

**Effective Date**

(a) This airworthiness directive (AD) becomes effective July 6, 2005.

**Affected ADs**

(b) None.

**Applicability**

(c) This AD applies to General Electric Company (GE) CT64-820-4 turboprop engines with stage 1 turbine disk and shaft, part number (P/N) 6004T47P03 or 4921T10P02 installed. These engines are installed on, but not limited to, DeHavilland DHC-5D Buffalo airplanes.

**Unsafe Condition**

(d) This AD results from the discovery by the manufacturer of low-cycle fatigue (LCF) cracks found in stage 1 turbine disk and shafts, P/Ns 6004T47P03 and 4921T10P02. We are issuing this AD to prevent uncontained failure of the stage 1 turbine disk and shaft, resulting in damage to the airplane.

**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.

**Engine Serial Numbers (SNs) 268537, 268565, and 268637**

(f) For engine serial number (SN) 268537, remove the stage 1 turbine disk and shaft from service at or before accumulating 1,700 cycles-since-new (CSN), or by December 31, 2005, whichever occurs first.

(g) For engine SN 268565, remove the stage 1 turbine disk and shaft from service at or before accumulating 1,585 CSN, or by December 31, 2005, whichever occurs first.

(h) For engine SN 268637, remove the stage 1 turbine disk and shaft from service at or before accumulating 1,345 CSN, or by December 31, 2005, whichever occurs first.

**All Other Engines**

(i) For all other engines that have accumulated 590 CSN or more on the stage 1 turbine disk and shaft on the effective date of this AD, remove stage 1 turbine disk and shaft from service at or before accumulating an additional 10 cycles-in-service, at or before accumulating the service life limit of 1,700 CSN, or by December 31, 2005, whichever occurs first.

(j) For all other engines that have accumulated fewer than 590 CSN on the stage 1 turbine disk and shaft on the effective date of this AD, remove stage 1 turbine disk and shaft from service at the next piece-part exposure, or before accumulating 600 CSN, or by December 31, 2005, whichever occurs first.

(k) After the effective date of this AD, do not install any stage 1 turbine disk and shaft, P/N 6004T47P03 or 4921T10P02, into any engine.

(l) After the effective date of this AD, do not install any engine with stage 1 turbine disk and shaft, P/N 6004T47P03 or 4921T10P02, into any airplane.

**Definition**

(m) For the purpose of this AD, piece-part exposure is defined as the stage 1 disk and shaft is completely disassembled using the disassembly instructions of the manufacturer's engine manual, or other FAA-approved engine manual.

**Alternative Methods of Compliance**

(n) The Manager, Engine 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**

(o) Information on determining engine usage in cycles for comparison to CT64 service life limits can be found in GE Service Bulletin CEB No. 93, Revision 2, dated May 30, 1984. GE Alert Service Bulletin No. CT64 S/B 72-A0113, Revision 1, dated May 16, 2005, also pertains to the subject of this AD.

**Material Incorporated by Reference**

(p) None.

Issued in Burlington, Massachusetts, on June 14, 2005.

**Robert Ganley,**

*Acting Manager, Engine and Propeller Directorate, Aircraft Certification Service.*

[FR Doc. 05-12173 Filed 6-20-05; 8:45 am]

**BILLING CODE 4910-13-P**

**DEPARTMENT OF TRANSPORTATION****Federal Aviation Administration****14 CFR Part 71**

**[Docket No. FAA-2005-20931; Airspace Docket No. 95-AEA-08]**

**Establishment of Class E Airspace; Sutton, WV**

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

**ACTION:** Final rule.

**SUMMARY:** This action establishes Class E airspace at Sutton, WV. Controlled airspace extending upward from 700 feet Above Ground Level (AGL) is needed to contain aircraft operating into Braxton County Airport, Sutton, WV, under Instrument Flight Rules (IR).

**DATES:** Effective: 0901 UTC October 27, 2005.

**FOR FURTHER INFORMATION CONTACT:** Mr. Francis Jordan, Airspace Specialist, Eastern Terminal Service Unit, Airspace and Operations, ETSU-520, Eastern Region, Federal Aviation Administration, 1 Aviation Plaza, Jamaica, New York 11434-4809, telephone: (718) 553-4521.

**SUPPLEMENTARY INFORMATION:**

**History**

On April 27, 2005, a notice proposing to amend Part 71 of the Federal Aviation Regulations (14 CFR Part 71) by establishing a Class E airspace area at Sutton, WV, was published in the **Federal Register** (70 FR 21695-21696). The proposed action would provide controlled airspace to accommodate Standard Instrument Approach Procedures (SIAP), based on area navigation (RNAV), to Braxton County Airport. Interested parties were invited to participate in this rulemaking proceeding by submitting written comments on the proposal to the FAA on or before May 27, 2005. No comments to the proposal were received. The rule is adopted as proposed. The coordinates for this airspace docket are based on North America Datum 83. Class E airspace area designations for airspace extending upward from the surface of the earth are published in paragraph 6005 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 Class E airspace designation listed in this document will be published in the Order.

**The Rule**

This amendment to Part 71 of the Federal Aviation Regulations (14 CFR Part 71) provides controlled Class E airspace extending upward from 700 feet above the surface for aircraft conducting IFR operations within an 8-mile radius of Braxton County Airport, Sutton, WV.

