

Actions	Compliance	Procedures
(1) Inspect any inboard wing attach shoulder bolt for: (i) Fretting, scoring, or wear (removal of the cad plating) to the shoulder of the bolt (ii) A smooth machined area between the threads and the shoulder bevel of the shoulder bolt profile	Within the next 100 hours aircraft time-in-service (TIS) after November 17, 1995 (the effective date of AD 95-19-15, unless already done)	Follow American General Aircraft Corporation Service Bulletin No. SB-185-A, Revision A, dated January 10, 2005.
(2) Replace any inboard wing attach shoulder bolt with wear (removal of the cad plating from the shoulder of the bolt) or if the threads contact the shoulder of the bolt found during the inspections required in paragraph (e)(1) of this AD	Before further flight after the inspection required by paragraph (e)(1) of this AD	Follow American General Aircraft Corporation Service Bulletin No. SB-185-A, Revision A, dated January 10, 2005.
(3) Inspect the mounting holes in the wing spar and the center section spar for enlargement or elongation that exceeds the specified dimension	Within the next 100 hours aircraft time-in-service (TIS) after November 17, 1995 (the effective date of AD 95-19-15), unless already done	Follow American General Aircraft Corporation Service Bulletin No. SB-185-A, Revision A, dated January 10, 2005.
(4) Ream and bush any mounting hole that exceeds the specified dimension found during the inspection required by paragraph (e)(3) of this AD	Before further flight after the inspection required by paragraph (e)(3) of this AD	Follow American General Aircraft Corporation Service Bulletin No. SB-185-A, Revision A, dated January 10, 2005
(5) Inspect the wing spar at the center spar clearance gap for excessive clearance, and shim the spar if excessive clearance is found	Before further flight after the inspections required by paragraphs (e)(1) and (e)(3) of this AD	Follow American General Aircraft Corporation Service Bulletin No. SB-185-A, Revision A, dated January 10, 2005.
(6) Do not install any wing attach shoulder bolt that has wear resulting in removal of the cad plating from the shoulder of the bolt or if the threads contact the shoulder bevel of the shoulder bolt profile	As of October 3, 2005 (the effective date of this AD)	Not Applicable.

May I Request an Alternative Method of Compliance?

(f) You may request a different method of compliance or a different compliance time for this AD by following the procedures in 14 CFR 39.19. Unless FAA authorizes otherwise, send your request to your principal inspector. The principal inspector may add comments and will send your request to the Manager, New York Aircraft Certification Office (ACO), FAA. For information on any already approved alternative methods of compliance, contact Richard Beckwith, Aerospace Engineer, New York ACO, 1600 Stewart Avenue, Suite 410, Westbury, NY 11590; telephone: 516-794-5531; facsimile: 516-794-5531.

Does This AD Incorporate Any Material by Reference?

(g) You must do the actions required by this AD following the instructions in American General Aircraft Corporation Service Bulletin No. SB-185-A, Revision A, dated January 10, 2005. 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. To get a copy of this service information, contact Tiger Aircraft LLC, 226 Pilot Way, Martinsburg, WV 25401. To review copies of this service information, go to the National Archives and Records Administration (NARA). For information on the availability of this material at NARA, go to: http://www.archives.gov/federal_register/code_of_federal_regulations/ibr_locations.html or call (202) 741-6030. To view the AD docket, go to the Docket

Management Facility; U.S. Department of Transportation, 400 Seventh Street, SW., Nassif Building, Room PL-401, Washington, DC 20590-001 or on the Internet at <http://dms.dot.gov>. The docket number is FAA-2005-20968; Directorate Identifier 94-CE-15-AD.

Issued in Kansas City, Missouri, on August 11, 2005.

Kim Smith,

Acting Manager, Small Airplane Directorate, Aircraft Certification Service.

[FR Doc. 05-16260 Filed 8-19-05; 8:45 am]

BILLING CODE 4910-13-P

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 71

[Docket No. FAA-2005-21608; Airspace Docket No. 05-ACE-18]

Modification of Class E Airspace; McCook, NE

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 McCook, NE.

DATES: Effective 0901 UTC, October 27, 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 June 28, 2005 (70 FR 37029). 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 October 27, 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 August 2, 2005.

Elizabeth S. Wallis,

Acting Area Director, Western Flight Services Operations.

[FR Doc. 05-16519 Filed 8-19-05; 8:45 am]

BILLING CODE 4910-13-M

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 71

[Docket No. FAA-2005-21707; Airspace Docket No. 05-ACE-22]

Modification of Class E Airspace; Lincoln, NE

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Direct final rule; correction.

SUMMARY: This action corrects a direct final rule; request for comments that was published in the **Federal Register** on Friday, July 29, 2005 (70 FR 43741) (FR Doc. 05-21707). It removes the reference to Class C Airspace at Lincoln, NE.

