

After consideration of all relevant material presented, including the information and recommendation submitted by the Committee and other available information, it is hereby found that this rule, as hereinafter set forth, will tend to effectuate the declared policy of the Act.

#### List of Subjects in 7 CFR Part 922

Apricots, Marketing agreements, Reporting and recordkeeping requirements.

#### PART 922—APRICOTS GROWN IN DESIGNATED COUNTIES IN WASHINGTON

■ Accordingly, the interim final rule amending 7 CFR part 922 which was published at 70 FR 36812 on June 27, 2005, is adopted as a final rule without change.

Dated: September 14, 2005.

Lloyd C. Day,

Administrator, Agricultural Marketing Service.

[FR Doc. 05-18584 Filed 9-16-05; 8:45 am]

BILLING CODE 3410-02-P

### DEPARTMENT OF ENERGY

#### 10 CFR Part 300

##### RIN 1901-AB11

#### Guidelines for Voluntary Greenhouse Gas Reporting

**AGENCY:** Office of Policy and International Affairs, U.S. Department of Energy.

**ACTION:** Final rule; delay of effective date.

**SUMMARY:** The Department of Energy (DOE) published interim final General Guidelines for its Voluntary Reporting of Greenhouse Gases Program on March 24, 2005 (70 FR 15169), and published in the same issue of the **Federal Register** a notice of availability inviting public comment on draft Technical Guidelines needed to fully implement the revised Voluntary Reporting of Greenhouse Gases Program (70 FR 15164). DOE today is delaying the effective date of the guidelines to address the comments received by DOE in response to the March 24, 2005 **Federal Register** notice and to align the effective date with the likely availability of final reporting forms being developed by the Energy Information Administration.

**DATES:** The effective date of the rule establishing 10 CFR part 300 published in the **Federal Register** at 70 FR 15169 on March 24, 2005, is delayed until June 1, 2006.

**FOR FURTHER INFORMATION CONTACT:** Mark Friedrichs, PI-40, Office of Policy and International Affairs, U.S. Department of Energy, 1000 Independence Ave., SW., Washington, DC 20585, or e-mail: [1605bguidelines.comments@hq.doe.gov](mailto:1605bguidelines.comments@hq.doe.gov).

**SUPPLEMENTARY INFORMATION:** As DOE explained in the notice of interim final rulemaking, the Technical Guidelines that supplement the General Guidelines will provide the specificity necessary for DOE to fully implement the greenhouse gas emissions inventory and emissions reduction elements of the voluntary reporting guidelines (70 FR 15171). DOE received a substantial number of written comments on the Interim Final General Guidelines and draft Technical Guidelines, and DOE expects to issue final General and Technical Guidelines by the end of 2005. At that time, the Energy Information Administration (EIA) will prepare reporting forms that conform to the Final General Guidelines and Final Technical Guidelines and begin developing the electronic reporting software necessary to implement the revised Program.

Because DOE does not expect to issue final guidelines until the end of the calendar year, and because the Office of Management and Budget (OMB) clearance process under the Paperwork Reduction Act for EIA's revised reporting forms will take at least 120 days following the issuance of the final guidelines, DOE is delaying the September 20, 2005 effective date of the rule published on March 24, 2005 until June 1, 2006. This delay in the effective date will allow EIA time to complete the development of revised reporting forms, including an opportunity for public review, after the final General and Technical Guidelines are issued at the end of 2005. Once EIA has completed the development of its planned electronic reporting system, approximately 9 to 12 months after the guidelines are finalized, reporting entities would be able to use it to report under the revised guidelines. Since it is unlikely that entities will be able to report under the revised guidelines by July 1, 2006, DOE will revise the General Guidelines to provide that entities may use DOE's October 1994 guidelines for reporting in calendar year 2006. Entities that wish to report their emissions and reductions for 2005, or prior years, using the revised guidelines will be able to do so during the normal 2007 reporting cycle.

Issued in Washington, DC, on September 13, 2005.

Karen A. Harbert,

Assistant Secretary, Policy and International Affairs.

