

**DEPARTMENT OF TRANSPORTATION****Federal Aviation Administration****14 CFR Part 71**[Docket No. FAA-2004-19052; Airspace  
Docket No. 04-ANM-12]

RIN 2120-AA66

**Revision of Jet Route 94****AGENCY:** Federal Aviation  
Administration (FAA), DOT.**ACTION:** Final rule.

**SUMMARY:** This action realigns a segment of Jet Route 94 (J-94) between the Oakland, CA, Very High Frequency Omnidirectional Range/Tactical Air Navigation (VORTAC) and the Mustang, NV, VORTAC. Specifically, the FAA is taking this action to realign the current route segment between the Oakland VORTAC and the Mustang VORTAC that is unusable for navigation. This action will enhance air safety, simplify routings, and reduce controller workload.

**EFFECTIVE DATE:** 0901 UTC, July 7, 2005.

**FOR FURTHER INFORMATION CONTACT:** Ken McElroy, Airspace and Rules, Office of System Operations and Safety, Federal Aviation Administration, 800 Independence Avenue, SW., Washington, DC 20591; telephone: (202) 267-8783.

**SUPPLEMENTARY INFORMATION:****History**

On October 1, 2004, the FAA published in the **Federal Register** a notice of proposed rulemaking to realign J-94 for flights serving destinations between California and the East (69 FR 58859). Interested parties were invited to participate in this rulemaking effort by submitting written comments on the proposal to the FAA. No comments objecting to the proposal were received. With the exception of editorial changes, this amendment is the same as that proposed in the notice.

**The Rule**

This action amends Title 14 Code of Federal Regulations (14 CFR) part 71 (part 71) by realigning a segment of J-94 between the Oakland, CA, VORTAC and the Mustang, NV, VORTAC. The current route segment is currently unusable for air navigation. This amendment will restore the use of J-94 for flights serving destinations between California and the East.

Jet routes are published in paragraph 2004 of FAA Order 7400.9M dated August 30, 2004, and effective September 16, 2004, which is

incorporated by reference in 14 CFR 71.1. The jet route listed in this document will be published subsequently in the order.

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 proposed 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 7400.9M, Airspace Designations and Reporting Points, dated August 30, 2004, and effective September 16, 2004, is amended as follows:

*Paragraph 2004 Jet Routes.*

\* \* \* \* \*

**J-94 [Revised]**

From Oakland, CA, via Manteca, CA; INT Manteca 047° and Mustang, NV 208° radials; to Mustang, NV; Lovelock, NV; Battle Mountain, NV; Lucin, UT; Rock Springs, WY; Scottsbluff, NE; O'Neill, NE; Fort Dodge, IA; Dubuque, IA; Northbrook; Pullman, MI; Flint, MI; Peck, MI; to the INT of the Peck 100° radial with the United States/Canadian Border. From the United States/Canadian Border at its INT with the Buffalo, NY, 274°

radial via Buffalo; Albany, NY, to Boston, MA.

\* \* \* \* \*

Issued in Washington, DC, April 29, 2005.

**Edith V. Parish,***Acting Manager, Airspace and Rules.*

[FR Doc. 05-9038 Filed 5-5-05; 8:45 am]

BILLING CODE 4910-13-P

**DEPARTMENT OF TRANSPORTATION****Federal Aviation Administration****14 CFR Parts 121 and 129**[Docket No. FAA-1999-5401; Amendment  
Nos. 121-310 and 129-41]

RIN 2120-AE42

**Aging Airplane Safety; Correcting  
Amendment****AGENCY:** Federal Aviation  
Administration, DOT.**ACTION:** Final rule; disposition of  
comments; correcting amendment.

**SUMMARY:** This document makes corrections to the Aging Airplane Safety final rule; disposition of comments published in the **Federal Register** on February 2, 2005 (70 FR 5518). In that document errors in the amendatory language caused certain subparagraphs in sections 121.368 and 129.33 to be inadvertently retained.

**DATES:** Effective May 6, 2005.

**FOR FURTHER INFORMATION CONTACT:** Frederick Sobeck, Aircraft Maintenance Division, AFS-308, Flight Standards Service, Federal Aviation Administration, 800 Independence Avenue SW., Washington, DC 20591; telephone (202) 267-7355; facsimile (202) 267-5115.

**SUPPLEMENTARY INFORMATION:** On February 2, 2005, the Federal Aviation Administration (FAA) published the "Aging Airplane Safety" final rule; disposition of comments. The provisions of that rule included requirements for certain airplanes to undergo inspections and records reviews at specified intervals. The FAA discussed in the preamble to the rule that we were amending §§ 121.368 and 129.33 to remove the requirement for operators to provide the current status of both Corrosion Prevention and Control Programs and the inspections and procedures required under § 121.370a as separate items. To accomplish this, we intended to remove subparagraphs i, ii, and iii of §§ 121.368(d)(8) and 129.33(c)(8). Because of errors in the amendatory language, the subparagraphs were

incorrectly retained in the rule language. This document corrects the amendatory language to remove those subparagraphs.

#### List of Subjects

##### 14 CFR Part 121

Air carriers, Aircraft, Aviation safety, Reporting and recordkeeping requirements, Safety, Transportation.

