

the FAA amends 14 CFR part 39 as follows:

### PART 39—AIRWORTHINESS DIRECTIVES

■ 1. The authority citation for part 39 continues to read as follows:

**Authority:** 49 U.S.C. 106(g), 40113, 44701.

#### § 39.13 [Amended]

■ 2. The FAA amends § 39.13 by adding the following new AD:

#### 2007-02-01 Dassault Aviation:

Amendment 39-14888. Docket No. FAA-2007-26855; Directorate Identifier 2006-NM-264-AD.

#### Effective Date

(a) This airworthiness directive (AD) becomes effective February 2, 2007.

#### Affected ADs

(b) None.

#### Applicability

(c) This AD applies to Dassault Model Falcon 2000EX airplanes; s/n (serial number) 06, s/n 28 through 90, s/n 93, and s/n 95; certificated in any category.

#### Reason

(d) The MCAI states that troubleshooting of a "ENG 1 FIRE DETECT FAIL" CAS (crew alerting system) message that occurred on an in-service aircraft revealed that the detector threshold tolerances could not identify a single failure of one engine fire detector loop out of the two present on each engine. The fire detection system is therefore not correctly monitored, and its integrity is not guaranteed at all times. The goal of the MCAI is to verify the fire detection system integrity by mandating a one-time inspection and, in case of findings, to replace the faulty detector pending further modification of the monitoring system. The MCAI will be revised/superseded once the terminating corrective action for the monitoring function has been approved.

#### Actions and Compliance

(e) Unless already done, do the following actions. Within 35 days after the effective date of this AD, perform an engine fire detection integrity check as required by paragraphs (e)(1), (e)(2), and (e)(3) of this AD in accordance with Dassault Service Bulletin F2000EX-137, Revision 1, dated December 7, 2006.

(1) First, in the baggage compartment, on each mobile connector of the monitoring units (L320WG) and (R320WG), the equivalent resistance of the two engine detectors at the LH (left-hand) and the RH (right-hand) sides must be verified. According to findings, the corresponding system is either considered correct or incorrect.

(2) As a second step, if either one or both the LH and the RH system is (are) found to be incorrect, it is required to check the actual resistance of both detectors of the incorrect system(s) on the affected engine(s).

(3) Any faulty detector must be replaced prior to further flight.

(4) Actions done before the effective date of this AD in accordance with Dassault Service Bulletin F2000EX-137, dated November 23, 2006, are acceptable for compliance with the requirements of paragraph (e) of this AD.

#### Other FAA AD Provisions

(f) The following provisions also apply to this AD:

(1) *Alternative Methods of Compliance (AMOCs):* The Manager, International Branch, ANM-116, Transport Airplane Directorate, FAA, ATTN: Tom Rodriguez, 1601 Lind Avenue, SW., Renton, Washington 98057-3356, has the authority to approve AMOCs for this AD, if requested using the procedures found in 14 CFR 39.19.

(2) *Airworthy Product:* For any requirement in this AD to obtain corrective actions from a manufacturer or other source, use these actions if they are FAA-approved. Corrective actions are considered FAA-approved if they are approved by the State of Design Authority (or their delegated agent). You are required to assure the product is airworthy before it is returned to service.

(3) *Reporting Requirements:* For any reporting requirement in this AD, under the provisions of the Paperwork Reduction Act, the Office of Management and Budget (OMB) has approved the information collection requirements and has assigned OMB Control Number 2120-0056.

#### Related Information

(g) Refer to MCAI European Aviation Safety Agency (EASA) Emergency Airworthiness Directive 2006-0356-E, dated November 30, 2006; and Dassault Service Bulletin F2000EX-137, dated November 23, 2006; or Revision 1, dated December 7, 2006; for related information.

#### Material Incorporated by Reference

(h) You must use Dassault Service Bulletin F2000EX-137, Revision 1, dated December 7, 2006, to do the actions required by this AD, unless the AD specifies otherwise.

(1) The Director of the Federal Register approved the incorporation by reference of this service information under 5 U.S.C. 552(a) and 1 CFR part 51.

(2) For service information identified in this AD, contact Dassault Falcon Jet, P.O. Box 2000, South Hackensack, New Jersey 07606.

