** | | | |
| Fort Smith, AR VORTAC<br>*18000–GNSS MEA<br>#DME/DME/IRU MEA | Zalda, AR FIX | #*18000 | 45000 |
| **§ 95.4028 RNAV Route Q28 Is Added To Read** | | | |
| Grazn, AR FIX<br>*18000–GNSS MEA<br>#DME/DME/IRU MEA | Pocket City, IN VORTAC | #*20000 | 45000 |
| **§ 95.4029 RNAV Route Q29 Is Added To Read** | | | |
| Hares, LA FIX<br>*18000–GNSS MEA<br>#DME/DME/IRU MEA | Memphis, TN VORTAC | #*18000 | 45000 |
| Memphis, TN VORTAC<br>*18000–GNSS MEA<br>#DME/DME/IRU MEA | Pocket City, IN VORTAC | #*18000 | 45000 |
| **§ 95.4030 RNAV Route Q30 Is Added To Read** | | | |
| Sidon, MS VORTAC<br>*18000–GNSS MEA<br>#DME/DME/IRU MEA | Vulcan, AL VORTAC | #*18000 | 45000 |
| **§ 95.4031 RNAV Route Q31 Is Added To Read** | | | |
| Dhart, AR FIX<br>*18000–GNSS MEA<br>#DME/DME/IRU MEA | Marvell, AR VOR/DME | #*18000 | 45000 |
| Marvell, AR VOR/DME<br>*18000–GNSS MEA | Pocket City, IN VORTAC | #*18000 | 45000 |

REVISIONS TO IFR ALTITUDES & CHANGEOVER POINTS—Continued

[Amendment 460 Effective Date April 13, 2006]

| From | To | MEA | MAA |
|---|---|---|---|
| #DME/DME/IRU MEA | | | |
| **§ 95.4032 RNAV Route Q32 Is Added To Read** | | | |
| El Dorado, AR VORTAC | Nashville, TN VORTAC | #*20000 | 45000 |
| *18000–GNSS MEA | | | |
| #DME/DME/IRU MEA | | | |
| Nashville, TN VORTAC | Swapp, TN FIX | #*20000 | 45000 |
| *18000–GNSS MEA | | | |
| #DME/DME/IRU MEA | | | |
| **§ 95.4033 RNAV Route Q33 Is Added To Read** | | | |
| Dhart, AR FIX | Little Rock, AR VORTAC | #*20000 | 45000 |
| *18000–GNSS MEA | | | |
| #DME/DME/IRU MEA | | | |
| Little Rock, AR VORTAC | Prowl, MO FIX | #*20000 | 45000 |
| *18000–GNSS MEA | | | |
| #DME/DME/IRU MEA | | | |
| **§ 95.4034 RNAV Route Q34 Is Added To Read** | | | |
| Texarkana, AR VORTAC | Memphis, TN VORTAC | #*24000 | 45000 |
| *18000–GNSS MEA | | | |
| #DME/DME/IRU MEA | | | |
| Memphis, TN VORTAC | Swapp, TN FIX | #*24000 | 45000 |
| *18000–GNSS MEA | | | |
| #DME/DME/IRU MEA | | | |
| **§ 95.4036 RNAV Route Q36 Is Added To Read** | | | |
| Razorback, AR VORTAC | Nashville, TN VORTAC | #*20000 | 45000 |
| *18000–GNSS MEA | | | |
| #DME/DME/IRU MEA | | | |
| Nashville, TN VORTAC | Swapp, TN FIX | #*20000 | 45000 |
| *18000–GNSS MEA | | | |
| #DME/DME/IRU MEA | | | |
| **§ 95.4038 RNAV Route Q38 Is Added To Read** | | | |
| Rokit, TX FIX | Besom, AL FIX | #*18000 | 45000 |
| *18000–GNSS MEA | | | |
| #DME/DME/IRU MEA | | | |
| **§ 95.4040 RNAV Route Q40 Is Added To Read** | | | |
| Alexandria, LA VORTAC | Misle, AL FIX | #*18000 | 45000 |
| *18000–GNSS MEA | | | |
| #DME/DME/IRU MEA | | | |

| From | To | MEA |
|---|---|---|
| **§ 95.6001 Victor Routes—U.S.** | | |
| **§ 95.6012 VOR Federal Airway V12 Is Amended To Read in Part** | | |
| Harrisburg, PA VORTAC | Pottstown, PA VORTAC | 3000 |
| **§ 95.6060 VOR Federal Airway V60 Is Amended To Read in Part** | | |
| Otto, NM VOR | Fort Union, NM VORTAC | 10000 |
| **§ 95.6190 VOR Federal Airway V190 Is Amended To Read in Part** | | |
| Acoma, NM FIX | *Albuquerque, NM VORTAC | 9000 |
| *11500–MCA Albuquerque, NM VORTAC, NE BND | | |
| Albuquerque, NM VORTAC | Renco, NM FIX | 13000 |
| Renco, NM FIX | *Fort Union, NM VORTAC | 12000 |
| *11300–MCA Fort Union, NM VORTAC, SW BND | | |
| Fort Union, NM VORTAC | Dalhart, TX VORTAC | *10000 |
| *9200–MOCA | | |

