

TABLE 2.—SERVICE BULLETINS FOR UPGRADING FADEC ASSEMBLIES—Continued

For EMBRAER Model—	EMBRAER Service Bulletin	Revision	Date	Paragraph where upgrades are identified
EMB-135ER, -135KE, -135KL, -135LR, -145, -145ER, -145MR, -145LR, -145XR, -145MP, -145EP.	145-73-0029	01	June 27, 2005	1.B., "Concurrent Requirements".
EMB-135ER, -135KE, -135KL, -135LR, -145, -145ER, -145MR, -145LR, -145XR, -145MP, -145EP.	145-73-0030	Original	May 5, 2005	1.B., "Concurrent Requirements".
EMB-135ER, -135KE, -135KL, -135LR, -145, -145ER, -145MR, -145LR, -145XR, -145MP, -145EP.	145-73-0031	Original	May 5, 2005	1.B., "Concurrent Requirements".
EMB-135BJ	145LEG-73-0003 ..	01	July 15, 2004	1.C., "Description—Time for Accomplishment".
EMB-135BJ	145LEG-73-0004 ..	02	October 6, 2004	1.C., "Description—Time for Accomplishment".
EMB-135BJ	145LEG-73-0005 ..	Original	June 7, 2005	1.D., "Description".
EMB-135BJ	145LEG-73-0006 ..	Original	March 8, 2005	1.B., "Concurrent Requirements".
EMB-145XR	145-73-0026	Original	June 28, 2004	1.C., "Description—Time for Accomplishment".

Alternative Methods of Compliance (AMOCs)

(i)(1) The Manager, International Branch, ANM-116, Transport Airplane Directorate, FAA, has the authority to approve AMOCs for this AD, if requested in accordance with the procedures found in 14 CFR 39.19.

(2) Before using any AMOC approved in accordance with 14 CFR 39.19 on any airplane to which the AMOC applies, notify the appropriate principal inspector in the FAA Flight Standards Certificate Holding District Office.

Related Information

(j) Brazilian airworthiness directive 2004-01-02R2, dated November 29, 2004, also addresses the subject of this AD.

Material Incorporated by Reference

(k) You must use EMBRAER Service Bulletin 145-30-0028, Revision 10, dated March 22, 2005, to perform the actions that are required by this AD, unless the AD specifies otherwise. The Director of the Federal Register approved the incorporation by reference of this document in accordance with 5 U.S.C. 552(a) and 1 CFR part 51. Contact Empresa Brasileira de Aeronautica S.A. (EMBRAER), P.O. Box 343—CEP 12.225, Sao Jose dos Campos—SP, Brazil, 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 October 18, 2005.

Kevin M. Mullin,

Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.

[FR Doc. 05-21310 Filed 10-25-05; 8:45 am]

BILLING CODE 4910-13-P

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 71

[Docket No. FAA-2005-20699; Airspace Docket No. 04-ASO-19]

RIN 2120-AA66

Establishment of Area Navigation Instrument Flight Rules Terminal Transition Routes (RITTR); Cincinnati, OH

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Final rule.

SUMMARY: This action establishes three Area Navigation Instrument Flight Rules Terminal Transition Routes (RITTR) in the Cincinnati, OH, terminal area. The FAA originally proposed to establish four routes as part of this action, but one route (T-212) was deleted because it did not meet RITTR design criteria and its short length would provide limited benefits. RITTR's are low altitude Air Traffic Service (ATS) routes, based on Area Navigation (RNAV), for use by aircraft having Instrument Flight Rules (IFR)-approved Global Positioning System (GPS)/Global Navigation Satellite System (GNSS) equipment. The FAA is taking this action to enhance safety and facilitate the more flexible

and efficient use of the navigable airspace in the Cincinnati terminal area. **EFFECTIVE DATE:** 0901 UTC, December 22, 2005.

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 July 6, 2005, the FAA published in the **Federal Register** a notice of proposed rulemaking to establish four RITTR's in the Cincinnati, OH, terminal area (70 FR 38826). Interested parties were invited to participate in this rulemaking effort by submitting written comments on this proposal to the FAA. Two comments were received in response to the NPRM.

Analysis of Comments

The Aircraft Owners and Pilots Association wrote in support of the proposal. The second commenter expressed general support for the concept of terminal transition routes to assist IFR traffic transitioning Class B airspace, but stated that the proposed Cincinnati RITTRs do not accomplish this, and that IFR traffic (usually general aviation flights) would continue to be forced to make long detours around the Class B airspace. The commenter recommended that the FAA design transition routes that extend diagonally (northwest to southeast and southwest to northeast) across the Cincinnati/Northern Kentucky International Airport (CVG) Class B airspace area. The FAA responds that these RITTRs are

part of the initial steps in providing RNAV-based alternative routes through Class B airspace at major airports. A number of factors were considered in the design of the Cincinnati RITTRs, including current arrival and departure traffic patterns at CVG, general aviation traffic flows transitioning the area, and chart clutter. The proposed RITTRs do provide more direct alternative routes than are currently available via the Federal airway structure in the CVG terminal area. As operational experience is gained with the RITTR program, refinements to the route structure will be made where needed. While the FAA is not adding additional CVG RITTRs at this time, it will consider the recommendation for additional CVG RITTRs in future en route and terminal area NAS efficiency reviews.