(3) You may review copies at the FAA, Transport Airplane Directorate, 1601 Lind Avenue, SW., Renton, Washington; or at 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).

Issued in Renton, Washington, on January 5, 2007.

#### Ali Bahrami,

Manager, Transport Airplane Directorate, Aircraft Certification Service.

[FR Doc. E7-490 Filed 1-17-07; 8:45 am]

**BILLING CODE 4910-13-P**

## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### 14 CFR Part 71

[Docket No. FAA-2006-25947; Airspace Docket No. 06-AAL-31]

#### Revision of Class D/E Airspace; Big Delta, Allen Army Airfield, Fort Greely, AK

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

**ACTION:** Final rule.

**SUMMARY:** This action revises Class D and E airspace at Allen Army Airfield (AAF), AK. The United States Army has decided to staff the Allen AAF air traffic control tower (ATCT) part time. The Class D and E airspace is being revised in order to align Class D airspace effective times to match ATCT hours of operation. The current title of the airspace described in FAA Order 7400.9P is also changing to reflect current guidance in FAA Order 7400.2E. This rule results in the revision of Class D and E airspace at Allen AAF, Delta Junction, AK.

**DATES:** *Effective Date:* 0901 UTC, March 15, 2007. The Director of the Federal Register approves this incorporation by reference action under title 1, Code of Federal Regulations, part 51, subject to the annual revision of FAA Order 7400.9 and publication of conforming amendments.

**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](mailto:gary.ctr.rolf@faa.gov). Internet address: <http://www.alaska.faa.gov/at>.

#### SUPPLEMENTARY INFORMATION:

#### History

On Tuesday, October 31, 2006, the FAA proposed to amend part 71 of the Federal Aviation Regulations (14 CFR part 71) to revise Class D and E airspace at Allen AAF, AK (71 FR 63725). The action was proposed in order to align the Class D and E airspace with Allen AAF tower's operating hours. The Army does not need to operate the control tower 24 hours per day. Class D airspace is only in effect when a tower is open. When the tower is not open, the airspace reverts to Class E. Additionally, the title of each airspace description in FAA Order 7400.9P associated with Allen AAF is being updated. In this case, the town of Delta Junction (which is closer to Allen AAF) is now

referenced instead of Big Delta. The airspace changes meet the instrument procedure and tower operational hour needs at Allen AAF, AK.

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 airspace area designated as Class D is published in paragraph 5000 of FAA order 7400.9P, *Airspace Designations and Reporting Points*, dated September 1, 2006 and effective September 15, 2006 which is incorporated by reference in 14 CFR 71.1. The Class E airspace areas designated as surface areas are published in paragraph 6002 and 6004 of FAA Order 7400.9P, *Airspace Designations and Reporting Points*, dated September 1, 2006, and effective September 15, 2006, which is incorporated by reference in 14 CFR 71.1. The Class E airspace areas designated as 700/1200 foot transition areas are published in paragraph 6005 of FAA Order 7400.9P, *Airspace Designations and reporting points*, dated September 1, 2006 and effective September 15, 2006 which is incorporated by reference in 14 CFR 71.1. The Class D and Class E airspace designations listed in this document will be revised subsequently in the Order.

**The Rule**

This amendment to 14 CFR part 71 revises Class D and E airspace at Allen AAF, Alaska. This Class D and E airspace is revised to accommodate new tower operating hours, and will be depicted on aeronautical charts for pilot reference. The intended effect of this rule is to provide adequate controlled airspace for IFR operations at Allen AAF, Delta Junction, 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 D and E airspace sufficient in size to contain aircraft executing instrument procedures for Allen AAF 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 7400.9P, *Airspace Designations and Reporting Points*, dated September 1, 2006, and effective September 15, 2006, is amended as follows:

\* \* \* \* \*

*Paragraph 5000 General.*

\* \* \* \* \*

**AAL AK D Delta Junction, AK [Revised]**

Allen AAF, AK  
(Lat. 63°59’40” N., long. 145°43’18” W.)  
Big Delta VORTAC  
(Lat. 64°00’16” N., long. 145°43’02” W.)  
Delta Junction Airport (D66), AK  
(Lat. 64°03’02” N., long. 145°43’02” W.)