DATES: This direct final rule is effective on 0901 UTC, October 27, 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:

History

Federal Register document 05-21707, published on Friday, July 29, 2005 (70 FR 43741), corrected the airport name and removed references to "effective dates and times established in advance by a Notice to Airmen" from the legal descriptions for Class C and Class E airspace at Lincoln, NE. However, changes to the Class C airspace were incorrectly included in the direct final rule; request for comments.

■ Accordingly, pursuant to the authority delegated to me, the legal description of the Class E airspace area at Lincoln, NE, as published in the **Federal Register** on Friday, October 29, 2005 (70 FR 43741) (FR Doc. 05-21707), is corrected as follows:

■ On page 43741, Column 2, Docket Title, delete the words "Class C and". On page 43741, Column 3, under **SUMMARY**, delete the words "Class C and". On page 43741 Column 3, under **SUPPLEMENTARY INFORMATION**, delete the words "Class C airspace". On page 43742, Column 2,

under Adoption of the Amendment, delete the legal description of Class C airspace.

Issued in Kansas City, MO on August 2, 2005.

Elizabeth S. Wallis,

Acting Area Director, Western Flight Services Operations.

[FR Doc. 05-16520 Filed 8-19-05; 8:45 am]

BILLING CODE 4910-13-M

DEPARTMENT OF COMMERCE

National Oceanic and Atmospheric Administration

15 CFR Part 902

50 CFR Part 648

[Docket No. 050520137-5220-02; I.D. 050905F]

RIN 0648-AT10

Fisheries of the Northeastern United States; Atlantic Sea Scallop Fishery; Framework Adjustment 17

AGENCY: National Marine Fisheries Service (NMFS), National Oceanic and Atmospheric Administration (NOAA), Commerce.

ACTION: Final rule.

SUMMARY: This final rule implements Framework 17 to the Atlantic Sea Scallop Fishery Management Plan (Framework 17), which was developed and submitted by the New England Fishery Management Council (Council) and approved by NMFS. Framework 17 requires that vessels issued a general category scallop permit and that intend to land over 40 lb (18.14 kg) of shucked, or 5 bu (176.2 L) of in-shell scallops, install and operate vessel monitoring systems (VMS). Framework 17 also allows general category scallop vessels with VMS units to turn off (power-down) their VMS units after they have offloaded scallops and while they are tied to a fixed dock or mooring. Finally, Framework 17 revises the broken trip adjustment provision for limited access scallop vessels fishing in the Sea Scallop Area Access Program. The intent of this action is to provide more complete monitoring of the general category scallop fleet, to reduce VMS operating costs, and to eliminate a provision that may have a negative influence on vessel operator decisions at sea and facilitate safety.

DATES: All provisions in this final rule are effective October 21, 2005, except 50 CFR 648.60(c)(5), which is effective August 22, 2005.

ADDRESSES: Written comments regarding the burden-hour estimates or other aspects of the collection-of-information requirements contained in this rule should be submitted to Patricia A. Kurkul, Regional Administrator (RA), NMFS, Northeast Regional Office, One Blackburn Drive, Gloucester, MA 01930; and to the Office of Management and Budget (OMB), by e-mail at David_Rostker@omb.eop.gov or fax to (202) 395-7285.

Copies of Framework 17, its Regulatory Impact Review (RIR), including the Initial Regulatory Flexibility Analysis (IRFA), and the Environmental Assessment (EA) are available on request from Paul J. Howard, Executive Director, New England Fishery Management Council, 50 Water Street, Newburyport, MA 01950. These documents are also available online at <http://www.nefmc.org>.

FOR FURTHER INFORMATION CONTACT:

Peter W. Christopher, Fishery Policy Analyst, (978) 281-9288; fax (978) 281-9135.

SUPPLEMENTARY INFORMATION:

Background

Framework 17 was adopted by the Council on February 1, 2005, and was submitted to NMFS by the Council on March 11, 2005, with a supplement submitted on April 4, 2005. A proposed rule for Framework 17 was published in the **Federal Register** on June 2, 2005 (70 FR 32282), with a comment period ending on June 17, 2005. The issues that led to the development of Framework 17 are discussed in detail in the preamble of the proposed rule, and are summarized briefly in this final rule. Framework 17 was developed by the Council to address concerns resulting from reports that vessels issued Atlantic scallop open access general category permits were making undocumented scallop landings and violating the 400-lb (181.44-kg)/50-bu (17.62-hL) possession limit restriction. In addition, the Council made a modification to the procedure that authorizes limited access scallop vessels to terminate Area Access trips prior to fully harvesting the allowed amount of scallops (the broken trip provision).

Framework 17 requires all general category vessels that land, or intend to land, more than 40 lb (18.14 kg) of shucked, or 5 bu (176.2 L) unshucked scallops, to install and operate a VMS onboard the vessel. The use of VMS is expected to assist with monitoring of general category vessel activity and facilitate the enforcement of the possession limit regulations. Because of