[FR Doc. 05-18628 Filed 9-15-05; 9:21 am]

BILLING CODE 6450-01-P

### DEPARTMENT OF TRANSPORTATION

#### Federal Aviation Administration

##### 14 CFR Part 39

[Docket No. FAA-2005-20944; Directorate Identifier 2003-NE-64-AD; Amendment 39-14247; AD 2005-18-01]

##### RIN 2120-AA64

#### Airworthiness Directives; General Electric Company CT7-5, -7, and -9 Series Turboprop Engines

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

**ACTION:** Final rule.

**SUMMARY:** The FAA is adopting a new airworthiness directive (AD) for General Electric Company (GE) CT7-5A2, -5A3, -7A, -7A1, -9B, -9B1, and -9B2 turboprop engines, with stage 2 turbine aft cooling plate, part number (P/N) 6064T07P01, 6064T07P02, 6064T07P05, or 6068T36P01 installed. This AD requires a onetime eddy current inspection (ECI) of certain P/N stage 2 turbine aft cooling plate boltholes. This AD results from reports of six stage 2 turbine aft cooling plates found cracked during inspection. We are issuing this AD to prevent stage 2 aft cooling plate separation, resulting in uncontained engine failure and damage to the airplane.

**DATES:** This AD becomes effective October 24, 2005. The Director of the Federal Register approved the incorporation by reference of certain publications listed in the regulations as of October 24, 2005.

**ADDRESSES:** You can get the service information identified in this AD from General Electric Aircraft Engines CT7 Series Turboprop Engines, 1000 Western Ave., Lynn, MA 01910; telephone (781) 594-3140, fax (781) 594-4805.

You may examine the AD docket on the Internet at <http://dms.dot.gov> or in Room PL-401 on the plaza level of the Nassif Building, 400 Seventh Street, SW., Washington, DC.

**FOR FURTHER INFORMATION CONTACT:** Eugene Triozzi, Aerospace Engineer, Engine Certification Office, FAA, Engine

and Propeller Directorate, 12 New England Executive Park, Burlington, MA 01803-5299; telephone (781) 238-7148; fax (781) 238-7199.

**SUPPLEMENTARY INFORMATION:** The FAA proposed to amend 14 CFR part 39 with a proposed AD. The proposed AD applies to GE CT7-5A2, -5A3, -7A, -7A1, -9B, -9B1, and -9B2 turboprop engines, with stage 2 turbine aft cooling plate, P/N 6064T07P01, 6064T07P02, 6064T07P05, or 6068T36P01 installed. We published the proposed AD in the **Federal Register** on April 15, 2005 (70 FR 19893). That action proposed to require a onetime ECI of certain P/N stage 2 turbine aft cooling plate boltholes.

#### Examining the AD Docket

You may examine the docket that contains the AD, any comments received, and any final disposition in person at the Docket Management Facility Docket Offices between 9 a.m. and 5 p.m., Monday through Friday, except Federal holidays. The Docket Office (telephone (800) 647-5227) is located on the plaza level of the Department of Transportation Nassif Building at the street address stated in **ADDRESSES**. Comments will be available in the AD docket shortly after the Document Management Facility receives them.

#### Comments

We provided the public the opportunity to participate in the development of this AD. We received no comments on the proposal or on the determination of the cost to the public.

#### Conclusion

We have carefully reviewed the available data and determined that air safety and the public interest require adopting the AD as proposed.

#### Costs of Compliance

There are about 1,240 GE CT7-5, -7, and -9 series turboprop engines of the affected design in the worldwide fleet. We estimate that 550 engines installed on airplanes of U.S. registry will be affected by this AD. We also estimate that it would take about one work hour per engine to perform the actions, and that the average labor rate is \$65 per work hour. We estimate that 2.5% (or 14) of the 550 engines will require stage 2 turbine aft cooling plates being rejected by the onetime ECI. Required parts will cost about \$17,000 per engine. Based on these figures, we estimate the total cost of the AD to U.S. operators to be \$270,700.

