

all of the actions specified in the protection procedure section in Part II of the service bulletin. Repeat the inspection required by paragraph (g) of this AD, thereafter, at intervals not to exceed 600 flight hours or 9 months, whichever occurs first, until accomplishing paragraph (i) of this AD.

(3) If any cracking or severe corrosion is found during any inspection, before further flight: Replace the rotating cylinder assembly with a new part in accordance with Part II of the service bulletin. Replacing the rotating cylinder assembly terminates the part replacement required by paragraph (i) of this AD.

#### Terminating Action

(i) Within 3,000 flight hours or 36 months after the effective date of this AD, whichever occurs first: Replace the NLG rotating cylinder assembly with a new part, in accordance with Part II of the service bulletin. Replacing the rotating cylinder assembly terminates the inspections required by paragraphs (g) and (h) of this AD.

#### Actions Accomplished Previously

(j) Actions accomplished before the effective date of this AD in accordance with EMBRAER Service Bulletin 110-32-0088, Revision 01, dated September 1, 2003; or EMBRAER Service Bulletin 110-32-0088, Revision 02, dated October 30, 2003; are acceptable for compliance with the corresponding requirements of this AD.

#### Reporting Not Required

(k) Where the service bulletin states to report inspection results to EMBRAER, that action is not required by this AD.

#### Alternative Methods of Compliance (AMOCs)

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

#### Related Information

(m) Brazilian airworthiness directive 2004-04-01R1, dated July 27, 2004, also addresses the subject of this AD.

Issued in Renton, Washington, on May 16, 2005.

**Michael J. Kaszycki,**

*Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.*

[FR Doc. 05-10425 Filed 5-24-05; 8:45 am]

**BILLING CODE 4910-13-P**

## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### 14 CFR Part 71

[Docket No. FAA-2005-20322; Airspace Docket No. 05-ANM-1]

RIN 2120-AA66

#### Proposed Establishment and Revision of Area Navigation (RNAV) Routes; Western United States

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

**ACTION:** Notice of proposed rulemaking (NPRM).

**SUMMARY:** This action proposes to establish three area navigation (RNAV) routes and revise two existing RNAV routes in the Western United States in support of the High Altitude Redesign (HAR) project. The FAA is proposing this action to enhance safety and to improve the efficient use of the navigable airspace.

**DATES:** Comments must be received on or before July 11, 2005.

**ADDRESSES:** Send comments on this proposal to the Docket Management System, U.S. Department of Transportation, Room Plaza 401, 400 Seventh Street, SW., Washington, DC 20590-0001. You must identify FAA Docket No. FAA-2005-20322 and Airspace Docket No. 05-ANM-1, at the beginning of your comments. You may also submit comments through the Internet at <http://dms.dot.gov>.

**FOR FURTHER INFORMATION CONTACT:** Ken McElroy, Airspace and Rules, Office of System Operations and Safety, Federal Aviation Administration, 800 Independence Avenue, SW., Washington, DC 20591; telephone: (202) 267-8783.

#### SUPPLEMENTARY INFORMATION:

##### Comments Invited

Interested parties are invited to participate in this proposed rulemaking by submitting such written data, views, or arguments, as they may desire. Comments that provide the factual basis supporting the views and suggestions presented are particularly helpful in developing reasoned regulatory decisions on the proposal. Comments are specifically invited on the overall regulatory, aeronautical, economic, environmental, and energy-related aspects of the proposal.

Communications should identify both docket numbers (FAA Docket No. FAA-2005-20322 and Airspace Docket No. 05-ANM-1) and be submitted in triplicate to the Docket Management

System (see **ADDRESSES** section for address and phone number). You may also submit comments through the Internet at <http://dms.dot.gov>.

Commenters wishing the FAA to acknowledge receipt of their comments on this action must submit with those comments a self-addressed, stamped postcard on which the following statement is made: "Comments to FAA Docket No. FAA-2005-20322 and Airspace Docket No. 05-ANM-1." The postcard will be date/time stamped and returned to the commenter.

