

inspection requirements of paragraph (g) of this AD.

#### New Requirements of This AD

##### Determine Elevator Group Number or Elevator Configuration Number

(i) Within 1,000 flight hours or 750 flight cycles after the effective date of this AD, whichever occurs first, determine the elevator group number or the elevator configuration number in accordance with Appendix A of Boeing Alert Service Bulletin 737-55A1078, dated October 27, 2005.

##### Initial and Repetitive Inspections

(j) At the applicable time specified in Tables 2 and 3 of paragraph 1.E. "Compliance" of Boeing Alert Service Bulletin 737-55A1078, dated October 27, 2005, except where the alert service bulletin specifies a compliance time from the release date of the alert service bulletin, this AD requires the compliance time after the effective date of this AD: Do the applicable initial detailed and special detailed inspections for interlaminar corrosion, cracking, delamination, or disbonding in the rear spar by doing all the applicable actions specified in Parts I, II, and III of the Accomplishment Instructions of Boeing Alert Service Bulletin 737-55A1078, dated October 27, 2005; except where step 3. of Part III of the alert service bulletin specifies to do a special detailed inspection for spar interlaminar corrosion as given in Figure 3, this AD requires all actions specified in Figure 3 to be done (a detailed inspection for interlaminar corrosion and disbonding and a special detailed inspection for interlaminar corrosion and delamination). Doing the initial inspections terminates the requirements of paragraphs (f) and (g) of this AD.

(k) Repeat the inspections specified in paragraph (j) of this AD at the applicable time specified in Tables 4 and 5 of paragraph 1.E. "Compliance" of Boeing Alert Service Bulletin 737-55A1078, dated October 27, 2005; except where Table B.4 in Appendix B of the alert service bulletin specifies compliance times in flight hours or flight cycles, this AD requires the actions specified in Table B.4 be done at the earlier of the compliance times in flight hours or flight cycles.

##### Corrective Actions

(l) If any interlaminar corrosion, cracking, delamination, or disbonding is found during any inspection required by this AD: Before further flight, use Appendix C of Boeing Alert Service Bulletin 737-55A1078, dated October 27, 2005, to determine the permitted repairs, and do the applicable repair, including related investigative and corrective actions, by doing all the applicable actions specified in Parts IV through VIII (Interim Repairs) and Part IX (Time-limited Repair) of the Accomplishment Instructions of the alert service bulletin, except as provided by paragraphs (n) and (o) of this AD.

(m) If the time-limited repair specified in Part IX of the alert service bulletin is done: At the time specified in Table 6 of paragraph 1.E. "Compliance" of Boeing Alert Service Bulletin 737-55A1078, dated October 27,

2005, do the applicable repair, including related investigative and corrective actions, by doing all the applicable actions specified in Parts IV through VI (Interim Repairs). Thereafter, do the repetitive inspections specified in paragraph (k) of this AD.

(n) Where Boeing Alert Service Bulletin 737-55A1078, dated October 27, 2005, specifies to contact the manufacturer for appropriate action for the inspar rib replacement or for more instructions if any crack is outside the limit specified in the service bulletin: Before further flight, repair in accordance with a method approved by the Manager, Seattle Aircraft Certification Office (ACO), FAA; or using a method approved in accordance with paragraph (p) of this AD.

(o) Where step 3.a. of Part III of the alert service bulletin specifies that if interlaminar corrosion is found, spar replacement is required, this AD requires spar replacement if interlaminar corrosion, delamination, or disbonding is found. Where step 3.C. of Appendix C of the alert service bulletin specifies that for laminated spars that have interlaminar corrosion, only repair options B, C, and D are permitted, this AD specifies that for laminated spars that have interlaminar corrosion, delamination, or disbonding, only repair options B, C, and D are permitted.

##### Alternative Methods of Compliance (AMOCs)

(p)(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.

(4) Accomplishing the Interim Repair Option C or D specified in the Accomplishment Instructions of Boeing Alert Service Bulletin 737-55A1078, dated October 27, 2005, is an AMOC for the structural modification requirements specified in paragraph A of AD 90-06-02, amendment 39-6489, that are done in accordance with Boeing Service Bulletins 737-55A1020 or 737-55-1022 only. All provisions of AD 90-06-02 that do not specifically reference these service bulletins remain fully applicable and must be complied with.

