

(l) This AD does not require repetitive inspections for propeller hubs that ever operated on, or are currently operating on, engines with a water-methanol assist system, due to the 6,000 hours TIS hub reduced life limit.

#### Reporting Requirements

(m) Report within 10 calendar days of the inspection, the results that equal or exceed the reject criteria to:

(1) The FAA, Wichita Aircraft Certification Office, 1801 Airport Road, Room 100, Wichita, KS 67209, Attention: Jeff Janusz, telephone (316) 946-4148; e-mail: [jeff.janusz@faa.gov](mailto:jeff.janusz@faa.gov); and

(2) McCauley Propeller Systems, P.O. Box 7704, Wichita, KS 97277-7704.

(3) Reporting requirements have been approved by the Office of Management and Budget (OMB) and assigned OMB control number 2120-0056.

#### Alternative Methods of Compliance

(n) The Manager, Wichita Aircraft 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) None.

#### Material Incorporated by Reference

(p) You must use McCauley Alert Service Bulletin No. ASB250, dated September 12, 2005, to perform the inspections required by this AD. 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. Contact McCauley Propeller Systems, P.O. Box 7704, Wichita, KS 97277-7704, 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., Nassif Building, Room PL-401, Washington, DC 20590-0001, 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 NARA, call 202-741-6030, or go to: <http://www.archives.gov/federal-register/cfr/ibr-locations.html>.

Issued in Burlington, Massachusetts, on November 21, 2005.

**Peter A. White,**

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

[FR Doc. 05-23431 Filed 11-29-05; 8:45 am]

**BILLING CODE 4910-13-P**

## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### 14 CFR Part 95

[Docket No. 30468; Amdt. No. 458]

#### IFR Altitudes; Miscellaneous Amendments

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

**ACTION:** Final rule.

**SUMMARY:** This amendment adopts miscellaneous amendments to the required IFR (instrument flight rules) altitudes and changeover points for certain Federal airways, jet routes, or direct routes for which a minimum or maximum en route authorized IFR altitude is prescribed. This regulatory action is needed because of changes occurring in the National Airspace System. These changes are designed to provide for the safe and efficient use of the navigable airspace under instrument conditions in the affected areas.

**EFFECTIVE DATE:** 0901 UTC, December 22, 2005.

#### FOR FURTHER INFORMATION CONTACT:

Donald P. Pate, Flight Procedure Standards Branch (AMCAFS-420), Flight Technologies and Programs Division, Flight Standards Service, Federal Aviation Administration, Mike Monroney Aeronautical Center, 6500 South MacArthur Blvd. Oklahoma City, OK 73169 (Mail Address: P.O. Box 25082 Oklahoma City, OK 73125) telephone: (405) 954-4164.

**SUPPLEMENTARY INFORMATION:** This amendment to part 95 of the Federal Aviation Regulations (14 CFR part 95) amends, suspends, or revokes IFR altitudes governing the operation of all aircraft in flight over a specified route or any portion of that route, as well as the changeover points (COPs) for Federal airways, jet routes, or direct routes as prescribed in part 95.

#### The Rule

The specified IFR altitudes, when used in conjunction with the prescribed changeover points for those routes, ensure navigation aid coverage that is adequate for safe flight operations and free of frequency interference. The reasons and circumstances that create the need for this amendment involve matters of flight safety and operational efficiency in the National Airspace System, are related to published

aeronautical charts that are essential to the user, and provide for the safe and efficient use of the navigable airspace. In addition, those various reasons or circumstances require making this amendment effective before the next scheduled charting and publication date of the flight information to assure its timely availability to the user. The effective date of this amendment reflects those considerations. In view of the close and immediate relationship between these regulatory changes and safety in air commerce, I find that notice and public procedure before adopting this amendment are impracticable and contrary to the public interest and that good cause exists for making the amendment effective in less than 30 days.

#### Conclusion

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. It, therefore (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. For the same reason, the FAA certifies that this amendment 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 95

Airspace, Navigation (air).