All communications received on or before the specified closing date for comments will be considered before taking action on the proposed rule. The proposal contained in this action may be changed in light of comments received. All comments submitted will be available for examination in the public docket both before and after the closing date for comments. A report summarizing each substantive public contact with FAA personnel concerned with this rulemaking will be filed in the docket.

#### Availability of NPRM's

An electronic copy of this document may be downloaded through the Internet at <http://dms.dot.gov>. Recently published rulemaking documents can also be accessed through the FAA's Web page at <http://www.faa.gov>, or the **Federal Register's** Web page at <http://www.gpoaccess.gov/fr/index.html>.

You may review the public docket containing the proposal, any comments received, and any final disposition in person in the Dockets Office (see **ADDRESSES** section for address and phone number) between 9 a.m. and 5 p.m., Monday through Friday, except Federal holidays. An informal docket may also be examined during normal business hours at the office of the Regional Air Traffic Division, Federal Aviation Administration, 1601 Lind Avenue SW., Renton, Washington, 98055-4056.

Persons interested in being placed on a mailing list for future NPRM's should contact the FAA's Office of Rulemaking, (202) 267-9677, for a copy of Advisory Circular No. 11-2A, Notice of Proposed Rulemaking Distribution System, which describes the application procedure.

#### History

As part of the on-going National Airspace Redesign (NAR), the FAA implemented the HAR Program. This program focuses on developing and implementing improvements in navigation structure and operating methods to allow more flexible and efficient en route operations in the high

altitude airspace environment. New RNAV routes provide greater freedom to properly equipped users and achieves the economic benefits of flying user selected non-restrictive routings. The new RNAV routes will be identified by the letter prefix "Q," followed by a number consisting of from one to three digits. The International Civil Aviation Organization (ICAO) has allocated the "Q" prefix, along with the number set one through 499, for use by the U.S. for designating domestic RNAV routes.

**Related Rulemaking**

On April 8, 2003, by final rule the FAA published in the **Federal Register** the Designation of Class A, B, C, D, and E Airspace Areas; Air Traffic Service Routes, and Reporting Points (68 FR 16943). The purpose of the rule was to facilitate the establishment of RNAV routes in the NAS for use by aircraft with advanced navigation system capabilities. This rule adopted certain amendments proposed in Notice No. 02-20, RNAV and Miscellaneous Amendments. For example, the rule revised and adopted several definitions contained in FAA regulations, including Air Traffic Service Routes, to comport with ICAO definitions; and reorganized the structure of FAA regulations concerning the designation of Class A, B, C, D, and E airspace areas; airways; routes; and reporting points. On May 9, 2003, a final rule was published in the **Federal Register** establishing new RNAV routes (68 FR 24864). This rule,

which supports Phase I of the HAR, established 11 new RNAV routes along high-density air traffic tracks in the western and north central U.S.

**The Proposal**

The FAA is proposing to amend Title 14 Code of Federal Regulations (14 CFR) part 71 (part 71) to establish three RNAV routes and revise two existing routes in the Western United States within the airspace assigned to the Seattle and Los Angeles Air Route Traffic Control Centers (ARTCC). These routes were developed as part of the HAR Program to allow more efficient routings. They are being proposed to enhance safety, and to facilitate the more flexible and efficient use of the navigable airspace for en route instrument flight rules (IFR) operations within the Los Angeles and Seattle ARTCC area of responsibility.

