

FAA Flight Standards Certificate Holding District Office.

Related Information

(l) French airworthiness directive F-2004-164, dated October 13, 2004, also addresses the subject of this AD.

Material Incorporated by Reference

(m) You must use Messier-Dowty Special Inspection Service Bulletin 631-32-178, Revision 1, dated September 30, 2004; and Messier-Dowty Service Bulletin 631-32-183, dated October 6, 2004; as applicable; to perform the actions that are required by this AD, unless the AD specifies otherwise. Messier-Dowty Special Inspection Service Bulletin 631-32-178, Revision 1, dated September 30, 2004, contains the following effective pages:

Page No.	Revision level shown on page	Date shown on page
1-3, 5-9	1	Sept. 30, 2004.
4	Original	May 3, 2004.

The Director of the Federal Register approved the incorporation by reference of these documents in accordance with 5 U.S.C. 552(a) and 1 CFR part 51. Contact Aerospatiale, 316 Route de Bayonne, 31060 Toulouse, Cedex 03, France, 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., Room PL-401, Nassif Building, Washington, DC; 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 the NARA, call (202) 741-6030, or go to http://www.archives.gov/federal-register/code_of_federal_regulations/ibr_locations.html.

Issued in Renton, Washington, on March 10, 2006.

Kalene C. Yanamura,

Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.
[FR Doc. 06-2849 Filed 3-24-06; 8:45 am]

BILLING CODE 4910-13-P

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 71

[Docket No. FAA-2005-23436; Airspace Docket No. 05-ASO-10]

RIN 2120-AA66

Establishment of Area Navigation Instrument Flight Rules Terminal Transition Route (RITTR) T-210; Jacksonville, FL

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Final rule.

SUMMARY: This action establishes a RITTR, designated T-210, in the Jacksonville, FL, terminal area. The purpose of this route is to expedite the handling of Instrument Flight Rules (IFR) overflight aircraft transitioning through busy terminal airspace. The FAA is taking this action to enhance the safe and efficient use of the navigable airspace in the Jacksonville, FL, terminal area.

DATES: *Effective Date:* 0901 UTC, June 8, 2006.

FOR FURTHER INFORMATION CONTACT: Paul Gallant, 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:

History

On January 9, 2006, the FAA published in the **Federal Register** a notice of proposed rulemaking to establish route T-210 in the Jacksonville, FL, terminal area (71 FR 1397). Interested parties were invited to participate in this rulemaking proceeding by submitting written comments on this proposal to the FAA. One comment was received in response to the proposal.

Analysis of Comment

The Aircraft Owners and Pilots Association (AOPA) wrote in support of the proposal. AOPA noted that the NPRM did not list a defined altitude for T-210 and recommended that the route be available at multiple altitudes to allow users to take full advantage of the benefits of RITTR. AOPA also asked the FAA to incorporate guidance into FAA publications to allow pilots operating under Visual Flight Rules (VFR) to use the route when transitioning through terminal airspace.

The FAA confirms that the route will be available at various altitudes in the low altitude structure within the airspace assigned to Jacksonville Terminal Radar Approach Control (TRACON). These altitudes will vary depending on factors such as direction of flight, filed altitude, air traffic volume, etc. Altitudes will be assigned by either Jacksonville TRACON or Jacksonville Air Route Traffic Control Center (ARTCC).

The FAA does not plan to issue guidance regarding VFR use of RITTRs at this time. RITTRs were developed specifically to provide routing for Global Navigation Satellite System (GNSS)-equipped aircraft that are operating on an IFR flight plan, to

transition through busy terminal areas. The fixes/waypoints used to define the routes do not have associated visual landmarks for reference by VFR pilots when navigating through the area. Pilots of suitably equipped VFR aircraft could utilize the route for navigation, in compliance with all applicable VFR regulations. This is similar to current practice where a pilot operating in accordance with VFR may use a Very High Frequency Omni-directional Range Federal airway for navigation.

RITTRs are low altitude RNAV routes and are published under Area Navigation Routes in paragraph 6011 of FAA Order 7400.9N dated September 1, 2006 and effective September 15, 2006, which is incorporated by reference in 14 CFR 71.1. The RITTR route 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 route T-210 in the Jacksonville, FL, terminal area. The route may be used by GNSS-equipped aircraft that are capable of filing flight plan equipment code "/G." The route will be depicted in blue on the appropriate IFR en route low altitude charts. The FAA is taking this action to enhance safety and the flexible and efficient use of the navigable airspace by en route IFR aircraft transitioning through the Jacksonville, FL, terminal area.

In the NPRM, the point BRADO was erroneously identified as a "WP" (waypoint). This point is currently a charted navigation fix, therefore, an editorial change is being made in this rule to replace "WP" with "Fix" in the description of BRADO. With the exception of this change, this amendment is the same as that proposed in the notice.

