

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.

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V-19 (New)

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

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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 &

R-2510B, from "CO, Yuma MCAS, AZ," to "Commanding Officer, U.S. Navy Fleet Area Control and Surveillance Facility, San Diego, CA." The FAA is taking this action in response to a request from the United States Navy to reflect an administrative change of responsibility for the restricted areas. There are no changes to the boundaries; designated altitudes; time of designation; or activities conducted within the affected restricted areas.

EFFECTIVE DATE: 0901 UTC, December 22, 2005.

FOR FURTHER INFORMATION CONTACT: Ken McElroy, 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:

The Rule

This action amends Title 14 Code of Federal Regulations (14 CFR) part 73 by changing the using agency of R-2510 A & B, El Centro, CA. On July 18, 2005, the U.S. Navy requested that the FAA change the using agency from "CO, Yuma MCAS, AZ," to "Commanding Officer, U.S. Navy Fleet Area Control and Surveillance Facility, San Diego, CA." This action addresses that request. This is an administrative change and does not affect the boundaries; designated altitudes; or activities conducted within the restricted areas. Therefore, notice and public procedure under 5 U.S.C. 553(b) are unnecessary.

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.

Environmental Review

The FAA has determined that this action qualifies for categorical exclusion under the National Environmental Policy Act in accordance with FAA

Order 1050.1E, Policies and Procedures for Considering Environmental Impacts. This airspace action is not expected to cause any potentially significant environmental impacts, and no extraordinary circumstances exist that warrant preparation of an environmental assessment.

List of Subjects in 14 CFR Part 73

Airspace, Prohibited areas, Restricted areas.

Adoption of the Amendment

■ In consideration of the foregoing, the Federal Aviation Administration amends 14 CFR part 73, as follows:

PART 73—SPECIAL USE AIRSPACE

■ 1. The authority citation for part 73 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.

§ 73.25 [Amended]

■ 2. § 73.25 is amended as follows:

* * * * *

R-2510A El Centro, CA [Amended]

By removing the words "Using agency. CO, Yuma MCAS, AZ," and inserting the words "Using agency. Commanding Officer, U.S. Navy Fleet Area Control and Surveillance Facility, San Diego, CA."

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R-2210B El Centro, CA [Amended]

By removing the words "Using agency. CO, Yuma MCAS, AZ," and inserting the words "Using agency. Commanding Officer, U.S. Navy Fleet Area Control and Surveillance Facility, San Diego, CA."

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

Edith V. Parish,

Acting Manager, Airspace and Rules.

[FR Doc. 05-18503 Filed 9-16-05; 8:45 am]

BILLING CODE 4910-13-P

DEPARTMENT OF HOMELAND SECURITY

Coast Guard

33 CFR Part 165

[CGD09-05-123]

RIN 1625-AA00

Safety Zone; Milwaukee River Challenge, Milwaukee River, Milwaukee, WI

AGENCY: Coast Guard, DHS.

ACTION: Temporary final rule.

SUMMARY: The Coast Guard is establishing a temporary safety zone on the Milwaukee River, in Milwaukee, WI. This zone is intended to restrict vessels from a portion of the Milwaukee River in Milwaukee, WI during the Milwaukee River Challenge. This temporary safety zone is necessary to protect participants and spectators of the event from the hazards associated with vessel traffic on the Milwaukee River.

DATES: This rule is effective from 10 a.m. (local) on September 17, 2005 through 4:30 p.m. (local) on September 17, 2005.

ADDRESSES: Comments and material received from the public, as well as documents indicated in this preamble as being available in the docket, are part of docket [CGD09-05-123] and are available for inspection or copying at U.S. Coast Guard Sector Lake Michigan, 2420 S. Lincoln Memorial Dr., Milwaukee, Wisconsin 53207 between 7 a.m. (local) and 3:30 p.m. (local), Monday through Friday, except Federal holidays.

FOR FURTHER INFORMATION CONTACT: Marine Science Technician Chief Harold Millsap, Prevention Department, Sector Lake Michigan, 2420 S. Lincoln Memorial Dr., Milwaukee, WI 53207, (414) 747-7160.

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. The permit application was not received in time to publish an NPRM followed by a final rule before the effective date. Under 5 U.S.C. 553(d)(3), good cause exists for making this rule effective less than 30 days after publication in the **Federal Register**. Delaying this rule would be contrary to the public interest of ensuring the safety of participants and vessels during this event and immediate action is necessary to prevent possible