The FAA has determined that this proposed regulation only involves an established body of technical regulations for which frequent and routine amendments are necessary to keep them operationally current. Therefore, this proposed 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 proposed 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 Proposed Amendment**

In consideration of the foregoing, the Federal Aviation Administration proposes to amend 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 7400.9M, Airspace Designations and Reporting Points, dated August 30, 2004, and effective September 16, 2004, is amended as follows:

*Paragraph 2006—Area Navigation Routes*  
\* \* \* \* \*

**Q-11 PAAGE to LAX [Revised]**

PAAGE .....	WP .....	(Lat. 46°25'22" N., long. 121°44'44" W.)
PAWLI .....	WP .....	(Lat. 43°10'48" N., long. 120°55'50" W.)
PITVE .....	WP .....	(Lat. 41°00'14" N., long. 120°24'57" W.)
PUSHH .....	WP .....	(Lat. 38°18'53" N., long. 119°36'40" W.)
PASKE .....	WP .....	(Lat. 36°08'03" N., long. 119°00'29" W.)
LAX .....	VORTAC .....	(Lat. 33°55'59" N., long. 118°25'55" W.)

**Q-13 PAWLI to PRFUM [Revised]**

PAWLI .....	WP .....	(Lat. 43°10'48" N., long. 120°55'50" W.)
RUFUS .....	WP .....	(Lat. 41°26'00" N., long. 120°00'00" W.)
LOMIA .....	WP .....	(Lat. 39°13'12" N., long. 119°06'23" W.)
LEAHI .....	WP .....	(Lat. 37°28'58" N., long. 117°14'57" W.)
WODIN .....	WP .....	(Lat. 37°19'20" N., long. 117°05'25" W.)
TACUS .....	WP .....	(Lat. 37°05'16" N., long. 116°54'12" W.)
TUMBE .....	WP .....	(Lat. 36°48'20" N., long. 116°40'03" W.)
CENIT .....	WP .....	(Lat. 36°41'02" N., long. 116°26'31" W.)
PRFUM .....	WP .....	(Lat. 35°30'24" N., long. 113°56'35" W.)

**Q-15 CHILY to LOMIA [New]**

CHILY .....	WP .....	(Lat. 34°42'49" N., long. 112°45'42" W.)
DOVEE .....	WP .....	(Lat. 26°26'51" N., long. 114°48'01" W.)
BIKKR .....	WP .....	(Lat. 36°34'00" N., long. 116°45'00" W.)
DOBNE .....	WP .....	(Lat. 37°14'23" N., long. 117°15'04" W.)
RUSME .....	WP .....	(Lat. 37°29'39" N., long. 117°31'12" W.)
LOMIA .....	WP .....	(Lat. 39°13'12" N., long. 119°06'23" W.)

**Q-2 BOILE to EWM [New]**

BOILE .....	WPL .....	(Lat. 34°25'22" N., long. 118°01'33" W.)
HEDVI .....	WP .....	(Lat. 33°32'23" N., long. 114°28'14" W.)
HOBOL .....	WP .....	(Lat. 33°11'30" N., long. 112°20'00" W.)
ITUCO .....	WP .....	(Lat. 32°26'30" N., long. 109°46'26" W.)
EWM .....	VORTAC .....	(Lat. 31°57'06" N., long. 106°16'21" W.)

**Q-4 BOILE to ELP [New]**

BOILE .....	WP .....	(Lat. 34°25'22" N., long. 118°01'33" W.)
HEDVI .....	WP .....	(Lat. 33°32'23" N., long. 114°28'14" W.)
SCOLE .....	WP .....	(Lat. 33°27'46" N., long. 114°04'54" W.)
SPTFR .....	WP .....	(Lat. 33°23'49" N., long. 113°43'29" W.)
ZEBOL .....	WP .....	(Lat. 33°03'30" N., long. 112°31'00" W.)
SKTTR .....	WP .....	(Lat. 32°17'38" N., long. 109°50'44" W.)
ELP .....	VORTAC .....	(Lat. 31°48'57" N., long. 106°16'55" W.)

Issued in Washington, DC, on May 19, 2005.

