

*Executive Order 12866*

OTS has determined that this rule is not a "significant regulatory action" for purposes of Executive Order 12866.

*Unfunded Mandates Reform Act of 1995*

OTS has determined that the requirements of this final rule will not result in expenditures by State, local, and tribal governments, or by the private sector, of \$100 million or more in any one year. Accordingly, a budgetary impact statement is not required under section 202 of the Unfunded Mandates Reform Act of 1995.

**List of Subjects in 12 CFR Part 568**

Consumer protection, Privacy, Reporting and recordkeeping requirements, Savings associations, Security measures.

■ For the reasons set forth in the preamble, OTS amends part 568 of title 12 of chapter V of the Code of Federal Regulations as follows:

**PART 568—SECURITY PROCEDURES**

■ 1. The authority citation for part 568 continues to read as follows:

**Authority:** 12 U.S.C. 1462a, 1463, 1464, 1467a, 1828, 1831p-1, 1881-1884; 15 U.S.C. 1681s and 1681w; 15 U.S.C. 6801 and 6805(b)(1).

■ 2. Revise § 568.5 to read as follows:

**§ 568.5 Protection of customer information.**

Savings associations and their subsidiaries (except brokers, dealers, persons providing insurance, investment companies, and investment advisers) must comply with the Interagency Guidelines Establishing Information Security Standards set forth in appendix B to part 570 of this chapter. Supplement A to appendix B to part 570 of this chapter provides interpretive guidance.

Dated: May 25, 2005.

By the Office of Thrift Supervision.

**Richard M. Riccobono,**  
*Acting Director.*

[FR Doc. 05-10931 Filed 6-1-05; 8:45 am]

BILLING CODE 6720-01-P

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

[Docket No. FAA-2004-19667; Airspace Docket No. 04-ASO-13]

RIN 2120-AA66

**Establishment of Area Navigation Routes; FL**

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

**ACTION:** Final rule.

**SUMMARY:** This action establishes seven high altitude area navigation (RNAV) routes in Florida in support of the High Altitude Redesign (HAR) program. The FAA originally proposed to establish eight routes as part of this action, but one route was deleted due to operational problems with the route alignment. The FAA is taking this action to enhance safety and to facilitate the more flexible and efficient use of the navigable airspace within the Jacksonville Air Route Traffic Control Center's (ARTCC) area of responsibility. **DATES:** 0901 UTC, September 1, 2005.

**FOR FURTHER INFORMATION CONTACT:** Paul Gallant, 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:****History**

On February 7, 2005, the FAA published in the **Federal Register** a notice of proposed rulemaking to establish eight RNAV routes in Florida in support of the HAR program (70 FR 6376). Interested parties were invited to participate in this rulemaking proceeding by submitting written comments on this proposal to the FAA. No comments were received in response to the proposal.

**Discussion**

During the comment period, the FAA reviewed the results of modeling simulations conducted to evaluate the safety and efficiency of the proposed Q route structure. Based on the results of the tests, and on further refinements to the route designs, the FAA determined that changes are required to the descriptions of three routes that were proposed in the Notice of Proposed Rulemaking (NPRM) (Q-104, Q-106, and Q-110), and that one proposed route (Q-114) will not be implemented as planned.

Two minor changes will be made to Q-104. First, the waypoint named MARVE in the proposal, was subsequently renamed SWABE. The latitude and longitude coordinates for this waypoint remain unchanged from those stated in the proposal. Second, Q-104 is modified by the insertion of a new fix, the St. Petersburg Very High Frequency Omnidirectional Range/Tactical Air Navigation (VORTAC) (PIE), between SWABE and the Cypress VOR/DME (CYY). This modification adds PIE to Q-104 as a transition fix for aircraft arrivals destined for Fort Lauderdale. This change will realign the route slightly eastward to pass over the PIE VORTAC. This change will cause the route to more closely match current air traffic procedures.

Route Q-106 will be realigned to correct problems noted in the modeling tests. Q-106 was initially designed to turn westbound around the north side of Warning Area W-470, but at a point further south than current traffic is allowed to turn. Simulations of this proposed routing revealed conflicts between northwest bound traffic and Tampa arrivals just to the west of the proposed BULZI intersection. To correct this, BULZI will be relocated northwest of its proposed position to delay the westward turn. This new alignment will reduce the traffic conflict potential, while still providing reduced mileage for users. In addition, a new waypoint, DRABK, will be added to the Q-106 route description between BULZI and GADAY. The new waypoint will ensure that the Q-106 route remains clear of the Florida air traffic control assigned airspace area.

