behalf of an association, business, labor union, etc.). You may review the DOT's complete Privacy Act Statement in the **Federal Register** published on April 11, 2000 (65 FR 19477–78) or you may visit *http://dms.dot.gov*.

Examining the AD Docket

You may examine the docket that contains the AD, any comments received, and any final disposition in person at the Docket Management Facility Docket Offices between 9 a.m. and 5 p.m., Monday through Friday, except Federal holidays. The Docket Office (telephone (800) 647–5227) is located on the plaza level of the Department of Transportation Nassif Building at the street address stated in **ADDRESSES.** Comments will be available in the AD docket shortly after the DMS receives them.

Authority for This Rulemaking

Title 49 of the United States Code specifies the FAA's authority to issue rules on aviation safety. Subtitle I, section 106, describes the authority of the FAA Administrator. Subtitle VII, Aviation Programs, describes in more detail the scope of the Agency's authority.

We are issuing this rulemaking under the authority described in subtitle VII, part A, subpart III, section 44701, ''General requirements.'' Under that section, Congress charges the FAA with promoting safe flight of civil aircraft in air commerce by prescribing regulations for practices, methods, and procedures the Administrator finds necessary for safety in air commerce. This regulation is within the scope of that authority because it addresses an unsafe condition that is likely to exist or develop on products identified in this rulemaking action.

Regulatory Findings

We have determined that this AD will not have federalism implications under Executive Order 13132. This AD will not have a substantial direct effect on the States, on the relationship between the national Government and the States, or on the distribution of power and responsibilities among the various levels of government.

For the reasons discussed above, I certify that the regulation:

1. Is not a ''significant regulatory action'' under Executive Order 12866;

2. Is not a ''significant rule'' under the DOT Regulatory Policies and Procedures (44 FR 11034, February 26, 1979); and

3. Will not have a significant economic impact, positive or negative, on a substantial number of small entities under the criteria of the Regulatory Flexibility Act.

We prepared a summary of the costs to comply with this AD and placed it in the AD Docket. You may get a copy of this summary at the address listed under **ADDRESSES.**

List of Subjects in 14 CFR Part 39

Air transportation, Aircraft, Aviation safety, Safety.

Adoption of the Amendment

■ Under the authority delegated to me by the Administrator, the Federal Aviation Administration amends part 39 of the Federal Aviation Regulations (14 CFR part 39) as follows:

PART 39—AIRWORTHINESS DIRECTIVES

■ 1. The authority citation for part 39 continues to read as follows:

Authority: 49 U.S.C. 106(g), 40113, 44701.

§ 39.13 [Amended]

■ 2. The FAA amends § 39.13 by adding the following new airworthiness directive:

2005–22–12 General Electric Company: Amendment 39–14356. Docket No. FAA–2005–22701; Directorate Identifier 2005–NE–37–AD.

Effective Date

(a) This airworthiness directive (AD) becomes effective December 2, 2005.

Affected ADs

(b) None.

Applicability

(c) This AD applies to General Electric Company (GE) CF6–80E1 series turbofan engines. These engines are installed on, but not limited to, Airbus Industrie A330 series airplanes.

Unsafe Condition

(d) This AD results from reports of operators finding several damaged thrust reverser actuation system (TRAS) lock flexible drive shafts during inspections and checks of the drive shafts. We are issuing this AD to prevent inadvertent in-flight deployment of the thrust reverser, which can result in loss of control of 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.

(f) Within 10 flight cycles after all aborted takeoffs in which the thrust reverser was deployed, do the following:

(1) Perform a check of the holding torque of the TRAS locks.

(2) Based on the results of the holding torque check, perform a visual inspection of the TRAS lock flexible drive shafts if necessary.

(3) Replace any damaged flexible drive shafts or locks.

(g) Information on performing a check of the holding torque of the TRAS locks, and a visual inspection of the TRAS lock flexible drive shafts, can be found in the Airbus A330 Aircraft Maintenance Manual, Task 72–00–00–200–850.

Alternative Methods of Compliance

(h) 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

(i) Middle River Aircraft Systems Alert Service Bulletin No. CF6–80E1 S/B 78A5097, dated June 14, 2005, and General Electric CF6–80E1 Series Engine Manual Temporary Revision No. 05–0049, dated August 24, 2005, pertain to the subject of this AD.

Issued in Burlington, Massachusetts, on October 27, 2005.