**Edith V. Parish,**

*Acting Manager, Airspace and Rules.*

[FR Doc. 05-10413 Filed 5-24-05; 8:45 am]

**BILLING CODE 4910-13-P**

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

[Docket FAA 2005-21000; Airspace Docket 05-ANM-05]

**Proposed Establishment of Class E Airspace; Chehalis, WA**

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

**ACTION:** Notice of proposed rulemaking.

**SUMMARY:** This proposal would establish Class E airspace at Chehalis, WA. Additional Class E airspace is necessary to accommodate aircraft using a new Area Navigation (RNAV) Global Positioning System (GPS) Standard Instrument Approach Procedure (SIAP) at Chehalis-Centralia Airport. This action is proposed to improve the safety of Instrument Flight Rules (IFR) aircraft executing the new RNAV GPS SIAP at Chehalis-Centralia Airport, Chehalis, WA.

**DATES:** Comments must be received by July 11, 2005.

**ADDRESSES:** Send comments on this proposal to the Docket Management System, U.S. Department of Transportation, Room Plaza 401, 400 Seventh Street, SW., Washington, DC 20590-0001. You must identify the docket number, FAA 2005-21000; Airspace Docket 05-ANM-05, at the beginning of your comments. You may also submit comments through the Internet at <http://dms.dot.gov>. You may review the public docket containing the proposal, any comments received, and any final dispositions in person in the Docket Office between 9 a.m. and 5 p.m., Monday through Friday, except Federal holidays. The Docket Office (telephone number 1-800-647-5527) is on the plaza level of the Department of Transportation NASSIF Building at the above address.

An informal docket may also be examined during normal business hours at the Federal Aviation Administration, Air Traffic Organization, Western En Route and Oceanic Area Office, Airspace Branch, 1601 Lind Avenue, SW., Renton, WA 98055.

**SUPPLEMENTARY INFORMATION:****Comments Invited**

Interested parties are invited to participate in this proposed rulemaking by submitting such written data, views, or arguments, as they may desire. Comments that provide the factual basis supporting the views and suggestions presented are particularly helpful in developing reasoned regulatory decisions on the proposal. Comments are specifically invited on the overall regulatory, aeronautical, economic, environmental, and energy-related aspects of the proposal. Communications should identify Docket No. FAA 2005-21000; Airspace Docket 05-ANM-05, and be submitted in triplicate to the address listed above. Commenters wishing the FAA to acknowledge receipt of their comments on this action must submit, with those comments, a self-addressed stamped postcard on which the following statement is made: "Comments to Docket FAA 2005-21000; Airspace Docket 05-ANM-05". The postcard will be date/time stamped and returned to the commenter.

**Availability of NPRM**

An electronic copy of this document may be downloaded through the Internet at <http://dms.dot.gov>. Recently published rulemaking documents can also be accessed through the FAA's Web page at <http://www.faa.gov> or the Superintendent of Document's Web page at <http://www.access.gpo.gov/nara>.

Additionally, any person may obtain a copy of this notice by submitting a request to the Federal Aviation Administration, Western En Route and Oceanic Area Office, Airspace Branch, 1601 Lind Avenue, S.W., Renton, WA 98055. Communications must identify both document numbers for this notice. Persons interested in being placed on a mailing list for future NPRMs should contact the FAA's Office of Rulemaking, 202-267-9677, to request a copy of Advisory Circular No. 11-2A, Notice of

Proposed Rulemaking Distribution System, which describes the application procedures.

**The Proposal**

This action would amend Title 14 Code of Federal Regulations, part 71 (14 CFR part 71) by establishing Class E airspace at Chehalis-Centralia Airport, Chehalis, WA. The establishment of a new RNAV GPS SIAP requires additional Class E controlled airspace. Additional Class E airspace extending upward from 700 feet above the surface of the earth is necessary for the safety of IFR aircraft executing the new RNAV GPS SIAPs at Chehalis-Centralia Airport. Controlled airspace is necessary where there is a requirement for IFR services, which includes arrival, departure, and transitioning to/from the terminal or en route environment.

Class E airspace designations 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 subsequently in this order.

The FAA has determined that this proposed regulation only involves an established body of technical regulations for which frequent and routine amendments are necessary to keep them operationally current. Therefore, this proposed 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 proposed rule would 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 Proposed Amendment**

Accordingly, pursuant to the authority delegated to me, the Federal