(5) AMOCs approved previously in accordance with AD 76-11-05 R1, are approved as AMOCs for the corresponding provisions of paragraphs (f) through (h) of this AD.

Issued in Renton, Washington, on April 3, 2006.

Ali Bahrami,

Manager, Transport Airplane Directorate, Aircraft Certification Service.

[FR Doc. E6-5469 Filed 4-12-06; 8:45 am]

BILLING CODE 4910-13-P

## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### 14 CFR Part 71

[Docket No. FAA-2006-23708; Airspace Docket No. 06-AAL-1]

RIN 2120-AA66

#### Proposed Modification of Control 1234L Offshore Airspace Area; AK

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

**ACTION:** Notice of proposed rulemaking (NPRM).

**SUMMARY:** This action proposes to amend Control 1234L, Offshore Airspace Area in Alaska. Specifically, this action proposes to modify Control 1234L in the immediate vicinity of the Saint Paul Island Airport, AK, by lowering the airspace floor from 2,000 feet above ground level (AGL) to 700 AGL. Additionally, outside the vicinity of the airport this proposal lowers the airspace floor from 2,000 AGL to 1,200 feet AGL within a 73-mile radius of the St. Paul Island Airport. The FAA is proposing this action to provide additional controlled airspace for aircraft instrument operations (IFR) at the St. Paul Island Airport.

**DATES:** Comments must be received on or before May 30, 2006.

**ADDRESSES:** Send comments on this proposal to the Docket Management System, U.S. Department of Transportation, Room Plaza 401, 400 Seventh Street, SW., Washington, DC 20590-0001. You must identify FAA Docket No. FAA-2006-232078 and Airspace Docket No. 06-AAL-01, at the beginning of your comments. You may also submit comments through the Internet at <http://dms.dot.gov>.

**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:

##### Comments Invited

Interested parties are invited to participate in this proposed rulemaking

by submitting such written data, views, or arguments, as they may desire. Comments that provide the factual basis supporting the views and suggestions presented are particularly helpful in developing reasoned regulatory decisions on the proposal. Comments are specifically invited on the overall regulatory, aeronautical, economic, environmental, and energy-related aspects of the proposal.

Communications should identify both docket numbers (FAA Docket No. FAA-2006-23708 and Airspace Docket No. 06-AAL-01) and be submitted in triplicate to the Docket Management System (see **ADDRESSES** section for address and phone number). You may also submit comments through the Internet at <http://dms.dot.gov>.

Commenters wishing the FAA to acknowledge receipt of their comments on this action must submit with those comments a self-addressed, stamped postcard on which the following statement is made: "Comments to FAA Docket No. FAA-2006-23708 and Airspace Docket No. 06-AAL-01." The postcard will be date/time stamped and returned to the commenter.

All communications received on or before the specified closing date for comments will be considered before taking action on the proposed rule. The proposal contained in this action may be changed in light of comments received. All comments submitted will be available for examination in the public docket both before and after the closing date for comments. A report summarizing each substantive public contact with FAA personnel concerned with this rulemaking will be filed in the docket.

#### Availability of NPRM's

An electronic copy of this document may be downloaded through the Internet at <http://dms.dot.gov>. Recently published rulemaking documents can also be accessed through the FAA's Web page at <http://www.faa.gov>, or the **Federal Register's** Web page at <http://www.gpoaccess.gov/fr/index.html>.

You may review the public docket containing the proposal, any comments received, and any final disposition in person in the Dockets Office (see **ADDRESSES** section for address and phone number) between 9 a.m. and 5 p.m., Monday through Friday, except Federal holidays. An informal docket may also be examined during normal business hours at the Service Area Office, Air Traffic, Federal Aviation Administration, 222 West 7th Avenue 14, Anchorage, AK 99513.

Persons interested in being placed on a mailing list for future NPRM's should

contact the FAA's Office of Rulemaking, (202) 267-9677, for a copy of Advisory Circular No. 11-2A, Notice of Proposed Rulemaking Distribution System, which describes the application procedure.

