

Agusta A109  
 Agusta A109A  
 Agusta A109A II  
 B-N Group BN-2T  
 Bell 206A  
 Bell 206B  
 Bell 206L  
 Bell Helicopter Textron 47G-2A (Supplemental Type Certificate (STC) SH657NW)  
 Bell Helicopter Textron 47G-2A-1 (STC SH657NW)  
 Bell Helicopter Textron 47G-3B (STC SH657NW)  
 Bell Helicopter Textron 47G-3B-1 (TH-13T) (STC SH657NW)  
 Bell Helicopter Textron 47G-3B-2 (STC SH657NW)  
 Bell Helicopter Textron 47G-3B-2A (STC SH657NW)  
 Bell Helicopter Textron 47G-4 (STC SH657NW)  
 Bell Helicopter Textron 47G-4A (STC SH657NW)  
 Bell Helicopter Textron 47G-5 (STC SH657NW)  
 Bell Helicopter Textron 47G-5A (STC SH657NW)  
 Eurocopter Deutschland BO-105C  
 Eurocopter Deutschland BO-105C (STC SH218NW-D)  
 Eurocopter Deutschland BO-105S  
 Eurocopter France AS355E  
 Eurocopter France AS355F  
 Eurocopter France AS355F1  
 Eurocopter France AS355F2  
 FH-1100 Manufacturing Corp FH-1100  
 Hiller Aviation UH-12D (Army UH-23D) (STC SH177WE)  
 MDHI 369D  
 MDHI 369E  
 MDHI 369HM  
 MDHI 369HS  
 MDHI 369HE  
 Rogerson Hiller Corporation UH-12E (STC SH178WE)  
 Rogerson Hiller Corporation UH-12E-L (STC SH178WE)  
 SIAI Marchetti s.r.l. SF600

#### Unsafe Condition

(d) This AD results from an unacceptable rate of uncontained 1st stage turbine wheel failures. We are issuing this AD to minimize the risk of uncontained 1st stage turbine wheel fragments from causing damage to the aircraft or damage to the second engine on twin-engine installations, which could lead to loss of control and loss of the aircraft.

#### Compliance

(e) You are responsible for having the actions required by this AD performed at the next time the gas producer turbine rotor is disassembled for any reason, or within 1,750 hours time-since-last-overhaul, time-since-new, time-since-last-heavy-maintenance, or time-since-last-hot section inspection after the effective date of this AD, whichever occurs first, but no later than October 31, 2011, unless already done.

#### Required Actions

(f) Install a turbine energy absorbing ring, RRC P/N 23035175, or an equivalent FAA-approved turbine energy absorbing ring, in the plane of the 1st stage turbine wheel, using paragraphs 1.M., 2.A., and 2.B. of Rolls-Royce Corporation Alert Commercial Engine Bulletin No. CEB-A-1255, Revision 4, dated September 29, 2004, to do the installation.

#### Alternative Methods of Compliance

(g) The Manager, Chicago Aircraft 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

(h) None.

#### Material Incorporated by Reference

(i) You must use Rolls-Royce Corporation Alert Commercial Engine Bulletin No. CEB-A-1255, Revision 4, dated September 29, 2004, to perform the actions 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 Rolls-Royce Corporation, P.O. Box 420, Indianapolis, IN 46206-0420; telephone (317) 230-2712; fax (317) 230-3381 for the service information identified in this AD 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 20590-001, 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/code\\_of\\_federal\\_regulations/ibr\\_locations.html](http://www.archives.gov/federal_register/code_of_federal_regulations/ibr_locations.html).

Issued in Burlington, Massachusetts, on May 10, 2005.

**Robert Ganley,**

*Acting Manager, Engine and Propeller Directorate, Aircraft Certification Service.*  
 [FR Doc. 05-9660 Filed 5-17-05; 8:45 am]

**BILLING CODE 4910-13-P**

## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### 14 CFR Part 71

[Docket No. FAA-2004-19410; Airspace Docket No. 04-ANM-09]

RIN 2120-AA66

#### Revision of Federal Airways V-2, V-257 and V-343; MT

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

**ACTION:** Final rule.

**SUMMARY:** This action revises three Very High Frequency Omnidirectional Range (VOR) Federal airways southeast of Missoula, MT (V-2, V-257, and V-343). These VOR Federal airways are being revised due to the decommissioning of the Drummond VOR. These changes will enhance air safety, simplify routings, and reduce controller workload in Montana.

**DATES:** Effective 0901 UTC, September 1, 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:**

**Background**

On December 3, 2004, the FAA published in the **Federal Register** a notice of proposed rulemaking to revise VOR Federal airways V-2, V-257, and V-343 southeast of Missoula, MT due to the decommissioning of the Drummond VOR (69 FR 70208). Interested parties were invited to participate in this rulemaking effort by submitting written comments on the proposal. One comment was received stating the radials defining V-257 from Phoenix, AZ, to Drake, AZ, were incorrect. The FAA does not agree. A review of V-257 verified that the correct true bearings are listed for V-257 from Phoenix, AZ, to Drake, AZ. With the exception of editorial changes, this amendment is the same as that published in the notice of proposed rulemaking.