Peter A. White,

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

[FR Doc. 05–21805 Filed 11–1–05; 8:45 am]

BILLING CODE 4910–13–P

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 71

[Docket No. FAA–2005–21694; Airspace Docket No. 04–ASO–16]

RIN 2120–AA66

Establishment of Area Navigation Instrument Flight Rules Terminal Transition Routes (RITTR); Jacksonville, FL

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Final rule.

SUMMARY: This action establishes five Area Navigation Instrument Flight Rules Terminal Transition Routes (RITTR) in the Jacksonville, FL terminal area. The FAA originally proposed to establish seven routes as part of this action, but decided not to implement routes T–206 and T–210 at this time. RITTRs 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 purpose of RITTR is to expedite the handling of IFR overflight traffic through busy terminal airspace areas. The FAA is taking this action to enhance safety and the efficient use of the navigable airspace in the Jacksonville, FL, 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 1, 2005, the FAA published in the **Federal Register** a notice of proposed rulemaking to establish seven RITTRs in the Jacksonville, FL, terminal area (70 FR 38053). Interested parties were invited to participate in this rulemaking effort by submitting written comments on this proposal to the FAA. No comments were received in response to the NPRM. After the comment period closed, an aviation organization contacted the FAA to request an additional comment period as the proposal was incorrectly listed in the July 1, 2005, **Federal Register** Table of Contents. In view of the request, and since no comments were received during the original comment period, the FAA reopened the comment period on September 28, 2005 (70 FR 56606). One comment was received.

Analysis of Comments

The commenter wrote in support of the proposal and added recommendations that the routes be available at multiple altitudes; that the FAA incorporate guidance to allow pilots operating under visual flight rules (VFR) to use the routes when transitioning through terminal airspace; and that the FAA continue working with users to identify and chart needed routes through busy terminal areas.

Regarding route altitudes, the charted depiction will include a GNSS minimum enroute altitude (MEA), but specific flight altitudes are not identified. Altitude assignments for the routes will be based on various factors including the flight plan filed altitude, air traffic volume, and available altitudes within the airspace allocated to Jacksonville, FL, Terminal Radar Approach Control (TRACON).

Concerning the recommendation for use of the routes by VFR aircraft, the FAA does not plan to issue guidance at this time. RITTRs were developed specifically to provide routing for 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. There are a number of programs in place to assist VFR pilots in either avoiding or transitioning through Class B airspace or other airspace areas, where needed, such as the Charted VFR Flyway Planning Chart Program, the Terminal Area VFR Route Program, and the VFR Waypoint Chart Program. These flyways, routes and waypoints, when designated, are depicted on the appropriate VFR Terminal Area Charts. VFR aircraft desiring to transit Class B airspace must obtain air traffic control (ATC) clearance to operate in Class B airspace. ATC may approve or deny requests from VFR aircraft to operate in or through Class B airspace based on controller workload, operational limitations and traffic conditions. In this respect, pilots of a suitably equipped VFR aircraft could request transit through the area along a RITTR track, but the request would be subject to ATC approval as described above.

Lastly, the FAA remains committed to the goal of expanded use of RNAV in the National Airspace System. Work is in progress to identify additional locations where RITTRs would enhance the efficient use of the navigable airspace.

Discussion

This rule incorporates changes to some of the routes that were proposed in the NPRM based on further analysis of ATC requirements and/or to correct typographical errors. T–208 is amended by adding a segment to extend the route from the CARRA fix southeastward to the Ormond Beach, FL, VORTAC. T–211 is amended by adding a segment to extend the route from the CARRA fix northward to the Craig, FL, VORTAC. These extensions provide additional links to the VOR Federal airway structure.

Due to a typographical error in the description of route T–208, the three-letter identifier for the Gators, FL, VORTAC was incorrectly stated in the NPRM as ''GVN.'' The correct Gators identifier is ''GNV'' and is corrected in this rule. In addition, in the NPRM, the points CARRA and MONIA were identified as ''WP'' (waypoint). These points are actually existing charted navigation fixes, therefore an editorial change to the affected route descriptions is being made in this rule to replace ''WP'' with ''fix.'' Also, the order of the points listed in the descriptions of routes T–205 and T–207 is reversed in this rule to match flight inspection forms which utilize a ''south to north'' orientation. This does not affect the actual alignment of T–205 or T–207.

The FAA decided not to implement two of the proposed routes at this time. It was determined that route T–206 is not needed by ATC. Additionally, route T–210, between the Taylor, FL, VORTAC and the Cecil, FL, VOR, requires further modification and will be addressed by separate rulemaking action at a later date.