#### The Proposal

The FAA is proposing an amendment to Title 14 Code of Federal Regulations (14 CFR) part 71 to modify the Control 1234L Offshore Airspace Area, AK by lowering the floor to 700 feet AGL in the vicinity of the St. Paul Island airport, AK, and 1,200 feet AGL within a 73-mile radius of the airport. The purpose of this proposal is to establish controlled airspace to support IFR operations at the St. Paul Island Airport, Alaska. The FAA Instrument Flight Procedures Production and Maintenance Branch developed new instrument approach procedures for the St. Paul Island Airport. New controlled airspace extending upward from 700 feet AGL and 1,200 feet AGL in international airspace would be created by this action. The proposed airspace is sufficient to support instrument operations at the St. Paul Island Airport.

The FAA has determined that this proposed regulation only involves an established body of technical regulations for which frequent and routine amendments are necessary to keep them operationally current. Therefore, this proposed 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 proposed 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.

#### ICAO Considerations

As part of this proposal relates to navigable airspace outside the United States, this notice is submitted in accordance with the International Civil Aviation Organization (ICAO) International Standards and Recommended Practices.

The application of International Standards and Recommended Practices by the FAA, Office of System Operations Airspace and AIM, Airspace & Rules, in areas outside the United States domestic airspace, is governed by the Convention on International Civil Aviation. Specifically, the FAA is

governed by Article 12 and Annex 11, which pertain to the establishment of necessary air navigational facilities and services to promote the safe, orderly, and expeditious flow of civil air traffic. The purpose of Article 12 and Annex 11 is to ensure that civil aircraft operations on international air routes are performed under uniform conditions.

The International Standards and Recommended Practices in Annex 11 apply to airspace under the jurisdiction of a contracting state, derived from ICAO. Annex 11 provisions apply when air traffic services are provided and a contracting state accepts the responsibility of providing air traffic services over high seas or in airspace of undetermined sovereignty. A contracting state accepting this responsibility may apply the International Standards and Recommended Practices that are consistent with standards and practices utilized in its domestic jurisdiction.

In accordance with Article 3 of the Convention, state-owned aircraft are exempt from the Standards and Recommended Practices of Annex 11. The United States is a contracting state to the Convention. Article 3(d) of the Convention provides that participating state aircraft will be operated in international airspace with due regard for the safety of civil aircraft. Since this action involves, in part, the designation of navigable airspace outside the United States, the Administrator is consulting with the Secretary of State and the Secretary of Defense in accordance with the provisions of Executive Order 10854.

#### List of Subjects in 14 CFR Part 71

Airspace, Incorporation by reference, Navigation (air).

#### The Proposed Amendment

In consideration of the foregoing, the Federal Aviation Administration proposes to amend 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 the 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 6007 Offshore Airspace Areas*

\* \* \* \* \*

**Control 1234L [Amended]**

That airspace extending upward from 700 feet above the surface within 8 miles west and 6 miles east of the 360°(T)/350°(M) bearing from the St. Paul Island Airport to 14 miles north of the St. Paul Airport, and within 6 miles west and 8 miles east of the 172°(T)/162°(M) bearing from the St. Paul Island Airport to 15 miles south of the St. Paul Island Airport, and that airspace extending upward from 1,200 feet above the surface within a 73-mile radius of the St. Paul Island Airport, and the airspace extending upward from 1,200 MSL within a 72.8-mile radius of Chignik Airport, AK; and 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., south along long. 160°00'00" W. until it intersects the Anchorage Air Route Traffic Control Center boundary; thence southwest, northwest, north, and northeast along the Anchorage Air Route Traffic Control Center 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.

\* \* \* \* \*

Issued in Washington, DC, on April 6, 2006.

**Edith V. Parish,**

*Manager, Airspace and Rules.*

[FR Doc. E6-5523 Filed 4-12-06; 8:45 am]

**BILLING CODE 4910-13-P**

**DEPARTMENT OF HOMELAND SECURITY**

**Coast Guard**

**33 CFR Part 117**

**[CGD05-06-002]**

**RIN 1625-AA09**

**Drawbridge Operation Regulations; Chincoteague Channel, Chincoteague, VA**

**AGENCY:** Coast Guard, DHS.

**ACTION:** Notice of proposed rulemaking.

**SUMMARY:** The Coast Guard proposes to change the regulations that govern the operation of the SR 175 Bridge, at mile 3.5, at Chincoteague, Virginia. The proposal would allow the bridge to open on demand from midnight to 6 a.m., and every hour and a half from 6 a.m. to midnight; except from 7 a.m. to 5 p.m., on the last consecutive Wednesday and Thursday in July, the draw need not be opened. The proposed change would reduce vehicular traffic congestion to

increase public safety and to extend the structural and operational integrity of the movable span while still balancing the needs of marine and vehicular traffic.