| From | To | MEA |
|---|---|---|
| **§ 95.6263 VOR Federal Airway V263 Is Amended To Read in Part** | | |
| Santa Fe, NM VORTAC<br>*10900–MCA Fort Union, NM VORTAC, N BND<br>*11300–MCA Fort Union, NM VORTAC, W BND | *Fort Union, NM VORTAC | 12500 |
| Fort Union, NM VORTAC<br>*11100–MOCA | Cimarron, NM VORTAC | *12000 |
| **§ 95.6611 VOR Federal Airway V611 Is Amended To Read in Part** | | |
| Santa Fe, NM VORTAC<br>*10900–MCA Fort Union, NM VORTAC, N BND<br>*11300–MCA Fort Union, NM VORTAC, W BND | *Fort Union, NM VORTAC | 12500 |
| Fort Union, NM VORTAC<br>*11100–MOCA | Cimarron, NM VORTAC | *12000 |

| From | To | MEA | MAA |
|---|---|---|---|
| **§ 95.7001 Jet Routes**<br>**§ 95.7008 Jet Route J8 Is Amended To Read in Part** | | | |
| Gallup, NM VORTAC | Bukko, NM FIX | 18000 | 45000 |
| Fort Union, NM VORTAC | Borger, TX VORTAC | 18000 | 45000 |
| **§ 95.7018 Jet Route J18 Is Amended To Read in Part** | | | |
| Albuquerque, NM VORTAC | Fort Union, NM VORTAC | 18000 | 45000 |
| Fort Union, NM VORTAC | Garden City, KS VORTAC | 18000 | 45000 |
| **§ 95.7019 Jet Route J19 Is Amended To Read in Part** | | | |
| Zuni, NM VORTAC<br>#MEA is established with a gap in navigation signal coverage | Bukko, NM FIX | #18000 | 45000 |
| Bukko, NM FIX | Fort Union, NM VORTAC | 18000 | 45000 |
| Fort Union, NM VORTAC | Liberal, KS VORTAC | 18000 | 45000 |
| **§ 95.7058 Jet Route J58 Is Amended To Read in Part** | | | |
| Rattlesnake, NM VORTAC | Fort Union, NM VORTAC | 18000 | 45000 |
| Fort Union, NM VORTAC | Panhandle, TX VORTAC | 18000 | 45000 |
| **§ 95.7076 Jet Route J76 Is Amended To Read in Part** | | | |
| Tuba City, AZ VORTAC<br>#MEA is established with a gap in navigation signal coverage<br>#MEA gap | Fort Union, NM VORTAC | #27000 | 45000 |
| Fort Union, NM VORTAC | Tucumcari, NM VORTAC | 18000 | 45000 |
| **§ 95.7104 Jet Route J104 Is Amended To Read in Part** | | | |
| Socorro, NM VORTAC | Fort Union, NM VORTAC | 18000 | 45000 |
| Fort Union, NM VORTAC | Pueblo, CO VORTAC | 18000 | 45000 |
| **§ 95.7244 Jet Route J244 Is Amended To Read in Part** | | | |
| Fort Union, NM VORTAC | Zuni, NM VORTAC | 21000 | 45000 |
| Zuni, NM VORTAC | Phoenix, AZ VORTAC | 19000 | 45000 |

| From | To | Changeover points | |
|---|---|---|---|
| | | Distance | From |
| **§ 95.8003 VOR Federal Airway Changeover Points Airway Segment Is Amended To Modify Changeover Point V190** | | | |
| Albuquerque, NM VORTAC | Fort Union, NM VORTAC | 38 | Albuquerque |
| **Is Amended To Modify Changeover Point V263** | | | |
| Santa Fe, NM VORTAC | Fort Union, NM VORTAC | 21 | Santa Fe |
| Fort Union, NM VORTAC | Cimarron, NM VORTAC | 28 | Fort Union |
| **Is Amended To Modify Changeover Point V611** | | | |
| Santa Fe, NM VORTAC | Fort Union, NM VORTAC | 21 | Santa Fe |

| From | To | Changeover points | |
|---|---|---|---|
| | | Distance | From |
| Fort Union, NM VORTAC | Cimarron, NM VORTAC | 28 | Fort Union |
| **§ 95.8005 Jet Routes Changeover Points Airway Segment Is Amended To Modify Changeover Point J8** | | | |
| Gallup, NM VORTAC | Fort Union, NM VORTAC | 101 | Gallup |
| **Is Amended To Modify Changeover Point J244** | | | |
| Fort Union, NM VORTAC | Zuni, NM VORTAC | 86 | Fort Union |