In route Q-110, the FEONA waypoint, located at the northwest end of the route, will be moved less than one nautical mile to the east of its present position. This will provide a better transition point for those aircraft exiting Q-110 to join the Seminole transition on the HONIE RNAV standard terminal arrival route.

Proposed route Q-114 will be eliminated from this rulemaking action. The testing revealed numerous difficulties with the proposed routing, primarily with crossing conflicts between Fort Lauderdale arrivals and Fort Myers arrivals. Therefore, the FAA has decided not to implement Q-114.

**The Rule**

The FAA is amending Title 14 Code of Federal Regulations (14 CFR) part 71 by establishing seven RNAV routes in Florida (designated Q-104, Q-106, Q-108, Q-110, Q-112, Q-116, and Q-118) within the airspace assigned to the Jacksonville ARTCC. The FAA is taking

this action in support of the HAR program, to enhance safety, and to facilitate the more flexible and efficient use of the navigable airspace for en route IFR operations within the Jacksonville ARTCC area of responsibility. Except for the changes noted in the "Discussion" section above, these routes are the same as those proposed in the NPRM.

High altitude area navigation routes are published in paragraph 2006 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 area navigation routes listed in this document will be published subsequently in the order.

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, when promulgated, will not have a significant economic impact on a substantial number of small entities under the criteria of the Regulatory Flexibility Act.

Environmental Review

The FAA has determined that this action qualifies for categorical exclusion under the National Environmental Policy Act in accordance with Paragraph 311(a) of FAA Order 1050.1E, Environmental Impacts: Policies and Procedures. This airspace action is not expected to cause any potentially significant impacts, and no extraordinary circumstances exist that warrant preparation of an environmental assessment.

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 7400.9M, Airspace Designations and Reporting Points, dated August 30, 2004, and effective September 16, 2004, is amended as follows:

Paragraph 2006—Area Navigation Routes.

\* \* \* \* \*

Q-104 DEFUN to CYY [New]

Table with 3 columns: Identifier, Type, and Coordinates. Rows include DEFUN, HEVVN, PLYER, SWABE, PIE, CYY, VORTAC, and VOR/DME.

Q-106 SMELZ to GADAY [New]

Table with 3 columns: Identifier, Type, and Coordinates. Rows include SMELZ, BULZI, DRABK, and GADAY.

Q-108 GADAY to CLAWZ [New]

Table with 3 columns: Identifier, Type, and Coordinates. Rows include GADAY and CLAWZ.

Q-110 KPASA to FEONA [New]

Table with 3 columns: Identifier, Type, and Coordinates. Rows include KPASA, BRUTS, GULFR, and FEONA.

Q-112 DEFUN to INPIN [New]

Table with 3 columns: Identifier, Type, and Coordinates. Rows include DEFUN, HEVVN, and INPIN.

Q-116 KPASA to CEEYA [New]

Table with 3 columns: Identifier, Type, and Coordinates. Rows include KPASA, BRUTS, GULFR, and CEEYA.

Q-118 KPASA to LENIE [New]

Table with 3 columns: Identifier, Type, and Coordinates. Rows include KPASA, BRUTS, and LENIE.

\* \* \* \* \*

Issued in Washington, DC, on May 25, 2005.

**Edith V. Parish,**

*Acting Manager, Airspace and Rules.*

[FR Doc. 05-10904 Filed 6-1-05; 8:45 am]

**BILLING CODE 4910-13-P**

## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### 14 CFR Part 71

[Docket No. FAA-2005-20577; Airspace  
Docket No. 05-ACE-14]

#### Modification of Class E Airspace; Harper, KS; Correction

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

**ACTION:** Direct final rule; confirmation of  
effective date; correction.

**SUMMARY:** This document confirms the  
effective date and corrects the legal  
description of the direct final rule;  
request for comments published in the  
**Federal Register** on Monday, April 11,  
2005 (70 FR 18297) which revises Class  
E airspace at Harper, KS.

**DATES:** Effective: 0901 UTC, July 7,  
2005.

#### FOR FURTHER INFORMATION CONTACT:

Brenda Mumper, Air Traffic Division,  
Airspace Branch, ACE-520A, DOT  
Regional Headquarters Building, Federal  
Aviation Administration, 901 Locust,  
Kansas City, MO 64106; telephone:  
(816) 329-2524.

**SUPPLEMENTARY INFORMATION:** The FAA  
published this direct final rule with a  
request for comments in the **Federal  
Register** on April 11, 2005 (70 FR  
18297). The FAA uses the direct final  
rulemaking procedure for a non-  
controversial rule where the FAA  
believes that there will be no adverse  
public comment. This direct final rule  
advised the public that no adverse  
comments were anticipated, and that  
unless a written adverse comment, or a  
written notice of intent to submit such  
an adverse comment, were received  
within the comment period, the  
regulation would become effective on  
July 7, 2005. A comment with merit  
indicating a need to correct the legal  
description was received. This notice  
confirms that this direct final rule will  
become effective on July 7, 2005 with a  
correction made to the legal description  
for the Class E Airspace, Harper, KS.