Issued in Washington, DC on November 21, 2005.

**James J. Ballough,**

*Director, Flight Standards Service.*

#### Adoption of the Amendment

■ Accordingly, pursuant to the authority delegated to me by the Administrator, part 95 of the Federal Aviation Regulations (14 CFR part 95) is amended as follows effective at 0901 UTC, December 22, 2005.

■ 1. The authority citation for part 95 continues to read as follows:

**Authority:** 49 U.S.C. 106(g), 40103, 40106, 40113, 40114, 40120, 44502, 44514, 44719, 44721.

■ 2. Part 95 is amended to read as follows:

REVISIONS TO IFR ALTITUDES AND CHANGEOVER POINTS

[Amendment 458 effective date, December 22, 2005]

From	To	MEA	MAA
<b>§ 95.1001 DIRECT ROUTES—U.S. COLOR ROUTES</b>			
<b>§ 95.10 AMBER FEDERAL AIRWAY A5 IS ADDED TO READ</b>			
AMBLER, AK NDB/DME ..... *6600—MOCA	EVANSVILLE, AK NDB .....	*7500	
<b>§ 95.60 BLUE FEDERAL AIRWAY B1 IS ADDED TO READ</b>			
WOODY ISLAND, AK NDB ..... *9100—MOCA	ILIAMNA, AK NDB/DME .....	*10000	
From	To	MEA	MAA
<b>§ 95.4000 HIGH ALTITUDE RNAV ROUTES</b>			
<b>§ 95.4002 RNAV ROUTE Q2 IS ADDED TO READ</b>			
BOILE, CA FIX ..... *18000—GNSS MEA #DME/DME/IRU MEA	ITUCO, AZ FIX .....	*24000	45000
ITUCO, AZ FIX ..... *18000—GNSS MEA #DME/DME/IRU MEA	NEWMAN, TX VORTAC .....	*26000	45000
<b>§ 95.4004 RNAV ROUTE Q4 IS ADDED TO READ</b>			
BOILE, CA FIX ..... *18000—GNSS MEA #DME/DME/IRU MEA	SKTTR, AZ FIX .....	*24000	45000
SKTTR, AZ FIX ..... *18000—GNSS MEA #DME/DME/IRU MEA	EL PASO, TX VORTAC .....	*26000	45000
<b>§ 95.4013 RNAV ROUTE Q13 IS AMENDED BY ADDING</b>			
PRFUM, AZ FIX ..... *GNSS MEA	LEAHI, NV FIX .....	*18000	45000
LEAHI, NV FIX ..... *GNSS MEA	PAWLI, OR FIX .....	*18000	45000
<b>§ 95.4015 RNAV ROUTE Q15 IS ADDED TO READ</b>			
CHILY, AZ FIX ..... *GNSS MEA	LOMIA, NV FIX .....	*18000	45000
<b>§ 95.4204 RNAV ROUTE T204 IS ADDED TO READ</b>			
TAYLOR, FL VORTAC .....	BRUNSWICK, GA VORTAC .....	2100	15000
<b>§ 95.4205 RNAV ROUTE T205 IS ADDED TO READ</b>			
OCALA, FL VORTAC ..... *2500—MOCA	VALDOSTA, GA VOR/DME .....	*3000	15000
<b>§ 95.4207 RNAV ROUTE T207 IS ADDED TO READ</b>			
ORMOND BEACH, FL VORTAC .....	CARRA, FL FIX .....	2300	15000
CARRA, FL FIX .....	MONIA, FL FIX .....	1900	15000
MONIA, FL FIX .....	WAYCROSS, GA VORTAC .....	2300	15000
<b>§ 95.4208 RNAV ROUTE T208 IS ADDED TO READ</b>			
GATORS, FL VORTAC .....	CARRA, FL FIX .....	2100	15000
CARRA, FL FIX .....	ORMOND BEACH, FL VORTAC .....	2300	15000
<b>§ 95.4211 RNAV ROUTE T211 IS ADDED TO READ</b>			
OCALA, FL VORTAC .....	JUTTS, FL FIX .....	2500	15000
JUTTS, FL FIX .....	CARRA, FL FIX .....	1900	15000
CARRA, FL FIX .....	CRAIG, FL VORTAC .....	2100	15000

