

certificated in any category; equipped with General Electric and Pratt and Whitney engines; as identified in Boeing Service Bulletin 767-54-0107, Revision 1, dated December 18, 2003.

Unsafe Condition

(d) This AD was prompted by discovery during production that a section of vapor barrier seal was missing from the spar web cavities of the upper aft struts of both wings. We are issuing this AD to prevent flammable fluids from leaking onto parts of a hot exhaust system of a shut-down engine of an airplane on the ground, which could result in ignition of the flammable fluids and an uncontained fire. This could also lead to an emergency evacuation of the airplane and possible injury to passengers.

Compliance

(e) You are responsible for having the actions required by this AD performed within the compliance times specified, unless the actions have already been done.

Installation of Seal

(f) Within 60 months after the effective date of this AD, replace the inboard fairing seal common to the vapor barrier seal of each strut assembly with a new inboard fairing seal in accordance with the Accomplishment Instructions of Boeing Service Bulletin 767-54-0107, Revision 1, dated December 18, 2003.

Seal Installations Accomplished Per Previous Issue of Service Bulletin

(g) Seal installations accomplished in accordance with the Accomplishment Instructions of Boeing Service Bulletin 767-54-0107, dated January 16, 2003, are considered acceptable for compliance with the corresponding action specified in this AD.

Alternative Methods of Compliance (AMOCs)

(h) The Manager, Seattle Aircraft Certification Office, FAA, has the authority to approve AMOCs for this AD, if requested using the procedures found in 14 CFR 39.19.

Material Incorporated by Reference

(i) You must use Boeing Service Bulletin 767-54-0107, Revision 1, dated December 18, 2003, to perform the actions that are required by this AD, unless the AD specifies otherwise. The Director of the Federal Register approves the incorporation by reference of this document in accordance with 5 U.S.C. 552(a) and 1 CFR part 51. For copies of the service information, contact Boeing Commercial Airplanes, P.O. Box 3707, Seattle, Washington 98124 2207. For information on the availability of this material at the National Archives and Records Administration (NARA), call (202) 741-6030, or go to http://www.archives.gov/federal_register/code_of_federal_regulations/ibr_locations.html. You may view the AD docket at the Docket Management Facility, U.S. Department of Transportation, 400 Seventh Street SW, room PL-401, Nassif Building, Washington, DC.

Issued in Renton, Washington, on March 9, 2005.

Ali Bahrami,

Manager, Transport Airplane Directorate,
Aircraft Certification Service.

[FR Doc. 05-5387 Filed 3-18-05; 8:45 am]

BILLING CODE 4910-13-P

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 71

[Docket No. FAA-2005-20060; Airspace
Docket No. 05-ACE-2]

Modification of Class E Airspace; Rolla, MO

AGENCY: Federal Aviation
Administration (FAA), DOT.

ACTION: Direct final rule; confirmation of
effective date.

SUMMARY: This document confirms the
effective date of the direct final rule
which revises Class E airspace at Rolla,
MO.

DATES: *Effective Date:* 0901 UTC, May
12, 2005.

FOR FURTHER INFORMATION CONTACT:
Brenda Mumper, Air Traffic Division,
Airspace Branch, ACE-520A, DOT
Regional Headquarters Building, Federal
Aviation Administration, 901 Locust,
Kansas City, MO 64106; telephone:
(816) 329-2524.

SUPPLEMENTARY INFORMATION: The FAA
published this direct final rule with a
request for comments in the **Federal
Register** on February 7, 2005 (70 FR
6334). The FAA uses the direct final
rulemaking procedure for a non-
controversial rule where the FAA
believes that there will be no adverse
public comment. This direct final rule
advised the public that no adverse
comments were anticipated, and that
unless a written adverse comment, or a
written notice of intent to submit such
an adverse comment, were received
within the comment period, the
regulation would become effective on
May 12, 2005. No adverse comments
were received, and thus this notice
confirms that this direct final rule will
become effective on that date.

Issued in Kansas City, MO on March 7,
2005.

Anthony D. Roetzel,

Acting Area Director, Western Flight Services
Operations.

[FR Doc. 05-5440 Filed 3-18-05; 8:45 am]

BILLING CODE 4910-13-M

DEPARTMENT OF LABOR

Occupational Safety and Health Administration

29 CFR Part 1915

RIN 1218-AB51

Fire Protection in Shipyard Employment; Approval of Information Collection Requirements

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

ACTION: Final rule; announcement of the
Office of Management and Budget
(OMB) approval of information
collection requirements.

SUMMARY: OSHA is announcing that the
collections of information contained in
the Fire Protection in Shipyard
Employment Standard (29 CFR part
1915, subpart P) have been approved by
OMB under the Paperwork Reduction
Act of 1995. The OMB approval number
is 1218-0248.

DATES: Effective March 21, 2005.

FOR FURTHER INFORMATION CONTACT:
Todd Owen, OSHA, Directorate of
Standards and Guidance, Room N3609,
U.S. Department of Labor, 200
Constitution Avenue, NW., Washington,
DC 20210; telephone (202) 693-2222.

SUPPLEMENTARY INFORMATION: OSHA
published a final rule for Fire Protection
in Shipyard Employment on September
15, 2004, at 69 FR 55668 to provide
increased protection for shipyard
employment workers from the hazards
of fire on vessels and vessel sections
and at related land-side facilities. The
final rule became effective on December
14, 2004. As required by the Paperwork
Reduction Act of 1995, the **Federal
Register** notice for the final rule stated
that compliance with the collection of
information requirements was not
required until those collections of
information had been approved by OMB
and until the Department of Labor
published a notice in the **Federal
Register** announcing the OMB control
number assigned by OMB. Under 5 CFR
1320.5(b), an agency may not conduct or
sponsor a collection of information
unless: (1) The collection of information
displays a currently valid OMB control
number; and (2) the agency informs the
potential persons who are to respond to
the collection of information that such
persons are not required to respond to
the collection of information unless it
displays a currently valid OMB control
number.

On September 19, 2004, the Agency
submitted the Fire Protection in