[FR Doc. 06–2585 Filed 3–16–06; 8:45 am]
BILLING CODE 4910–13–P

## DEPARTMENT OF TRANSPORTATION

## Federal Aviation Administration

## 14 CFR Part 97

**[Docket No. 30485; Amdt. No. 3159]**

## Standard Instrument Approach Procedures; Miscellaneous Amendments

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

**ACTION:** Final rule.

**SUMMARY:** This amendment amends Standard Instrument Approach Procedures (SIAPs) for operations at certain airports. These regulatory actions are needed because of changes occurring in the National Airspace System, such as the commissioning of new navigational facilities, addition of new obstacles, or changes in air traffic requirements. These changes are designed to provide safe and efficient use of the navigable airspace and to promote safe flight operations under instrument flight rules at the affected airports.

**DATES:** This rule is effective March 17, 2006. The compliance date for each SIAP is specified in the amendatory provisions.

The incorporation by reference of certain publications listed in the regulations is approved by the Director of the Federal Register as of March 17, 2006.

**ADDRESSES:** Availability of matter incorporated by reference in the amendment is as follows:

*For Examination*—

1. FAA Rules Docket, FAA Headquarters Building, 800 Independence Avenue, SW., Washington, DC 20591;

2. The FAA Regional Office of the region in which affected airport is located; or

3. The National Flight Procedures Office, 6500 South MacArthur Blvd., Oklahoma City, OK 73169; or

4. 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/code_of_federal_regulations/ibr_locations.html.*

*For Purchase*—Individual SIAP copies may be obtained from:

1. FAA Public Inquiry Center (APA–200), FAA Headquarters Building, 800 Independence Avenue, SW., Washington, DC 20591; or

2. The FAA Regional Office of the region in which the affected airport is located.

*By Subscription*—Copies of all SIAPs, mailed once every 2 weeks, are for sale by the Superintendent of Documents, U.S. Government Printing Office, Washington, DC 20402.

**FOR FURTHER INFORMATION CONTACT:** Donald P. Pate, Flight Procedure Standards Branch (AFS–420), Flight Technologies and Programs Division, Flight Standards Service, Federal Aviation Administration, Mike Monroney Aeronautical Center, 6500 South MacArthur Blvd. Oklahoma City, OK 73169 (Mail Address: P.O. Box 25082 Oklahoma City, OK 73125); telephone: (405) 954–4164.

**SUPPLEMENTARY INFORMATION:** This amendment to Title 14, Code of Federal Regulations, Part 97 (14 CFR part 97) amends Standard Instrument Approach Procedures (SIAPs). The complete regulatory description of each SIAP is contained in the appropriate FAA Form 8260, as modified by the National Flight Data Center (FDC)/Permanent Notice to Airmen (P–NOTAM), which is incorporated by reference in the amendment under 5 U.S.C. 552(a), 1 CFR part 51, and § 97.20 of the Code of Federal Regulations. Materials incorporated by reference are available for examination or purchase as stated above.

The large number of SIAPs, their complex nature, and the need for a special format make their verbatim publication in the **Federal Register** expensive and impractical. Further, airmen do not use the regulatory text of the SIAPs, but refer to their graphic depiction on charts printed by publishers of aeronautical materials. Thus, the advantages of incorporation by reference are realized and publication of the complete description of each SIAP contained in FAA form documents is unnecessary. The provisions of this amendment state the affected CFR sections, with the types and effective dates of the SIAPs. This amendment also identifies the airport, its location, the procedure identification and the amendment number.

### The Rule

This amendment to 14 CFR part 97 is effective upon publication of each separate SIAP as amended in the transmittal. For safety and timeliness of change considerations, this amendment incorporates only specific changes contained for each SIAP as modified by FDC/P–NOTAMs.

The SIAPs, as modified by FDC P–NOTAM, and contained in this amendment are based on the criteria contained in the U.S. Standard for Terminal Instrument Procedures (TERPS). In developing these chart changes to SIAPs, the TERPS criteria were applied to only these specific conditions existing at the affected airports. All SIAP amendments in this rule have been previously issued by the FAA in a FDC NOTAM as an emergency action of immediate flight safety relating directly to published aeronautical charts. The circumstances which created the need for all these SIAP amendments requires making them effective in less than 30 days.

Further, the SIAPs contained in this amendment are based on the criteria contained in TERPS. Because of the close and immediate relationship between these SIAPs and safety in air commerce, I find that notice and public procedure before adopting these SIAPs are impracticable and contrary to the public interest and, where applicable,