

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

Airspace, Incorporation by Reference, Navigation (air).

**The 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, 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 FAA Order 7400.9L, Airspace Designations and Reporting Points, dated September 2, 2003, and effective September 16, 2003, is amended as follows:

*Paragraph 2004 Jet Routes*

\* \* \* \* \*

**J-180 [Revised]**

From Humble, TX; Daisetta, TX; Sawmill, LA; Little Rock, AR; Foristell, MO.

**J-181 [Revised]**

From Ranger, TX; Okmulgee, OK; Neosho, MO; Hallsville, MO; INT Hallsville 053° and Bradford, IL, 219° radials; to Bradford.

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**J-187 [New]**

From Memphis, TN; Foristell, MO.

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Issued in Washington, DC, on November 29, 2004.

**Reginald Matthews,**

*Manager, Airspace and Rules.*

[FR Doc. 04–26749 Filed 12–3–04; 8:45 am]

**BILLING CODE 4910–13–P**

**DEPARTMENT OF LABOR****Occupational Safety and Health Administration****29 CFR Part 1926**

[Docket No. H040]

RIN 1218–0184

**Methylenedianiline in Construction; Correction**

**AGENCY:** Occupational Safety and Health Administration (OSHA), Labor.

**ACTION:** Final rule; correction.

**SUMMARY:** OSHA is revising the regulatory text of the

Methylenedianiline (MDA) Standard for Construction to correct a cross reference to OSHA's standard on emergency action plans and fire prevention plans.

**DATES:** This final rule becomes effective January 5, 2005.

**FOR FURTHER INFORMATION CONTACT:**

George Shaw, Acting Director, OSHA Office of Communication, Room N–3647, U.S. Department of Labor, 200 Constitution Avenue, NW., Washington, DC 20210; Telephone: (202) 693–1999.

**SUPPLEMENTARY INFORMATION:**

On November 2002, the Agency published a final rule entitled “Exit Routes, Emergency Action Plans, and Fire Prevention Plans (67 FR 67949).” This action was taken in part to clarify and make consistent provisions regrading emergency action plans and fire prevention plans in several general industry standards. In that final rule, OSHA separated the requirements for emergency action plans and fire protection plans into two separate sections, 1910.38 and 1910.39, respectively.

Several general industry health standards were revised at that time to reflect this change. The general industry standard for MDA (29 CFR 1910.1050(d)(1)(iii)) was revised to read as follows: “The plan shall specifically include provisions for alerting and evacuating affected employees as well as elements prescribed in 29 CFR 1910.38 and 29 CFR 1910.39, ‘Emergency actions plans’ and ‘Fire prevention plans,’ respectively.” The same provision in the MDA Standard for Construction (29 CFR 1926.60) was not similarly revised at that time. Since the Agency intended to revise all health standards to reflect this change, OSHA is accordingly correcting the MDA Construction Standard to make it consistent with the revised language in the other health standards. In making this correction, OSHA maintains the safety and health protection provided to employees without increasing the regulatory burden on employers.

**List of Subjects in 29 CFR Part 1926**

Chemicals, Construction industry, Diving, Electric power, Fire prevention, Gases, Government Contracts, Hazardous substances. Health records, Lead, Motor vehicle safety, Noise control, Occupational safety and health, Radiation protection. Reporting and recordkeeping requirements, Signs and symbols.

■ Therefore, OSHA amends 29 CFR part 1926 as follows:

**PART 1926—[CORRECTED]****Subpart D—Occupational Health and Environmental Controls**

■ 1. The authority citation for part 1926 subpart D is revised to read as follows:

**Authority:** Sec. 107, Contract Work Hours and Safety Standards Act (40 U.S.C. 333); secs. 4, 6, and 8, Occupational Safety and Health Act of 1970 (29 U.S.C. 653, 655, 657; Secretary of Labor's Order No. 12–71 (36 FR 8754), 8–76 (41 FR 25059), 9–83 (48 FR 35736), 6–96 (62 FR 111), or 5–2002 (67 FR 65008), as applicable, and 29 CFR part 1911.

■ 2. In § 1926.60, paragraph (e)(1)(iii) is revised to read as follows:

**§ 1926.60 Methylenedianiline**

(e) \* \* \*

(1) \* \* \*

(iii) The plan shall specifically include provisions for alerting and evacuating affected employees as well as the applicable elements prescribed in 29 CFR 1910.38 and 29 CFR 1910.39, “Emergency action plans” and “Fire prevention plans,” respectively.

\* \* \* \* \*

**Authority and Signature**

John L. Henshaw, Assistant Secretary of Labor for Occupational Safety and Health, U.S. Department of Labor, 200 Constitution Ave., NW., Washington, DC 20210, directed the preparation of this notice under the authority granted by: Sections 4, 6(b), 8(c), and 8(g) of the Occupational Safety and Health Act of 1970 (29 U.S.C. 653, 655, 657); section 107 of the Contract Work Hours and Safety Standards Act (the Construction Safety Act) (40 U.S.C. 333); section 41, the Longshore and Harbor Worker's Compensation Act (33 U.S.C. 941); Secretary of Labor's Order No. 5–2002 (67 FR 65008); and 29 CFR part 1911.

Signed at Washington, DC, this 18 day of November 2004.