#### Authority for This Rulemaking

Title 49 of the United States Code specifies the FAA's authority to issue rules on aviation safety. Subtitle I, section 106, describes the authority of the FAA Administrator. Subtitle VII, Aviation Programs, describes in more detail the scope of the Agency's authority.

We are issuing this rulemaking under the authority described in subtitle VII, part A, subpart III, section 44701, "General requirements." Under that section, Congress charges the FAA with promoting safe flight of civil aircraft in air commerce by prescribing regulations for practices, methods, and procedures the Administrator finds necessary for safety in air commerce. This regulation is within the scope of that authority because it addresses an unsafe condition that is likely to exist or develop on products identified in this rulemaking action.

#### Regulatory Findings

We have determined that this AD will not have federalism implications under Executive Order 13132. This AD 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.

For the reasons discussed above, I certify that this AD:

- (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) 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.

We prepared a summary of the costs to comply with this AD and placed it in the AD Docket. You may get a copy of this summary at the address listed under **ADDRESSES**.

#### List of Subjects in 14 CFR Part 39

Air transportation, Aircraft, Aviation safety, Incorporation by reference, Safety.

#### Adoption of the Amendment

■ Accordingly, under the authority delegated to me by the Administrator, the Federal Aviation Administration 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 airworthiness directive:

**2005-18-01 General Electric Company:**  
Amendment 39-14241. Docket No. FAA-2005-20944; Directorate Identifier. 2003-NE-64-AD.

#### Effective Date

(a) This airworthiness directive (AD) becomes effective October 24, 2005.

#### Affected ADs

(b) None.

#### Applicability

(c) This AD applies to General Electric Company (GE) CT7-5A2, -5A3, -7A, -7A1, -9B, -9B1, and -9B2 turboprop engines, with stage 2 turbine aft cooling plate, part number (P/N) 6064T07P01, 6064T07P02, 6064T07P05, or 6068T36P01 installed. These engines are installed on, but not limited to, Construcciones Aeronauticas, SA CN-235 series and SAAB Aircraft AB SF340 series airplanes.

#### Unsafe Condition

(d) This AD results from reports of six stage 2 turbine aft cooling plates found cracked during inspection. The actions specified in this AD are intended to prevent stage 2 aft cooling plate separation, resulting in uncontained engine failure and damage to the airplane.

#### Compliance

(e) You are responsible for having the actions required by this AD performed at the next engine or hot section module shop visit, but before accumulating an additional 6,000 cycles-in-service after the effective date of the AD, unless already done.

#### Onetime Eddy Current Inspection (ECI)

(f) Perform a onetime ECI of the stage 2 turbine aft cooling plate boltholes, using paragraph 3.B. of GE Alert Service Bulletin (ASB) No. CT7-TP S/B 72-A0464, Revision 2, dated May 9, 2003.

(g) Remove from service any stage 2 turbine aft cooling plate that does not pass the return to service criteria specified in paragraph 3.B.(2) of GE Alert Service Bulletin (ASB) No. CT7-TP S/B 72-A0464, Revision 2, dated May 9, 2003.

#### Previous Credit

(h) Previous credit is allowed for onetime ECIs of the stage 2 turbine aft cooling plate boltholes that were done using GE ASB No. CT7-TP S/B 72-A0464, dated February 25, 2003, or GE ASB No. CT7-TP S/B 72-A0464, Revision 1, dated March 12, 2003, before the effective date of this AD.

#### Definition of Engine or Hot Section Module Shop Visit

(i) For the purposes of this AD, an engine or hot section module shop visit is defined as the introduction of the engine or hot section module into a shop that includes separation of CT7 turboprop engine major case flanges.

**Alternative Methods of Compliance**

(j) The Manager, Engine 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**

(k) None.  
Issued in Burlington, Massachusetts, on August 19, 2005.