Discussion

In reviewing the configuration of the proposed RITTRs, the FAA determined that several adjustments to the routes as proposed in the NPRM are required. One of the design criteria for RITTRs specifies that the routes must begin and end at a fix or navigation aid located on the existing Federal airway structure. The purpose of this requirement is to provide connectivity between the RITTR and the low altitude en route structure to enhance the expeditious movement of suitably equipped en route IFR aircraft through or around a Class B airspace area. The proposed routes T-212, T-215, and T-217 did not fully meet this criteria. As a result, the following corrective action is being taken in this rule. Proposed route T-212 is withdrawn. It was determined that, due to the short length of route T-212 (less than 15 miles), the route would be of minimal usefulness to the National Airspace System (NAS). To remedy the problem with the other two routes, the FAA is making the following changes. Route T-215, as proposed, extended between the Lexington, KY, (HYK) very high frequency omnidirectional range/tactical air navigation (VORTAC) and the new GAMKE, IN, waypoint (WP). However, the proposed GAMKE WP is not located on the airway structure. Therefore, GAMKE will be relocated slightly south of its proposed position to place it on existing Federal Airway V-47. This rule adjusts the GAMKE latitude and longitude coordinates to reflect the change. This change will bring route T-215 into compliance with the design criteria.

Similarly, route T-217 does not meet the design criteria because one of its end points, the Springfield, OH, (SGH) very high frequency omnidirectional range/distance measuring equipment (VOR/

DME) is not a part of the airway structure. To remedy this discrepancy, route T-217 will be extended north of SGH to the existing BONEE fix, which is located on Federal Airway V-12. In addition, a minor realignment of T-217 will be made to the south of SGH to cross the existing PRUDE, OH, fix, which is located on V-5. This will insert two additional links to the VOR Federal airway structure in the T-217 description.

Finally, in the NPRM, the BOSTR, HEDEN, and MILAN points were identified as WPs. These points are actually existing charted "fixes," therefore an editorial change to the affected route descriptions is being made in this rule to replace "WP" with "fix."

With the exception of editorial changes, and the changes discussed above, this amendment is the same as that proposed in the notice.

Low altitude Area Navigation Routes are published in paragraph 6011 of FAA Order 7400.9N dated September 1, 2005 and effective September 15, 2005, which is incorporated by reference in 14 CFR 71.1. The routes 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 three RITTRs, designated T-213, T-215, and T-217, in the CVG terminal area. These routes will be depicted in blue on the appropriate IFR en route low altitude charts. RITTRs are low altitude RNAV routes designed to facilitate the expeditious movement of IFR overflight traffic around or through certain congested terminal airspace areas. The routes may be used by GNSS-equipped aircraft that are capable of filing flight plan equipment suffix "/G." The FAA is taking this action to enhance safety and facilitate the more flexible and efficient use of the navigable airspace for en route IFR aircraft transitioning through the CVG Class B airspace area.

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 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 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).

The 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 7400.9N, Airspace Designations and Reporting Points, dated September 1, 2005, and effective September 15, 2005, is amended as follows:

Paragraph 6011—Area Navigation Routes

* * * * *

T-213 Louisville, KY to Richmond, IN [New]

Louisville, KY (IUU)
 VORTAC
 (Lat. 38°06'13" N., long. 85°34'39" W.)
 GAMKE, IN
 WP
 (Lat. 38°46'13" N., long. 85°14'35" W.)
 MILAN, IN
 Fix
 (Lat. 39°21'22" N., long. 85°19'01" W.)
 Richmond, IN (RID)
 VORTAC
 (Lat. 39°45'18" N., long. 84°50'20" W.)
 * * * * *

T-215 Lexington, KY to GAMKE, IN [New]

Lexington, KY (HYK)
 VORTAC
 (Lat. 37°57'59" N., long. 84°28'21" W.)
 GAMKE, IN
 WP
 (Lat. 38°46'13" N., long. 85°14'35" W.)
 * * * * *

T-217 Lexington, KY to BONEE, OH [New]

Lexington, KY (HYK)
 VORTAC
 (Lat. 37°57'59" N., long. 84°28'21" W.)
 BOSTR, OH
 Fix
 (Lat. 38°53'08" N., long. 84°04'58" W.)
 HEDEN, OH
 Fix