##### 14 CFR Part 129

Air carriers, Aircraft, Aviation safety, Reporting and recordkeeping requirements.

#### The Correcting Amendment

■ Accordingly, Title 14 of the Code of Federal Regulations (CFR) parts 121 and 129 are amended as follows:

#### PART 121—OPERATING REQUIREMENTS: DOMESTIC, FLAG, AND SUPPLEMENTAL OPERATIONS

■ 1. The authority citation for part 121 continues to read as follows:

**Authority:** 49 U.S.C. 106(g), 40113, 40119, 41706, 44101, 44701–44702, 44705, 44709–44711, 44713, 44716–44717, 44722, 44901, 44903–44904, 44912, 45101–45105, 46105, 46301.

■ 2. Amend § 121.368 by revising paragraph (d)(8) to read as follows:

#### § 121.368 Aging airplane inspections and records reviews.

(d) \* \* \*

(8) Current status of applicable airworthiness directives, including the date and methods of compliance, and if the airworthiness directive involves recurring action, the time and date when the next action is required;

\* \* \* \* \*

#### PART 129—OPERATIONS: FOREIGN AIR CARRIERS AND FOREIGN OPERATORS OF U.S.-REGISTERED AIRCRAFT ENGAGED IN COMMON CARRIAGE

■ 3. The authority citation for part 129 continues to read as follows:

**Authority:** 49 U.S.C. 1372, 40113, 40119, 44101, 44701–44702, 44705, 44709–44711, 44713, 44716–44717, 44722, 44901–44904, 44906, 44912, 46105, Pub. L. 107–71 sec 104.

■ 4. Amend § 129.33 by revising paragraph (c)(8) to read as follows:

#### § 129.33 Aging airplane inspections and records reviews for U.S.-registered multiengine aircraft.

(c) \* \* \*

(8) Current status of applicable airworthiness directives, including the date and methods of compliance, and if the airworthiness directive involves

recurring action, the time and date when the next action is required;

\* \* \* \* \*

Issued in Washington, DC, on May 2, 2005.

**Rebecca MacPherson,**

*Assistant Chief Counsel, Regulations Division.*

[FR Doc. 05–9138 Filed 5–5–05; 8:45 am]

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#### DEPARTMENT OF HOMELAND SECURITY

##### Coast Guard

##### 33 CFR Part 100

[CGD13–05–004]

RIN 1625–AA08

#### Special Local Regulations; National Maritime Week Tugboat Races, Seattle, WA

**AGENCY:** Coast Guard, DHS.

**ACTION:** Final rule.

**SUMMARY:** The Coast Guard is permanently amending the special local regulation governing general navigation and anchorage in the vicinity of the Annual National Maritime Week Tugboat Races, Seattle, Washington. Changes made to this regulation will clarify its annual enforcement date. This change is intended to better inform the boating public and to improve the level of safety at this event. Entry into the area established is prohibited unless authorized by the Captain of the Port.

**DATES:** This rule is effective May 6, 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 [CGD13–05–004] and are available for inspection or copying at Marine Safety Office Puget Sound, 1519 Alaskan Way South, Seattle, Washington 98134 between 8 a.m. and 4 p.m., Monday through Friday, except Federal holidays.

**FOR FURTHER INFORMATION CONTACT:** LTJG J. L. Hagen, c/o Captain of the Port Puget Sound, 1519 Alaskan Way South, Seattle, WA 98134, (206) 217–6002 or (800) 688–6664.

#### SUPPLEMENTARY INFORMATION:

##### Regulatory Information

On March 29, 2005, we published a notice of proposed rulemaking (NPRM) entitled “Special Local Regulations; National Maritime Week Tugboat Races, Seattle, WA” in the **Federal Register** (70

FR 15786). We received no letters commenting on the proposed rule. No public meeting was requested, and none was held.

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**. Only the enforcement dates currently published in 33 CFR 100.1306 will be changed by this modification. Due to calendar cycles, the event may fall on the second or third Saturday in May. This modification will correct the error to allow for the regulated area to be enforced when the event occurs. In 2005, the event falls on the second Saturday in May which is a period less than 30 days from the date this final rule will be published. It is in the public interest that this special local regulation be enforced on the date of the event to protect the safety of event participants and spectators.

#### Background and Purpose

Each year in May, the Annual National Maritime Week Tugboat Races, are held on the waters of Puget Sound in Elliott Bay near Seattle, Washington. Special local regulations in 33 CFR 100.1306 are enforced each year during the event to provide for public safety by controlling the movement of spectators and participants in the area of the race course.

This rule permanently amends 33 CFR 100.1306 requiring compliance with the regulation each year on either the second or third Saturday in May. Specific times of compliance will be published in the **Federal Register** each year as a notice of enforcement.

The remainder of the existing regulation remains unchanged.

#### Discussion of Comments and Changes

The Coast Guard received no comments in response to the NPRM proposing this final rule.

#### Discussion of Rule

The Coast Guard is permanently amending 33 CFR 100.1306—Annual National Maritime Week Tugboat Races, Seattle, Washington, to require compliance with the regulation each year in May on the second or third Saturday. The current regulation does not accurately describe the enforcement period. Due to calendar cycles, the event may fall on the second or third Saturday in May. This modification will correct the error to allow for the regulated area to be enforced for the safety of the public when the event occurs.