## Correction of Publication

■ Accordingly, the publication of April  
11, 2005 (70 FR 18297) is corrected as  
follows:

### § 71.1 [Corrected]

#### ACE KS E5 Harper, KS [Corrected]

■ On page 18299, column 1, change the  
Class E legal description as follows:

\* \* \* \* \*

“VORTAC 040° radial extending from the  
7.4-mile radius of the airport to the VORTAC,  
excluding that airspace east of long. 98° 00’  
00”.”

\* \* \* \* \*

Issued in Kansas City, MO, on May 17,  
2005.

**Elizabeth S. Wallis,**

*Acting Area Director, Western Flight Services  
Operations.*

[FR Doc. 05-10906 Filed 6-1-05; 8:45 am]

**BILLING CODE 4910-13-M**

## DEPARTMENT OF HOMELAND SECURITY

### Coast Guard

#### 33 CFR Part 110

[CGD13-05-001]

RIN 1625-AA01

#### Anchorage Grounds; Anacortes General Anchorage and Cap Sante and Hat Island Tug and Barge General Anchorages, Anacortes, WA

**AGENCY:** Coast Guard, DHS.

**ACTION:** Final rule.

**SUMMARY:** The Coast Guard is  
establishing three general anchorages  
and two tug and barge general  
anchorages in the vicinity of Anacortes,  
Washington. These anchorages will  
reduce the risk of collisions, provide a  
more orderly movement of tanker traffic  
in and out of near by oil refineries, and  
keep the approaches to Guemes Channel  
open to transiting traffic while  
providing ample room for barge  
operations.

**DATES:** This rule is effective on July 5,  
2005.

**ADDRESSES:** Comments and material  
received from the public, as well as  
documents indicated in this preamble as  
being available in the docket, are part of  
public docket [CGD13-05-001] and are  
available for inspection or copying at  
Sector Seattle between 8 a.m. and 4  
p.m., Monday through Friday, except  
Federal holidays.

**FOR FURTHER INFORMATION CONTACT:**  
LTJG J. L. Hagen, Sector Seattle, 1519

Alaskan Way South, Seattle, WA 98134,  
(206) 217-6231.

## SUPPLEMENTARY INFORMATION:

### Regulatory Information

On March 1, 2005, we published a  
notice of proposed rulemaking (NPRM)  
entitled Anacortes General Anchorage  
and Cap Sante and Hat Island Tug and  
Barge General Anchorages, Anacortes,  
WA in the **Federal Register** (70 FR  
9892). We received no letters  
commenting on the proposed rule. No  
public meeting was requested, and none  
was held.

### Background and Purpose

The Guemes Channel and the waters  
near Cap Sante and March Point are  
used by oil tank ships and tugs and  
barges and recreational vessels. In April  
2000 the Captain of the Port (COTP)  
Puget Sound, Port Angeles Pilots and  
representatives from the local oil  
industry and tug boat companies met to  
discuss efforts to minimize conflicts  
between vessels which transit Guemes  
Channel and vessels which anchor near  
Cap Sante and March Point. As a result  
of this meeting, the Coast Guard  
identified certain areas where vessels  
may anchor without presenting an  
unacceptably high risk of danger to  
navigation. Because these anchorages  
were not formally established, they are  
not included on nautical charts nor  
referenced in the Coast Pilot. Hence,  
vessels transiting the area may not know  
where vessels may be anchoring. This  
final rule designates anchorage grounds  
for certain vessels. These anchorages are  
managed by Vessel Traffic Service (VTS)  
Puget Sound on behalf of Sector Seattle  
and the COTP Puget Sound.  
Management of these anchorages will  
reduce the risk of collisions and provide  
a more orderly movement of tanker  
traffic in and out of oil refineries at  
March Point.

### Discussion of Comments and Changes

No comments were received by the  
Coast Guard as a result of our request for  
comments in our NPRM. However, since  
publication of our NPRM the Coast  
Guard has stood-up Sector Seattle.  
Sector Seattle is an internal  
reorganization that combines Group  
Seattle, Vessel Traffic Service Puget  
Sound and Marine Safety Office Puget  
Sound into a single command. The  
Coast Guard has established a  
continuity of operations whereby all  
previous practices and procedures will  
remain in effect until superseded by an  
authorized Coast Guard official or  
document. Effective May 10, 2005, all  
existing missions and functions  
performed by Group Seattle, Vessel