(Lat. 39°16'45" N., long. 84°02'02" W.)
 PRUDE, OH
 Fix
 (Lat. 39°25'45" N., long. 83°56'59" W.)
 Springfield, OH (SGH)
 VOR/DME
 (Lat. 39°50'12" N., long. 83°50'42" W.)
 BONEE, OH
 Fix
 (Lat. 40°03'09" N., long. 83°56'56" W.)
 * * * * *

Issued in Washington, DC on October 19, 2005.
Edith V. Parish,
Acting Manager, Airspace and Rules.
 [FR Doc. 05-21318 Filed 10-25-05; 8:45 am]
BILLING CODE 4910-13-P

DEPARTMENT OF TRANSPORTATION
Federal Aviation Administration

14 CFR Part 71

[Docket No. FAA-2005-22100; Airspace
 Docket No. 05-AEA-16]

**Amendment of Class E Airspace;
 Binghamton, NY**

AGENCY: Federal Aviation
 Administration [FAA] DOT.
ACTION: Final rule.

SUMMARY: This action amends Class E airspace at Binghamton, NY. The development of multiple area navigation (RNAV) Standard Instrument Approach Procedures (SIAP) for numerous airports within the Binghamton, NY geographical area with approved Instrument Flight Rules (IFR) operations and the resulting overlap of designated Class E-5 airspace have made this action necessary. This action consolidates the Class E-5 airspace designations for five airspace and one heliport and results in the rescission of the five Class E-5 descriptions through separate rulemaking action. The area will be depicted on aeronautical charts for pilot reference.

EFFECTIVE DATE: 0901 UTC February 16, 2006.

FOR FURTHER INFORMATION CONTACT: Mr. Francis T. Jordan, Jr., Airspace Specialist, Airspace and Operations, ETSU, Federal Aviation Administration, 1 Aviation Plaza, Jamaica, New York 11434-4809, telephone: (718) 553-4521.

SUPPLEMENTARY INFORMATION:

History

On August 23, 2005, a notice proposing to amend Part 71 of the Federal Aviation Regulations (14 CFR Part 71) by consolidating existing Class E-5 airspace designations in the Binghamton, NY metropolitan area and

incorporating those areas into the Binghamton, NY description was published in the **Federal Register** (70 FR 49221-49222). Interested parties were invited to participate in this rulemaking proceeding by submitting written comments on the proposal to the FAA. 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 are published in paragraph 6005 of FAA Order 7400.9N, dated September 1, 2005 and effective September 16, 2005, which is incorporated by reference in 14 CFR 71.1. The Class E airspace designation listed in this document will be amended 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 ft above the surface for aircraft conducting IFR operations within the Binghamton, NY Class E-5 airspace description. The amendment consolidates the Class E-5 airspace descriptions for Cortland, NY; Elmira, NY; Ithaca, NY; Endicott, NY; and Sayre, PA, into one airspace designation for Binghamton, NY, and the designations for those areas will be removed by separate rulemaking.

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).

■ In consideration of the foregoing, the Federal Aviation Administration amends 14 CFR part 71 as follows:

Adoption of the Amendment

PART 71—[AMENDED]

■ 1. The authority citation for 14 CFR 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 7400.9N, Airspace Designations and Reporting Points, dated September 1, 2005, and effective September 16, 2005, is amended as follows:

Paragraph 6005 Class E airspace areas extending upward from 700 ft above the surface of the earth.

* * * * *

AEA NY E5 Binghamton, NY (Revised)

The airspace extending upward from 700 feet above the surface within an area bounded by a line beginning at lat. 41°53'35" N., long. 75°56'07" W., to lat. 41°52'45" N., long. 76°55'49" W., to lat. 42°10'28" N., long. 77°10'21" W., to lat. 42°45'20" N., long. 76°39'27" W., to lat. 42°43'45" N., long. 76°07'32" W., to lat. 42°15'10" N., long. 75°40'40" W., to the point of beginning, excluding that portion that coincides with the Towanda, PA Class E airspace area.

* * * * *

Issued in Jamaica, New York, on October 11, 2005.

John G. McCartney,
Acting Area Director, Eastern Terminal Operations.

[FR Doc. 05-21320 Filed 10-25-05; 8:45 am]
BILLING CODE 4910-13-M

DEPARTMENT OF TRANSPORTATION
Federal Aviation Administration

14 CFR Part 71

[Docket No. FAA-2005-22494; Airspace
 Docket No. 05-AEA-22]

**Amendment of Class E Airspace;
 Cortland, NY; Ithaca, NY; Elmira, NY;
 Endicott, NY; Sayre, PA**

AGENCY: Federal Aviation
 Administration (FAA) DOT.
ACTION: Final rule; request for
 comments.

SUMMARY: This action removes the description of the Class E airspace designated for Cortland, NY, Cortland County-Chase Field Airport (N03); Ithaca, NY, Tompkins County Airport (ITH); Elmira, NY, Elmira/Corning Regional Airport (ELM); Endicott, NY, Tri-Cities Airport (CZG); and Sayre, PA,