**John L. Henshaw,**

*Assistant Secretary of Labor.*

[FR Doc. 04–26739 Filed 12–3–04; 8:45 am]

**BILLING CODE 4510–26–M**

**DEPARTMENT OF HOMELAND SECURITY****Coast Guard****33 CFR Part 117**

[CGD01–04–142]

**Drawbridge Operation Regulations: Connecticut River, CT**

**AGENCY:** Coast Guard, DHS.

**ACTION:** Notice of temporary deviation from regulations.

**SUMMARY:** The Commander, First Coast Guard District, has issued a temporary deviation from the drawbridge operation regulations for the Amtrak Old Saybrook-Old Lyme Bridge, mile 3.4, across the Connecticut River, Connecticut. This deviation from the regulations allows the bridge owner to require a twelve-hour advance notice for bridge openings between 6 p.m. and 6 a.m. from 10 p.m. on January 14, 2005 through 10 a.m. on February 14, 2005. This deviation is necessary in order to facilitate necessary inspection and repairs at the bridge.

**DATES:** This deviation is effective from January 14, 2005 through February 14, 2005.

**FOR FURTHER INFORMATION CONTACT:** Judy Leung-Yee, Project Officer, First Coast Guard District, at (212) 668-7195.

**SUPPLEMENTARY INFORMATION:** The Old Saybrook-Old Lyme Bridge, at mile 3.4, across the Connecticut River has a vertical clearance in the closed position of 19 feet at mean high water and 22 feet at mean low water. The existing drawbridge operating regulations are listed at 33 CFR 117.205(b).

The owner of the bridge, National Railroad Passenger Corporation (Amtrak), requested a temporary deviation from the drawbridge operating regulations to facilitate electrical maintenance repairs at the bridge.

This deviation to the operating regulations allows the bridge owner to require at least a twelve-hour advance notice for bridge openings at the Old Saybrook-Old Lyme Bridge between 6 p.m. and 6 a.m. from 10 p.m. on January 14, 2005 through 10 a.m. on February 14, 2005.

In accordance with 33 CFR 117.35(c), this work will be performed with all due speed in order to return the bridge to normal operation as soon as possible. This deviation from the operating regulations is authorized under 33 CFR 117.35.

Dated: November 22, 2004.

**David P. Pecoske,**

*Rear Admiral, U.S. Coast Guard, Commander, First Coast Guard District.*

[FR Doc. 04-26747 Filed 12-3-04; 8:45 am]

**BILLING CODE 4910-15-P**

## DEPARTMENT OF HOMELAND SECURITY

### Coast Guard

#### 33 CFR Part 165

[CGD07-04-146]

RIN 1625-AA11

#### Regulated Navigation Area; San Carlos Bay, FL

**AGENCY:** Coast Guard, DHS.

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

**SUMMARY:** The Coast Guard is establishing a temporary regulated navigation area on the waters of San Carlos Bay, Florida. The regulated navigation area is needed to minimize the risk of potential bridge allisions by vessels utilizing the main channel under span "A" (basculer portion) of the Sanibel Island Causeway Bridge and enhance the safety of vessels transiting the area and vehicles crossing over the bridge. Vessels transiting the regulated navigation area must comply with all the regulations of the temporary section; however the Coast Guard may change this rule based on comments received.

**DATES:** This rule is effective from 11:59 p.m. on November 28, 2004 until 8 a.m. on November 28, 2005. Comments must be received by January 29, 2005.

**ADDRESSES:** Documents indicated in this preamble as being available in the docket are part of docket CGD07-04-146 and are available for inspection or copying at the Seventh Coast Guard District Marine Safety Division, 8th Floor, 909 SE., 1st Ave., Miami, FL 33131-3050 between 7:30 a.m. and 4 p.m., Monday through Friday, except Federal holidays.

You may send comments and related materials to Commander (M) Seventh Coast Guard District Marine Safety Division, 8th Floor, 909 SE. 1st Ave., Miami, FL 33131-3050.

**FOR FURTHER INFORMATION CONTACT:** Lieutenant Commander Steven Lang, Project Officer, Seventh Coast Guard District, Marine Safety Branch at 305-415-6865.

#### SUPPLEMENTARY INFORMATION:

##### Regulatory Information

We did not publish a notice of proposed rulemaking (NPRM) for this regulation. Under 5 U.S.C. 553(b)(B), the Coast Guard finds that good cause exists for not publishing an NPRM. Information concerning the unchanged condition of the Sanibel Island Bridge was not received until November 2, 2004. The Bridge continues to pose a

safety hazard to vessel and vehicle traffic transiting the area. Therefore, publishing an NPRM and delaying its effective date would be contrary to the public interest because immediate action is needed to minimize the risk of potential bridge allisions by vessels utilizing the main channel under span "A" (basculer portion) of the bridge and to enhance the safety of vessels transiting the area and vehicles crossing over the bridge. The Coast Guard will issue a broadcast notice to mariners to advise mariners of the restrictions.

For the same reasons, under 5 U.S.C. 553(d)(3), the Coast Guard finds that good cause exists for making this rule effective less than 30 days after publication in the **Federal Register**.

We do not now plan to hold a public meeting. But you may submit a request for a meeting by writing to Marine Safety Division, Seventh 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**.

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 (CGD07-04-146), 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 to know they reached us, please enclose a stamped, self-addressed postcard or envelope. We will consider all comments and material received during the comment period. We may change this rule in view of them.

#### Background and Purpose

On November 18, 2003, the Lee County Board of Commissioners issued an emergency declaration that present conditions of the Sanibel Island Causeway Bridge pose an immediate threat to the safety of the traveling public. Immediate initial action was required to minimize the risk of potential bridge allisions of vessels utilizing the main channel under span "A" (basculer portion) and enhance the safety of vessels transiting the area and vehicles crossing over the bridge. The Coast Guard established an RNA (68 FR 68518) in the vicinity of the bridge from November 29, 2003, through November 28, 2004.

On November 2, 2004, Sanibel County engineers reevaluated the Sanibel Island