That airspace extending upward from the surface to and including 3,800 feet MSL within a 6.3-mile radius from Allen AAF; excluding the portion within the boundary of restricted areas R2202A and R2202C, and excluding that airspace below 700 feet above the surface contained within an area from an East/West line 1/2-mile south of the Delta Junction Airport (D66), extending from 1 mile east of the Richardson Highway to 1 mile west of the Delta River, thence northwest and parallel to the Richardson Highway and the Delta River, to the 6.3-mile radius from Allen AAF. This Class D airspace area is effective during the specific dates and times established in advance by a Notice to Airmen. The effective date and time will thereafter be continuously published in the Airport/Facility Directory.

*Paragraph 6000 General.*

\* \* \* \* \*

**AAL AK E2 Delta Junction, AK [Revised]**

Allen AAF, AK  
(Lat. 63°59’40” N., long. 145°43’18” W.)  
Within an area from an East/West line 1/2-mile south of the Delta Junction Airport (D66), extending from 1 mile east of the Richardson Highway to 1 mile west of the Delta River, thence northwest and parallel to the Richardson Highway and the Delta River, to the 6.3-mile radius from Allen AAF. This Class E2 airspace area is effective only when Class D airspace is activated.

*Paragraph 6004 Class E Airspace Areas Designated as an Extension to a Class D Surface Area.*

\* \* \* \* \*

**AAL AK E4 Delta Junction, AK [Revised]**

Allen AAF, AK  
(Lat. 63°59’40” N., long. 145°43’18” W.)  
Big Delta VORTAC  
(Lat. 64°00’16” N., long. 145°43’02” W.)  
The airspace extending upward from the surface within 3 miles north and 2.6 miles south of the 039° radial of the Big Delta VORTAC extending from the 6.3-mile radius from Allen AAF to 10.3 miles northeast of Allen AAF.

*Paragraph 6005 Class D Airspace Extending Upward from 700 feet or More Above the Surface of the Earth.*

\* \* \* \* \*

**AAL AK E5 Delta Junction, AK [Revised]**

Allen AAF, AK  
(Lat. 63°59’40” N., long. 145°43’18” W.)  
Big Delta VORTAC  
(Lat. 64°00’16” N., long. 145°43’02” W.)  
That airspace extending upward from 700 feet above the surface within an 8.6-mile radius of Allen AAF, and within 3 miles north and 2.6 miles south of the 039° radial of the Big Delta VORTAC extending from the 8.6-mile radius from Allen AAF, to 10.3 miles northeast of Allen AAF; excluding the portion within restricted areas 2202A and R2202C.

\* \* \* \* \*

Issued in Anchorage, AK, on January 10, 2006.

**Anthony M. Wylie,**  
Manager, Alaska Flight Service Information  
Area Group.

[FR Doc. E7-597 Filed 1-17-07; 8:45 am]

BILLING CODE 4910-13-P

## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### 14 CFR Part 71

[Docket No. FAA-2006-25943; Airspace  
Docket No. 06-ACE-13]

#### Modification of Class E Airspace; Phillipsburg, KS

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

**ACTION:** Direct final rule; request for  
comments.

**SUMMARY:** This action amends Title 14  
Code of Federal Regulations, part 71 (14  
CFR 71) by modifying the Class E  
airspace area at Phillipsburg Municipal  
Airport, KS. An examination of  
controlled airspace for Phillipsburg, KS  
revealed discrepancies in the legal  
description for the Class E airspace area.  
The intended effect of this rule is to  
provide controlled airspace of  
appropriate dimensions to protect  
aircraft executing Standard Instrument  
Approach Procedures (SIAP) to  
Phillipsburg Municipal Airport, KS.

**DATES:** This direct final rule is effective  
on 0901 UTC, May 10, 2007. Comments  
for inclusion in the Rules Docket must  
be received on or before February 1,  
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.