**The Rule**

The FAA is amending Title 14 Code of Federal Regulations (14 CFR) part 71 (part 71) to revise V-2, V-257, and V-343 southeast of Missoula, MT. Specifically, segments of V-2 and V-343 will be eliminated due to the decommissioning of the Drummond VOR. New airway segments on V-2 (between Missoula, MT, and Helena, MT) and V-257 (between SCAAT intersection and the Coppertown VOR) will be established in their place. This action will enhance air safety, simplify routings, and reduce controller workload in Montana.

Domestic VOR Federal airways are published in paragraph 6010(a) 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 Federal airways 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 proposed 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 6010(a) Domestic VOR Federal Airways.*

\* \* \* \* \*

**V-2 [Revised]**

From Seattle, WA; Ellensburg, WA; Moses Lake, WA; Spokane, WA; Mullan Pass, ID; Missoula, MT; Helena, MT; INT Helena 119° and Livingston, MT, 322° radials; Livingston; Billings, MT; Miles City, MT; 24 miles, 90 miles, 55 MSL, Dickinson, ND; 10 miles, 60 miles, 38 MSL, Bismarck, ND; 14 miles, 62 miles, 34 MSL, Jamestown, ND; Fargo, ND; Alexandria, MN; Gopher, MN; Nodine, MN; Lone Rock, WI; Madison, WI; Badger, WI; Muskegon, MI; Lansing, MI; Salem, MI; INT Salem 093° and Aylmer, ON, Canada, 254° radials; Aylmer; INT Aylmer 086° and Buffalo, NY, 259° radials; Buffalo; Rochester, NY; Syracuse, NY; Utica, NY; Albany, NY; INT Albany 084° and Gardner, MA, 284° radials; to Gardner. The airspace within Canada is excluded.

\* \* \* \* \*

**V-257 [Revised]**

From Phoenix, AZ, via INT Phoenix 348° and Drake, AZ, 141° radials; Drake; INT Drake 003° and Grand Canyon, AZ, 211° radials; Grand Canyon; 38 miles 12 AGL, 24 miles 125 MSL, 16 miles 95 MSL, 26 miles 12 AGL, Bryce Canyon, UT; INT Bryce Canyon 338° and Delta, UT, 186° radials, Delta; 39 miles, 105 MSL INT Delta 004° and Malad City, ID, 179° radials; 20 miles, 118 MSL, Malad City; Pocatello, ID; DuBois, ID; Dillon, MT; Coppertown, MT; INT 002° and Great Falls, MT, 222° radials; Great Falls; 73 miles, 56 MSL, Havre, MT. The airspace within Restricted Area R-6403 is excluded.

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**V-343 [Revised]**

From Dubois, ID; Bozeman, MT.

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Issued in Washington, DC, May 10, 2005.

**Edith V. Parish,**

*Acting Manager, Airspace and Rules.*

[FR Doc. 05-9922 Filed 5-17-05; 8:45 am]

**BILLING CODE 4910-13-P**

**DEPARTMENT OF HOMELAND SECURITY**

**Coast Guard**

**33 CFR Part 110**

[CGD11-04-006]

**RIN 1625-AA01**

**Anchorage Ground; Pacific Ocean at Santa Catalina Island, CA**

**AGENCY:** Coast Guard, DHS.

**ACTION:** Final rule.

**SUMMARY:** The Coast Guard has established three anchorage areas outside Avalon Bay, Santa Catalina Island, California, for large passenger vessels. This rule provides designated anchorage grounds outside the harbor, thereby allowing safe and secure anchorage for an increasing number of large passenger vessels. This rule increases safety for vessels by enhancing voyage planning and by alerting other recreational and commercial vessels to potential anchorage locations for these large vessels.

**DATES:** This rule is effective June 17, 2005.

**ADDRESSES:** Comments and material received from the public, as well as documents indicated in this preamble as being available in the docket, will become part of this docket and will be available for inspection or copying at Marine Safety Office/Group Los Angeles-Long Beach, 1001 South Seaside Avenue, Building 20, San Pedro, California 90731, between 8 a.m. and 4 p.m., Monday through Friday, except Federal holidays.

**FOR FURTHER INFORMATION CONTACT:** Lieutenant Peter Gooding, USCG, Chief of the Waterways Management Division, at (310) 732-2020.

**SUPPLEMENTARY INFORMATION:**

**Regulatory Information**

On November 5, 2004, we published a notice of proposed rulemaking (NPRM) entitled Anchorage Ground; Pacific Ocean at Santa Catalina Island, Calif. in the **Federal Register** (69 FR 214). We received no letters