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 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:

T 210 BRADO, FL to Taylor, FL [New]

BRADO, FL	Fix	(Lat. 29°55'22" N., long. 81°28'08" W.)
OHLEE, FL	WP	(Lat. 30°16'00" N., long. 82°06'34" W.)
Taylor, FL (TAY)	VORTAC	(Lat. 30°30'17" N., long. 82°33'10" W.)

* * * * *

Issued in Washington, DC, on March 21, 2006.

Edith V. Parish,

Manager, Airspace and Rules.

[FR Doc. 06-2920 Filed 3-24-06; 8:45 am]

BILLING CODE 4910-13-P

DEPARTMENT OF LABOR

Mine Safety and Health Administration

30 CFR Parts 48, 50, and 75

RIN 1219-AB46

Emergency Mine Evacuation

AGENCY: Mine Safety and Health Administration, Labor.

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.

ACTION: Change of hearing date.

SUMMARY: MSHA is rescheduling the date of a public hearing announced in the March 9, 2006 Emergency Temporary Standard on Emergency Mine Evacuation (71 FR 12252). The April 11, 2006 public hearing is rescheduled for May 9, 2006.

FOR FURTHER INFORMATION CONTACT: Robert Stone, Acting Director; Office of Standards, Regulations, and Variances, MSHA; phone: (202) 693-9440; facsimile: (202) 693-9441; E-mail: *Stone.Robert@dol.gov*.

SUPPLEMENTARY INFORMATION:

I. Public Hearings

One of the hearing dates announced in the preamble of the Emergency

§ 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 15, 2005, is amended as follows:

Paragraph 6011 Area Navigation Routes
* * * * *

(Lat. 29°55'22" N., long. 81°28'08" W.)
(Lat. 30°16'00" N., long. 82°06'34" W.)
(Lat. 30°30'17" N., long. 82°33'10" W.)

Temporary Standard conflicts with the United Mine Workers of America (UMWA) Constitutional Convention that is scheduled for the second week of April. Following a request from the UMWA, the hearing in Charleston, WV has been changed from April 11, 2006 to May 9, 2006.

For the convenience of the reader, the following table contains information on the hearing dates, locations, and phone numbers for all of the hearings for the Emergency Temporary Standard on Emergency Mine Evacuation.

Date	Location	Phone
April 24, 2006	Sheraton Denver West Hotel, 360 Union Boulevard, Lakewood, CO 80228	303-987-2000
April 26, 2006	Sheraton Suites, 2601 Richmond Road, Lexington, KY 40506	859-268-0060
April 28, 2006	MSHA Conference Room, 25th Floor, 1100 Wilson Boulevard, Arlington, VA 22209.	202-693-9440
May 9, 2006	Marriott Town Center, 200 Lee Street, East, Charleston, WV 25301	304-345-6500

Dated: March 20, 2006.

David G. Dye,

Acting Assistant Secretary for Mine Safety and Health.

[FR Doc. 06-2907 Filed 3-24-06; 8:45 am]

BILLING CODE 4510-43-P

DEPARTMENT OF THE INTERIOR

Office of Surface Mining Reclamation and Enforcement

30 CFR Part 936

[Docket No. OK-030-FOR]

Oklahoma Regulatory Program

AGENCY: Office of Surface Mining Reclamation and Enforcement, Interior.

ACTION: Final rule; approval of amendment.

SUMMARY: We, the Office of Surface Mining Reclamation and Enforcement (OSM), are approving an amendment to the Oklahoma regulatory program (Oklahoma program) under the Surface Mining Control and Reclamation Act of 1977 (SMCRA or the Act). Oklahoma proposed revisions to its rules concerning cross sections, maps, and plans; subsidence control; impoundments; revegetation success standards; and roads. Oklahoma withdrew its previously proposed revisions to its rules concerning review of decision not to inspect or enforce. Oklahoma intends to revise its program to provide additional safeguards, clarify

ambiguities, and improve operational efficiency.

DATES: *Effective Date:* March 27, 2006.

FOR FURTHER INFORMATION CONTACT: Michael C. Wolfrom, Director, Tulsa Field Office. Telephone: (918) 581-6430. E-mail: *mwolfrom@osmre.gov*.

SUPPLEMENTARY INFORMATION:

- I. Background on the Oklahoma Program
- II. Submission of the Amendment
- III. OSM's Findings
- IV. Summary and Disposition of Comments
- V. OSM's Decision
- VI. Procedural Determinations

I. Background on the Oklahoma Program

Section 503(a) of the Act permits a State to assume primacy for the regulation of surface coal mining and reclamation operations on non-Federal