

external surface of the blade unless there is evidence of damage that has occurred since CSE returned the propeller to service.

(v) Confirm that CSE Aviation correctly performed the repairs listed in the manufacturers maintenance manuals. An example of a maintenance manual repair is chamfering of the hub grease fitting hole on Hartzell "Y" shank series propellers.

(4) Perform all Eddy Current inspections applicable.

(5) Repair and replace with serviceable parts, as necessary.

(6) Assemble and test.

(7) Confirm that hubs affected by AD 2001-23-08 are returned to service only on aircraft affected by that AD.

#### McCauley Propellers

(k) For McCauley propellers listed by SN in Table 2 of this AD, do the following:

(1) Disassemble the propeller.

(2) Clean all disassembled propeller parts.

(3) Perform a visual inspection for the following conditions:

(i) Wear or damage such as cracks, corrosion, scratches or nicks.

(ii) Damage that indicates a previous ground strike (if applicable).

(iii) Unacceptable wear or damage in areas where shot peening is required, paying particular attention to hub internal shot peened surfaces and blade shank peening. It is not necessary to strip the paint and corrosion protective coatings from the external surface of the blade. It is also not necessary to perform dimensional measurements on the external surface of the blade unless there is evidence of damage that has occurred since CSE returned the propeller to service.

(4) Inspect threaded surfaces of threaded blade shanks with a 10X magnifying glass for scratches parallel to retention threads in the thread root of the first four outboard blade threads. If the retention threads are scratched, repair is not allowed.

(5) Confirm that CSE Aviation correctly performed repairs or modifications listed in the manufacturer's maintenance instructions.

(6) Repair and replace with serviceable parts, as necessary.

(7) Assemble and test.

#### Definitions

(l) For the purposes of this AD:

(1) Overhauling a propeller is not necessary to comply with the requirements specified in paragraph (j) or paragraph (k) of this AD. If you do not overhaul the propeller, the TSO does not change.

(2) Unacceptable wear is wear or damage that can penetrate the shotpeen compressive layer.

#### Alternative Methods of Compliance

(m) The Manager, Chicago Aircraft Certification Office, has the authority to approve alternative methods of compliance for this AD if requested using the procedures found in 14 CFR 39.19.

#### Related Information

(n) The applicable Hartzell Propeller Inc. or McCauley Overhaul Manuals and Service Documents contain information on

performing the inspections specified in this AD.

Issued in Burlington, Massachusetts, on November 21, 2006.

**Peter A. White,**

*Acting Manager, Engine and Propeller Directorate, Aircraft Certification Service.*

[FR Doc. E6-20206 Filed 11-28-06; 8:45 am]

**BILLING CODE 4910-13-P**

## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### 14 CFR Part 97

[Docket No. 30523 Amdt. No. 3194]

#### Standard Instrument Approach Procedures, Weather Takeoff Minimums; Miscellaneous Amendments

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

**ACTION:** Final rule.

**SUMMARY:** This amendment establishes, amends, suspends, or revokes Standard Instrument Approach Procedures (SIAPs) and/or Weather Takeoff Minimums for operations at certain airports. These regulatory actions are needed because of the adoption of new or revised criteria, or 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 November 29, 2006. The compliance date for each SIAP and/or Weather Takeoff Minimums 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 November 29, 2006.

**ADDRESSES:** Availability of matters 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 the affected airport is located;

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](http://www.archives.gov/federal_register/code_of_federal_regulations/ibr_locations.html).

*For Purchase—*Individual SIAP and Weather Takeoff Minimums 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 and Weather Takeoff Minimums 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 of the Code of Federal Regulations, Part 97 (14 CFR part 97), establishes, amends, suspends, or revokes SIAPs and/or Weather Takeoff Minimums. The complete regulatory description of each SIAP and/or Weather Takeoff Minimums is contained in official FAA form documents which are incorporated by reference in this amendment under 5 U.S.C. 552(a), 1 CFR part 51, and 14 CFR part 97.20. The applicable FAA Forms are identified as FAA Forms 8260-3, 8260-4, 8260-5 and 8260-15A. Materials incorporated by reference are available for examination or purchase as stated above.

The large number of SIAPs and/or Weather Takeoff Minimums, 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 and/or Weather Takeoff Minimums but refer to their 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 and/or Weather Takeoff Minimums

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 and/or Weather Takeoff Minimums. 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 and/or Weather Takeoff Minimums as contained in the transmittal. Some SIAP and/or Weather Takeoff Minimums amendments may have been previously issued by the FAA in a Flight Data Center (FDC) Notice to Airmen (NOTAM) as an emergency action of immediate flight safety relating directly to published aeronautical charts. The circumstances which created the need for some SIAP, and/or Weather Takeoff Minimums amendments may require making them effective in less than 30 days. For the remaining SIAPs and/or Weather Takeoff Minimums, an effective date at least 30 days after publication is provided.

Further, the SIAPs and/or Weather Takeoff Minimums contained in this amendment are based on the criteria contained in the U.S. Standard for Terminal Instrument Procedures (TERPS). In developing these SIAPs and/or Weather Takeoff Minimums, the TERPS criteria were applied to the conditions existing or anticipated at the affected airports. Because of the close and immediate relationship between these SIAPs and/or Weather Takeoff Minimums and safety in air commerce, I find that notice and public procedure before adopting these SIAPs and/or Weather Takeoff Minimums are impracticable and contrary to the public interest and, where applicable, that good cause exists for making some SIAPs and/or Weather Takeoff Minimums 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 97

Air Traffic Control, Airports, Incorporation by reference, and Navigation (Air).

Issued in Washington, DC on November 17, 2006.

**James J. Ballough,**

*Director, Flight Standards Service.*

### Adoption of the Amendment

■ Accordingly, pursuant to the authority delegated to me, under Title 14, Code of Federal Regulations, Part 97 (14 CFR part 97) is amended by establishing, amending, suspending, or revoking Standard Instrument Approach Procedures and Weather Takeoff Minimums effective at 0901 UTC on the dates specified, as follows:

### PART 97—STANDARD INSTRUMENT APPROACH PROCEDURES

■ 1. The authority citation for part 97 continues to read as follows:

**Authority:** 49 U.S.C. 106(g), 40103, 40106, 40113, 40114, 40120, 44502, 44514, 44701, 44719, 44721–44722.

■ 2. Part 97 is amended to read as follows:

*Effective 21 December 2006*

Huntsville, AL, Madison County Executive,

RNAV (GPS) RWY 36, Orig  
Leesburg, FL, Leesburg Regional, RNAV  
(GPS) RWY 3, Orig

Leesburg, FL, Leesburg Regional, RNAV  
(GPS) RWY 13, Orig

Leesburg, FL, Leesburg Regional, RNAV  
(GPS) RWY 31, Orig

Leesburg, FL, Leesburg Regional, GPS RWY  
13, Amdt 1, CANCELLED

Leesburg, FL, Leesburg Regional, GPS RWY  
31, Amdt 1, CANCELLED

Leesburg, FL, Leesburg Regional, Takeoff  
Minimums and Textual DP, Amdt 2

Boston, MA, General Edward Lawrence  
Logan Intl, RNAV (GPS) RWY 32, Orig-A

Willmar, MN, Willmar Muni, RNAV (GPS)  
RWY 13, Orig

Willmar, MN, Willmar Muni, RNAV (GPS)  
RWY 31, Orig

New Orleans, LA, Lakefront, RNAV (GPS)  
RWY 18R, Orig

New Orleans, LA, Lakefront, GPS RWY 18R,  
Orig-A CANCELLED

Harrisburg, PA, Capital City, RNAV (GPS)  
RWY 26, Orig-A

Evanston, WY, Evanston-Uinta County Burns  
Field, RNAV (GPS) RWY 23, Amdt 3

*Effective 18 January 2007*

New Orleans, LA, Lakefront, ILS RWY 18R,  
Amdt 12B, CANCELLED

Monroe, NC, Monroe Regional, ILS OR LOC/  
NDB RWY 5, Amdt 1

Monroe, NC, Monroe Regional, RNAV (GPS)  
RWY 5, Amdt 1

Monroe, NC, Monroe Regional, RNAV (GPS)  
RWY 23, Orig

Monroe, NC, Monroe, VOR OR GPS–A, Amdt  
11C, CANCELLED

Monroe, NC, Monroe, VOR/DME OR GPS–B,  
Amdt 6C, CANCELLED

Monroe, NC, Monroe Regional, Takeoff  
Minimums and Textual DP, Orig

Muskogee, OK, Davis Field, VOR RWY 31,  
Amdt 4, CANCELLED

Gettysburg, SD, Gettysburg Muni, RNAV  
(GPS) RWY 13, Orig

Gettysburg, SD, Gettysburg Muni, RNAV  
(GPS) RWY 31, Orig

Gettysburg, SD, Gettysburg Muni, GPS RWY  
31, Orig-A, CANCELLED

Gettysburg, SD, Gettysburg Muni, Takeoff  
Minimums and Textual DPs, Amdt 1

Seattle, WA, Boeing Field/King County Intl,  
Takeoff Minimums and Textual DP,  
Amdt 6

The FAA published an Amendment in  
Docket No. 30513, Amdt No. 3184 to Part 97  
of the Federal Aviation Regulations (Vol 71,  
FR No. 220, Page 66447; dated November 15,  
2006) under section 97.27, effective 18  
January 2007, published in TL 06–25 are  
hereby RESCINDED as follows:

Dayton, OH, Green County-Lewis A Jackson  
Regional, RNAV (GPS) RWY 7, Orig

Dayton, OH, Greene County-Lewis A Jackson  
Regional, RNAV (GPS) RWY 25, Orig

Dayton, OH, Greene County-Lewis A Jackson  
Regional, NDB RWY 25, Amdt 1

Dayton, OH, Greene County-Lewis A Jackson  
Regional, GPS RWY 7, Orig-A,  
CANCELLED

Dayton, OH, Greene County-Lewis A Jackson  
Regional, Takeoff Minimums and Textual  
DP, Amdt 1

[FR Doc. E6–20154 Filed 11–28–06; 8:45 am]

**BILLING CODE 4910–13–P**

## DEPARTMENT OF HEALTH AND HUMAN SERVICES

### Food and Drug Administration

#### 21 CFR Part 510

#### New Animal Drugs; Change of Sponsor's Name

**AGENCY:** Food and Drug Administration, HHS.

**ACTION:** Final rule; technical amendment.

**SUMMARY:** The Food and Drug Administration (FDA) is amending the animal drug regulations to reflect a change of sponsor's name from Bertek Pharmaceuticals, Inc., to Mylan Bertek Pharmaceuticals, Inc.

**DATES:** This rule is effective November 29, 2006.

**FOR FURTHER INFORMATION CONTACT:** David R. Newkirk, Center for Veterinary Medicine (HFV–100), Food and Drug