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 will not have 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—[AMENDED]

■ 1. The authority citation for 14 CFR Part 71 continues to read as follows:

**Authority:** 49 U.S.C. 106(g), 40103, 40113, 40120; EO 10854, 24 FR 9565, 3 CFR, 1959–1963 Comp., p. 389.

#### § 71.1 [Amended]

The incorporation by reference in 14 CFR 71.1 of Federal Aviation Administration Order 7400.9M, Airspace Designations and Reporting Points, dated August 30, 2004, and effective September 16, 2004, is amended as follows:

*Paragraph 6005 Class E Airspace Areas extending upward from 700 feet or more above the surface of the earth.*

\* \* \* \* \*

#### AEA WV E5 Sutton, WV (New)

Braxton County Airport, Sutton, WV  
(Lat. 38°41'13" N., long. 80°39'07" W.)

That airspace extending upward from 700 feet above the surface within an 8-mile radius of Braxton County Airport.

\* \* \* \* \*

Issued in Jamaica, New York, on June 14, 2005.

**John G. McCartney,**

*Acting Area Director, Eastern Terminal Operations.*

[FR Doc. 05–12146 Filed 6–20–05; 8:45 am]

**BILLING CODE 4910–13–M**

## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### 14 CFR Part 71

[Docket No. FAA–2005–21034; Airspace Docket No. 05–AEA–09]

#### Establishment of Class E–2 Airspace; Bar Harbor, ME

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

**ACTION:** Final rule.

**SUMMARY:** This action establishes Class E–2 airspace at Bar Harbor, ME. Controlled airspace extending upward from the surface is needed to contain aircraft operating under Instrument Flight Rule (IFR) operations into Hancock County–Bar Harbor Airport, Bar Harbor, ME.

**EFFECTIVE DATES:** 0901 UTC September 1, 2005.

**FOR FURTHER INFORMATION CONTACT:** Mr. Francis Jordan, Airspace Specialist,

Eastern Terminal Service Unit, Airspace and Operations, ETUS–520, Eastern Region, Federal Aviation Administration, 1 Aviation Plaza, Jamaica, New York 11434–4809, telephone: (718) 553–4521.

#### SUPPLEMENTARY INFORMATION:

#### History

On May 5, 2005, a notice proposing to amend Part 71 of the Federal Aviation Regulations (14 CFR Part 71) by establishing Class E–2 airspace area at Bar Harbor, ME, was published in the **Federal Register** (70 FR 23810–23811). The proposed action would provide controlled airspace to accommodate Standard Instrument Approach Procedures (SIAP) to Hancock County–Bar Harbor Airport. Interested parties were invited to participate in this rulemaking proceeding by submitting written comments on the proposal to the FAA on or before June 6, 2005. No comments to the proposal were received. The rule is adopted as proposed.

The coordinates for this airspace docket are based on North American Datum 83. Class E airspace area designations for airspace extending upward from the surface of the earth are published in paragraph 6005 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 Class E airspace designation listed in this document will be published in the Order.

#### The Rule

This amendment to Part 71 of the Federal Aviation Regulations (14 CFR Part 71) provides controlled Class E airspace extending upward from the surface for aircraft conducting IFR operation into Hancock County–Bar Harbor Airport, Bar Harbor, ME.

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 will not have 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—[AMENDED]

■ 1. The authority citation for 14 CFR Part 71 continues to read as follows:

**Authority:** 49 U.S.C. 106(g), 40103, 40113, 40120; EO 10854, 24 FR 9565, 3 CFR, 1959–1963 Comp., p. 389.

#### § 71.1 [Amended]

The incorporation by reference in 14 CFR 71.1 of Federal Aviation Administration Order 7400.9M, Airspace Designations and Reporting Points, dated August 30, 2004, and effective September 16, 2004, is amended as follows:

*Paragraph 6002 Class E Airspace Areas designated as a surface area for an airport.*

\* \* \* \* \*

#### ANE ME E2 Bar Harbor, ME

Hancock County–Bar Harbor Airport, ME  
(Lat. 44°26'59" N., long. 68°21'41" W.)

Within a 4.2-mile radius of the Hancock County–Bar Harbor Airport and within 2.7 miles each side of a 204° bearing from the airport, extending from the 4.2-mile radius to 6.2 miles southwest of the airport and within 2.7 miles each side of a 024° bearing from the airport, extending from the 4.2-mile radius to 6.2 miles northeast of the airport. This Class E airspace area is effective during the specific dates and times established in advance by a Notice to Airmen. The effective date and time will thereafter be continuously published in the Airport/Facility Directory.

\* \* \* \* \*

Issued in Jamaica, New York on June 14, 2005.

**John G. McCartney,**

*Acting Area Director, Eastern Terminal Operations.*

[FR Doc. 05–12145 Filed 6–20–05; 8:45 am]

**BILLING CODE 4910–13–M**

## DEPARTMENT OF STATE

### 22 CFR Part 40

RIN 1400–AC04

[Public Notice 5115]

#### Aliens Inadmissible Under the Immigration and Nationality Act—Unlawful Voters

**AGENCY:** Department of State.

**ACTION:** Interim rule with request for comments.