**ADDRESSES:** Send comments on this  
proposal to the Docket Management  
System, U.S. Department of  
Transportation, Room Plaza 401, 400  
Seventh Street, NW., Washington, DC  
20590-0001. You must identify the  
docket number FAA-2006-25943/  
Airspace Docket No. 06-ACE-13, at the  
beginning of your comments. You may  
also submit comments on the Internet at  
<http://dms.dot.gov>. You may review the  
public docket containing the proposal,  
any comments received, and any final  
disposition in person in the Dockets  
Office between 9 a.m. and 5 p.m.,  
Monday through Friday, except Federal  
holidays. The Docket Office (telephone  
1-800-647-5527) is on the plaza level  
of the Department of Transportation  
NASSIF Building at the above address.

**FOR FURTHER INFORMATION CONTACT:**  
Grant Nichols, System Support, DOT  
Regional Headquarters Building, Federal  
Aviation Administration, 901 Locust,  
Kansas City, MO 64106; telephone:  
(816) 329-2522

**SUPPLEMENTARY INFORMATION:** This  
amendment to 14 CFR 71 modifies the  
Class E airspace area extending upward  
from 700 feet AGL (ES) at Phillipsburg  
Municipal Airport, KS. The radius of  
the Class E Airspace area extending  
upward from 700 feet above the surface  
of the earth is expanded from within a  
6.5-mile radius to within a 7.6-mile  
radius of the airport. This modification  
brings the legal description of the  
Phillipsburg Municipal Airport, KS  
Class E5 airspace area into compliance  
with FAA Orders 7400.2F and  
8260.19C. Class E airspace areas  
extending upward from 700 feet or more  
above the surface of the earth are  
published in Paragraph 6005 of FAA  
Order 7400.9P, Airspace Designations  
and Reporting Points, dated September  
1, 2006, and effective September 15,  
2006, which is incorporated by  
reference in 14 CFR 71.1. The Class E  
airspace designations listed in this  
document would be published  
subsequently in the Order.

#### The Direct Final Rule Procedure

The FAA anticipates that this  
regulation will not result in adverse or  
negative comment and, therefore, is  
issuing it as a direct final rule. Previous  
actions of this nature have not been  
controversial and have not resulted in  
adverse comments or objections. Unless  
a written adverse or negative comment  
or a written notice of intent to submit  
an adverse or negative comment is  
received within the comment period,  
the regulation will become effective on  
the date specified above. After the close  
of the comment period, the FAA will  
publish a document in the **Federal  
Register** indicating that no adverse or  
negative comments were received and  
confirming the date on which the final  
rule will become effective. If the FAA  
does receive, within the comment  
period, an adverse or negative comment,  
or written notice of intent to submit  
such a comment, a document  
withdrawing the direct final rule will be  
published in the **Federal Register**, and  
a notice of proposed rulemaking may be  
published with a new comment period.

#### Comments Invited

Interested parties are invited to  
participate in this 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 and  
be submitted in triplicate to the address  
listed above. Comments wishing the  
FAA to acknowledge receipt of their  
comments on this notice must submit  
with those comments a self-addressed,  
stamped postcard on which the following  
statement is made: "Comments to  
Docket No. FAA-2006-25943/Airspace  
Docket No. 06-ACE-13". The postcard  
will be date/time stamped and returned  
to the commenter.

#### Agency Findings

The regulations adopted herein will  
not have a substantial direct effect on  
the States, on the relationship between  
the national Government and the States,  
or on the distribution of power and  
responsibilities among the various  
levels of government. Therefore, it is  
determined that this final rule does not  
have federalism implications under  
Executive Order 13132.

The FAA has determined that this  
regulation is noncontroversial and  
unlikely to result in adverse or negative  
comments. For the reasons discussed in  
the preamble, I certify that 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) if  
promulgated, will not have a significant  
economic impact, positive or negative,  
on a substantial number of small entities  
under the criteria of the Regulatory  
Flexibility Act.

This rulemaking is promulgated  
under the authority described in  
Subtitle VII, Part A, Subpart I, Section  
40103. Under that section, the FAA is  
charged with prescribing regulations to  
assign the use of the airspace necessary  
to ensure the safety of aircraft and the  
efficient use of airspace. This regulation  
is within the scope of that authority  
since it contains aircraft executing  
instrument approach procedures to  
Phillipsburg Municipal Airport, KS.

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

Airspace, Incorporation by reference,  
Navigation (air).

#### Adoption of the amendment.

■ Accordingly, the Federal Aviation  
Administration amends 14 CFR part 71  
as follows: