

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:

**2007-08-07 LATINOAMERICANA DE AVIACIÓN (LAVIA) S.A. (Type Certificate Data Sheets No. 2A8 and No. 2A10 previously held by The New Piper Aircraft, Inc.):** Amendment 39-15024; Docket No. FAA-2007-27109; Directorate Identifier 2007-CE-005-AD.

#### **Effective Date**

(a) This airworthiness directive (AD) becomes effective May 18, 2007.

#### **Affected ADs**

(b) None.

#### **Applicability**

(c) This AD applies to Models PA-25, PA-25-235, and PA-25-260, all serial numbers up to LA-260-06008, certificated in any category.

#### **Subject**

(d) Air Transport Association of America (ATA) Code 55: Stabilizers.

#### **Reason**

(e) The mandatory continuing airworthiness information (MCAI) references Latinoamericana de Aviación S.A. Service Bulletin No. 25/53/03, dated May 10, 2006, which states:

REAR AND FORWARD SUPPORTS OF BOTH HORIZONTAL STABILIZER MODIFICATION. It has been found on several of the affected airplanes some severe corrosion and cracks in both supports. The probable cause for those failures is the accumulation of steam or application products vapors.

#### **Actions and Compliance**

(f) Unless already done, do the following actions:

(1) Upon accumulating 1,500 hours time-in-service (TIS) or within the next 50 hours TIS after May 18, 2007 (the effective date of this AD), whichever occurs later, do the operations as specified in the paragraph "ACTIONS," subparagraph "INITIAL" of Latinoamericana de Aviación S.A. Service Bulletin No. 25/53/03, dated May 10, 2006. Repetitively inspect thereafter every 100 hours TIS or 12 months, whichever occurs first, until the modification specified in paragraph "ACTIONS," subparagraph "DEFINITIVE" of Latinoamericana de Aviación S.A. Service Bulletin No. 25/53/03, dated May 10, 2006, is done.

(2) If any evidence of cracks, signs of corrosion, or any other discrepancy is detected during any inspection required in paragraph (f)(1) of this AD, before further

flight, disassemble both horizontal stabilizers and conduct a detailed inspection on the surface of both supports and take corrective action. Use paragraph "ACTIONS," subparagraph "DEFINITIVE" of Latinoamericana de Aviación S.A. Service Bulletin No. 25/53/03, dated May 10, 2006.

(3) After incorporating the modification specified in paragraph "ACTIONS," subparagraph "DEFINITIVE" of Latinoamericana de Aviación S.A. Service Bulletin No. 25/53/03, dated May 10, 2006, no further action is required.

(4) Upon accumulating 1,000 hours TIS after May 18, 2007 (the effective date of this AD), modify both horizontal stabilizers as specified in paragraph "ACTIONS," subparagraph "DEFINITIVE" of Latinoamericana de Aviación S.A. Service Bulletin No. 25/53/03, dated May 10, 2006, unless already done. Incorporating this modification terminates the repetitive inspection requirement in paragraph (f)(1) of this AD.

(5) As a terminating action to the inspection requirements of this AD, the modification to both horizontal stabilizers specified in paragraph "ACTIONS," subparagraph "DEFINITIVE" of Latinoamericana de Aviación S.A. Service Bulletin No. 25/53/03, dated May 10, 2006, may be incorporated at any time after the effective date of this AD and before the time required in paragraph (f)(4) of this AD.

#### **FAA AD Differences**

**Note:** This AD differs from the MCAI and/or service information as follows: No differences.

#### **Other FAA AD Provisions**

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

(1) *Alternative Methods of Compliance (AMOCs):* The Manager, Standards Staff, FAA, Small Airplane Directorate, ATTN: Sarjapur Nagarajan, Aerospace Engineer, 901 Locust, Room 301, Kansas City, Missouri 64106; telephone: (816) 329-4145; fax: (816) 329-4090, 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 (44 U.S.C. 3501 et seq.), the Office of Management and Budget (OMB) has approved the information collection requirements and has assigned OMB Control Number 2120-0056.

#### **Related Information**

(h) Refer to MCAI Dirección Nacional de Aeronavegabilidad AD No. RA 2006-06-01, Rev. 1 LAVIA S.A., Amendment No. 39/03-041, dated November 17, 2006; and Latinoamericana de Aviación S.A. Service

Bulletin No. 25/53/03, dated May 10, 2006, for related information.

#### **Material Incorporated by Reference**

(i) You must use Latinoamericana de Aviación S.A. Service Bulletin No. 25/53/03, dated May 10, 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 Latinoamericana de Aviación S.A., Hangar No. 1 Aeropuerto "El Plumerillo" sur, Las Heras-Mendoza-Argentina—CP 5541; telephone: 0054-261-4489198; e-mail: [laviasa@hotmail.com](mailto:laviasa@hotmail.com).

(3) You may review copies at the FAA, Central Region, Office of the Regional Counsel, 901 Locust, Room 506, Kansas City, Missouri 64106; 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/cfr/ibr-locations.html>.

Issued in Kansas City, Missouri, on April 6, 2007.

**Kim Smith,**

*Manager, Small Airplane Directorate, Aircraft Certification Service.*

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## **DEPARTMENT OF TRANSPORTATION**

### **Federal Aviation Administration**

#### **14 CFR Part 71**

**[Docket No. FAA-2006-26719; Airspace Docket No. 06-AAL-41]**

#### **Revision of Class E Airspace; Valdez, AK**

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

**ACTION:** Final rule.

**SUMMARY:** This action revises Class E airspace at Valdez, AK to provide adequate controlled airspace to contain aircraft executing Standard Instrument Approach Procedures (SIAPs). The FAA Instrument Flight Procedures Production and Maintenance Branch has drafted two new SIAPs for the Valdez Pioneer Field Airport at Valdez, AK. This rule results in the revision of Class E airspace upward from 700 feet (ft.) and 1,200 ft. above the surface at Valdez, AK.

**DATES:** *Effective Date:* 0901 UTC, July 5, 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 Thursday, January 18, 2007, the FAA proposed to amend part 71 of the Federal Aviation Regulations (14 CFR part 71) to revise Class E airspace upward from 700 ft. and 1,200 ft. above the surface at Valdez Pioneer Field, AK (72 FR2213). The action was proposed in order to create Class E airspace sufficient in size to contain aircraft while executing two new SIAPs for the Valdez Pioneer Field Airport. The approaches are (1) Localizer Type Directional Aid (LDA)/Distance Measuring Equipment (DME)-G, Original and (2) LDA-H, Original. The LDA-G is a Special SIAP and will not be published in the U.S. Terminal Procedures (Alaska) publication. Class E controlled airspace extending upward from 700 ft. and 1,200 ft. above the surface in the Valdez, AK area is revised by this action. In the Notice of Proposed Rulemaking, the airport name was not fully articulated. The full and proper designation (Valdez Pioneer Field) is included in this rule. The location of the localizer has also been updated to reflect accurate position.

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 7400.9P, *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 will be published subsequently in the Order.

**The Rule**

This amendment to 14 CFR part 71 revises Class E airspace at the Valdez Pioneer Field Airport, Alaska. This

Class E airspace is revised to accommodate aircraft executing SIAPs, 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 the Valdez Pioneer Field Airport, Valdez, 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 instrument procedures for the Valdez Pioneer Field 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), 30103, 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 6005 Class E Airspace Extending Upward from 700 feet or More Above the Surface of the Earth.*

\* \* \* \* \*

**AAL AK E5 Valdez, AK**

Valdez Pioneer Field, AK  
(Lat. 61°08’02” N, long. 146°14’54” W.)

Valdez Localizer  
(Lat. 61°08’10” N, long. 146°13’15” W.)

Johnstone Point VORTAC  
(Lat. 60°28’51” N, long. 146°35’58” W.)

That airspace extending upward from 700 feet above the surface within a 6.6-mile radius of the Valdez Pioneer Field Airport, AK, and within 3.1 miles each side of the Valdez Localizer front course extending from the 6.6-mile radius to 12.8 miles southwest of the Valdez Localizer; and that airspace extending upward from 1,200 feet above the surface within 50 miles of the Johnstone Point VORTAC, AK, extending clockwise from the Johnstone Point VORTAC, AK, 200° radial to the 076° radial.

\* \* \* \* \*

Issued in Anchorage, AK, on April 2, 2007.

**Anthony M. Wylie,**

*Manager, Alaska Flight Services Information Area Group.*

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**DEPARTMENT OF ENERGY**

**Federal Energy Regulatory Commission**

**18 CFR Parts 35 and 37**

[Docket Nos. RM05-17-000 and RM05-25-000; Order No. 890]

**Preventing Undue Discrimination and Preference in Transmission Service**

Issued April 6, 2007.

**AGENCY:** Federal Energy Regulatory Commission, DOE.