From	To	MEA	MAA
<b>§ 95.4213 RNAV ROUTE T213 IS ADDED TO READ</b>			
LOUISVILLE, KY VORTAC ..... #NORTHBOUND EXPECT 7000	GAMKE, IN FIX .....	#3600	8000
#SOUTHBOUND EXPECT 6000			
GAMKE, IN FIX ..... #NORTHBOUND EXPECT 7000 #SOUTHBOUND EXPECT 6000	RICHMOND, IN VORTAC .....	#2800	8000
<b>§ 95.4215 RNAV ROUTE T215 IS ADDED TO READ</b>			
LEXINGTON, KY VORTAC ..... #NORTHBOUND EXPECT 6000 #SOUTHBOUND EXPECT 5000	GAMKE, IN FIX .....	#3000	8000
<b>§ 95.4217 RNAV ROUTE T217 IS ADDED TO READ</b>			
LEXINGTON, KY VORTAC ..... #NORTHBOUND EXPECT 7000 #SOUTHBOUND EXPECT 6000	BOSTR, OH FIX .....	#3000	8000
BOSTR, OH FIX ..... #NORTHBOUND EXPECT 7000 #SOUTHBOUND EXPECT 6000	HEDEN, OH FIX .....	#2700	8000
HEDEN, OH FIX ..... #NORTHBOUND EXPECT 7000 #SOUTHBOUND EXPECT 6000	SPRINGFIELD, OH VOR/DME .....	#2800	8000
SPRINGFIELD, OH VOR/DME ..... #NORTHBOUND EXPECT 7000 #SOUTHBOUND EXPECT 6000	BONEE, OH FIX .....	#2900	8000
From	To	MEA	
<b>§ 95.6001 VICTOR ROUTES—U.S.</b>			
<b>§ 95.6019 VOR FEDERAL AIRWAY V19 IS ADDED TO READ</b>			
CINCINNATI, KY VORTAC ..... *2800—MOCA	APPLETON, OH VORTAC .....	*4000	
<b>§ 95.6343 VOR FEDERAL AIRWAY V343 IS AMENDED BY ADDING</b>			
BOZEMAN, MT VOR/DME ..... THESE, MT FIX ..... E BND ..... W BND ..... SUZZY, MT FIX .....	THESE, MT FIX ..... SUZZY, MT FIX ..... ..... ..... EVVER, MT FIX .....	8000 ..... 8300 10800 11000	
<b>§ 95.6536 VOR FEDERAL AIRWAY V536 IS AMENDED TO READ IN PART</b>			
SWEDD, MT FIX ..... *9200—MCA MENAR, MT FIX, NW BND **9100—MOCA	*MENAR, MT FIX .....	**9700	

[FR Doc. 05-23479 Filed 11-29-05; 8:45 am]  
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**DEPARTMENT OF ENERGY  
Federal Energy Regulatory  
Commission**

**18 CFR Part 35**

[Docket No. RM02-12-001; Order No. 2006-A]

**Standardization of Small Generator  
Interconnection Agreements and  
Procedures; Order on Rehearing**

Issued November 22, 2005.

**AGENCY:** Federal Energy Regulatory  
Commission, DOE.

**ACTION:** Order on rehearing.

**SUMMARY:** The Federal Energy  
Regulatory Commission (Commission)  
grants rehearing in part, denies  
rehearing in part, and clarifies certain  
determinations in Order No. 2006.  
Order No. 2006 requires all public  
utilities that own, control, or operate  
facilities for transmitting electric energy  
in interstate commerce to file revised  
open access transmission tariffs  
containing standard small generator  
interconnection procedures and a  
standard small generator  
interconnection agreement, and to  
provide interconnection service under  
them to small generating facilities of no  
more than 20 megawatts.