With the exception of editorial changes, and the changes described 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 five RITTRs, designated as T–204, T–205, T–207, T–208, and T–211, in the Jacksonville, FL, 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 Jacksonville, FL, terminal 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–204 Taylor, FL to Brunswick, GA [New]			
Taylor, FL (TAY)	VORTAC		(Lat. 30°30′17″ N., long. 82°33′11″ W.)
Brunswick, GA (SSI)	VORTAC		(Lat. 31°03′02″ N., long. 81°26′46″ W.)
T–205 Ocala, FL to Valdosta, GA [New]			
Ocala, FL (OCF)	VORTAC		(Lat. 29°10′39″ N., long. 82°13′35″ W.)
Valdosta, GA (OTK)	VOR/DME		(Lat. 30°46′50″ N., long. 83°16′47″ W.)
T–207 Ormond Beach, FL to Waycross, GA [New]			
Ormond Beach, FL (OMN)	VORTAC		(Lat. 29°18′12″ N., long. 81°06′46″ W.)
CARRA	Fix		(Lat. 29°43′51″ N., long. 81°36′29″ W.)
Cecil, FL (VQQ)	VOR		(Lat. 30°12′47″ N., long. 81°53′27″ W.)
MONIA, FL	Fix		(Lat. 30°28′49″ N., long. 82°02′53″ W.)
Waycross, GA (AYS)	VORTAC		(Lat. 31°16′10″ N., long. 82°33′23″ W.)
T–208 Gators, FL to Ormond Beach, FL [New]			
Gators, FL (GNV)	VORTAC		(Lat. 29°41′32″ N., long. 82°16′23″ W.)
CARRA	Fix		(Lat. 29°43′51″ N., long. 81°36′29″ W.)
Ormond Beach, FL (OMN)	VORTAC		(Lat. 29°18′12″ N., long. 81°06′46″ W.)
T–211 Ocala, FL to Craig, FL [New]			
Ocala, FL (OCF)	VORTAC		(Lat. 29°10′39″ N., long. 82°13′35″ W.)
JUTTS	WP		(Lat. 29°36′00″ N., long. 82°02′00″ W.)
CARRA	Fix		(Lat. 29°43′51″ N., long. 81°36′29″ W.)
Craig, FL (CRG)	VORTAC		(Lat. 30°20′20″ N., long. 81°30′36″ W.)

* * * * *

Issued in Washington, DC on October 27, 2005.

Edith V. Parish,

Manager, Airspace and Rules.

[FR Doc. 05–21879 Filed 11–1–05; 8:45 am]

BILLING CODE 4910–13–P

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 93

[Docket No. FAA–2005–19411; SFAR No. 105]

RIN 2120–AI47

Reservation System for Unscheduled Arrivals at Chicago's O'Hare International Airport

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Final rule; extension of expiration date.

SUMMARY: This action extends the expiration date of Special Federal Aviation Regulation (SFAR) No. 105 through March 31, 2006. This action is necessary to maintain the reservation system established for unscheduled arrivals at O'Hare International Airport while the FAA completes rulemaking associated with scheduled arrivals at the airport.

DATES: This final rule is effective on October 28, 2005, and SFAR No. 105 published at 70 FR 39610 (July 8, 2005), as amended in this rule, shall remain in effect until March 31, 2006.

FOR FURTHER INFORMATION CONTACT: Gerry Shakley, System Operations Services, Air Traffic Organization; Telephone: (202) 267–9424; E-mail: *gerry.shakley@faa.gov*.

SUPPLEMENTARY INFORMATION:

Availability of Rulemaking Documents

You can get an electronic copy using the Internet by:

(1) Searching the Department of Transportation's electronic Docket Management System (DMS) Web page (*http://dms.dot.gov/search*);

(2) Visiting the FAA's Regulations and Policies Web page at *http://www.faa.gov/regulations_policies/*; or

(3) Accessing the Government Printing Office's Web page at *http://www.gpoaccess.gov/fr/index.html*.

You can also get a copy by sending a request to the Federal Aviation Administration, Office of Rulemaking, ARM–1, 800 Independence Avenue SW., Washington, DC 20591, or by calling (202) 267–9680. Make sure to identify the amendment number or docket number of this rulemaking.

Small Business Regulatory Enforcement Fairness Act

The Small Business Regulatory Enforcement Fairness Act (SBREFA) of 1996 requires FAA to comply with small entity requests for information or advice about compliance with statutes and regulations within its jurisdiction. Therefore, any small entity that has a question regarding this document may contact their local FAA official, or the person listed under **FOR FURTHER INFORMATION CONTACT**. You can find out