**Material Incorporated by Reference**

(l) You must use GE Alert Service Bulletin (ASB) No. CT7-TP S/B 72-A0464, Revision 2, dated May 9, 2003, to perform the inspection required by this AD. The Director of the Federal Register approved the incorporation by reference of this service bulletin in accordance with 5 U.S.C. 552(a) and 1 CFR part 51. Contact General Electric Aircraft Engines CT7 Series Turboprop Engines, 1000 Western Ave., Lynn, MA 01910; telephone (781) 594-3140, fax (781) 594-4805, for a copy of this service information. You may review copies at the Docket Management Facility; U.S. Department of Transportation, 400 Seventh Street, SW., Nassif Building, Room PL-401, Washington, DC 20590-0001, on the Internet at <http://dms.dot.gov>, 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 Burlington, Massachusetts, on August 19, 2005.

**Richard Noll,**

*Acting Manager, Engine and Propeller Directorate, Aircraft Certification Service.*  
[FR Doc. 05-17493 Filed 9-16-05; 8:45 am]

**BILLING CODE 4910-13-P**

**DEPARTMENT OF TRANSPORTATION**

**Federal Aviation Administration**

**14 CFR Part 71**

[Docket No. FAA 2003-16091; Airspace Docket No. 03-AGL-12]

RIN 2120-AA66

**Establishment of Domestic VOR Federal Airway V-19; OH**

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

**ACTION:** Final rule.

**SUMMARY:** This action establishes Domestic Very High Frequency Omni-directional Range (VOR) Federal Airway V-19 northeast of the Cincinnati, OH, VOR/Tactical Air Navigation (VORTAC). The FAA is taking this action to reduce congestion on VOR Federal Airway V-5 between Columbus, OH, and Cincinnati, OH, and to enhance the management of aircraft operations over the Cincinnati, OH area.

**EFFECTIVE DATE:** 0901 UTC, December 22, 2005.

**FOR FURTHER INFORMATION CONTACT:** Steve Rohring, 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:**

**Background**

On December 9, 2003, the FAA published in the **Federal Register** a notice of proposed rulemaking to establish V-19 northeast of the Cincinnati, OH, VORTAC to reduce congestion on V-5 between Columbus, OH, and Cincinnati, OH, and to enhance the management of aircraft operations over the Cincinnati, OH, area (68 FR 68576). Interested parties were invited to participate in this rulemaking effort by submitting written comments on this proposal to the FAA. No comments were received in response to the proposal. With the exception of editorial changes, this amendment is the same as that proposed in the notice.

Domestic VOR Federal airways are published in paragraph 6010(a) of FAA Order 7400.9N dated September 1, 2005, and effective September 16, 2005, which is incorporated by reference in 14 CFR 71.1. The Federal airway listed in this document will be published subsequently in the order.

**The Rule**

This action amends Title 14 Code of Federal Regulations (14 CFR part 71) by establishing V-19 in the Cincinnati, OH, area. Specifically, this action establishes V-19 between Columbus, OH, and Cincinnati, OH, to the south of V-5 and to the north of the Buckeye Military Operations Area. The FAA is taking this action to reduce congestion on V-5 and to enhance the management of aircraft operations over the Cincinnati, OH, area.

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. Therefore, 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) 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, when promulgated, 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 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, 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 7400.9N, Airspace Designations and Reporting Points, dated September 1, 2005, and effective September 16, 2005, is amended as follows:

*Paragraph 6010(a) Domestic VOR Federal Airways.*

\* \* \* \* \*

**V-19 (New)**

From Cincinnati, OH; INT Cincinnati 063° and Appleton, OH, 229° radials; Appleton.

\* \* \* \* \*

Issued in Washington, DC, on September 12, 2005.

**Edith V. Parish,**

*Acting Manager, Airspace and Rules.*  
[FR Doc. 05-18502 Filed 9-16-05; 8:45 am]

**BILLING CODE 4910-13-P**

**DEPARTMENT OF TRANSPORTATION**

**Federal Aviation Administration**

**14 CFR Part 73**

[Docket No. FAA-2005-22400; Airspace Docket No. 05-AWP-10]

RIN 2120-AA66

**Amendment to Using Agency for Restricted Areas R-2510 A & B; El Centro, CA**

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

**ACTION:** Final rule.

**SUMMARY:** This action changes the using agency of Restricted Areas R-2510A &