**DATES:** Comments and related material must reach the Coast Guard on or before May 30, 2006.

**ADDRESSES:** You may mail comments and related material to Commander (obr), Fifth Coast Guard District, Federal Building, 1st Floor, 431 Crawford Street, Portsmouth, VA 23704-5004. The Fifth Coast Guard District maintains the public docket for this rulemaking. Comments and material received from the public, as well as documents indicated in this preamble as being available in the docket, will become part of this docket and will be available for inspection or copying at Commander (obr), Fifth Coast Guard District between 8 a.m. and 4 p.m., Monday through Friday, except Federal holidays.

**FOR FURTHER INFORMATION CONTACT:** Gary Heyer, Bridge Management Specialist, Fifth Coast Guard District, at (757) 398-6629.

**SUPPLEMENTARY INFORMATION:**

**Request for Comments**

We encourage you to participate in this rulemaking by submitting comments and related material. If you do so, please include your name and address, identify the docket number for this rulemaking, CGD05-06-002, indicate the specific section of this document to which each comment applies, and give the reason for each comment. Please submit all comments and related material in an unbound format, no larger than 8½ by 11 inches, suitable for copying. If you would like a return receipt, please enclose a stamped, self-addressed postcard or envelope. We will consider all submittals received during the comment period. We may change this proposed rule in view of them.

**Public Meeting**

We do not now plan to hold a public meeting. But you may submit a request for a meeting by writing to Commander (obr), Fifth Coast Guard District at the address under **ADDRESSES** explaining why one would be beneficial. If we determine that one would aid this rulemaking, we will hold one at a time and place announced by a later notice in the **Federal Register**.

**Background and Purpose**

The Virginia Department of Transportation (VDOT) owns and operates this swing-type bridge. The current regulation allows the SR 175

Bridge to open on demand from midnight to 6 a.m., and on the hour from 6 a.m. to midnight; except from 7 a.m. to 5 p.m. on the last Wednesday and Thursday in July of every year, the draw need not open.

The Chincoteague Town Council has requested a change to the existing regulations for the SR 175 Bridge. This proposal is an effort to further reduce traffic congestion for public safety by reducing the number of drawbridge openings; and to extend the structural and operational integrity of the movable span while balancing the needs of mariners and vehicular traffic transiting in and around this seaside resort area. The SR 175 highway is also the principle arterial route that serves as the major evacuation highway in the event of emergencies or tidal flooding.

On June 28, 2004, we published a notice of temporary deviation from the regulations and request for comments entitled "Drawbridge Operation Regulations; Chincoteague Channel, VA" in the **Federal Register** (69 FR 36011). The temporary deviation was in operation to test an alternate drawbridge operation schedule for 90 days and solicit comments from the public. From July 2, 2004 through September 29, 2004, the draw of the bridge opened every two hours on the even hour from 6 a.m. to Midnight; except from 7 a.m. to 5 p.m., on the last Wednesday and Thursday, the draw need not be opened. At all other times, the draw need not open.

The Coast Guard received six letters and four petitions commenting on the provisions of the temporary deviation. Several comments from residents of the Town of Chincoteague favored the two-hour opening schedule. The commercial vessel owners favored a less restrictive hourly opening schedule.

On December 30, 2004, the Coast Guard published a notice of proposed rulemaking (NPRM) entitled "Drawbridge Operation Regulations; Chincoteague Channel, Chincoteague, VA" in the **Federal Register** (69 FR 78373).

The NPRM allowed hourly openings of the draw year-round from 6 a.m. to Midnight; except from 7 a.m. to 5 p.m. on the last consecutive Wednesday and Thursday in July of every year, the draw need not be opened. At all other times, the draw need not open. We received six comments on the NPRM. Five comments were from Chincoteague Island residents and the other comment was from Coast Guard (CG) Group Eastern Shore. All favored an hourly opening schedule year round and CG Eastern Shore also suggested the bridge