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 conflictions 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]

DEFUN	WP	(Lat. 30°48′51″ N., long. 86°07′53″ W.)
HEVVN	WP	(Lat. 29°49′19″ N., long. 83°53′43″ W.)
PLYER	WP	(Lat. 28°56′51″ N., long. 83°20′09″ W.)
SWABE	WP	(Lat. 28°35′16″ N., long. 83°06′31″ W.)
PIE	VORTAC	(Lat. 27°54′28″ N., long. 82°41′04″ W.)
CYY	VOR/DME	(Lat. 26°09′12″ N., long. 81°46′41″ W.)

Q–106 SMELZ to GADAY [New]

SMELZ	WP	(Lat. 28°04′59″ N., long. 82°06′34″ W.)
BULZI	WP	(Lat. 30°22′25″ N., long. 84°04′34″ W.)
DRABK	WP	(Lat. 30°47′25″ N., long. 85°10′22″ W.)
GADAY	WP	(Lat. 31°02′28″ N., long. 86°08′02″ W.)

Q–108 GADAY to CLAWZ [New]

GADAY	WP	(Lat. 31°02′28″ N., long. 86°08′02″ W.)
CLAWZ	WP	(Lat. 30°38′29″ N., long. 83°02′19″ W.)

Q–110 KPASA to FEONA [New]

KPASA	WP	(Lat. 28°10′34″ N., long. 81°54′27″ W.)
BRUTS	WP	(Lat. 29°30′58″ N., long. 82°58′57″ W.)
GULFR	WP	(Lat. 30°12′23″ N., long. 83°33′08″ W.)
FEONA	WP	(Lat. 31°36′22″ N., long. 84°43′08″ W.)

Q–112 DEFUN to INPIN [New]

DEFUN	WP	(Lat. 30°48′51″ N., long. 86°07′53″ W.)
HEVVN	WP	(Lat. 29°49′19″ N., long. 83°53′43″ W.)
INPIN	WP	(Lat. 28°33′13″ N., long. 81°48′27″ W.)

Q–116 KPASA to CEEYA [New]

KPASA	WP	(Lat. 28°10′34″ N., long. 81°54′27″ W.)
BRUTS	WP	(Lat. 29°30′58″ N., long. 82°58′57″ W.)
GULFR	WP	(Lat. 30°12′23″ N., long. 83°33′08″ W.)
CEEYA	WP	(Lat. 31°31′32″ N., long. 84°05′32″ W.)

Q–118 KPASA to LENIE [New]

KPASA	WP	(Lat. 28°10′34″ N., long. 81°54′27″ W.)
BRUTS	WP	(Lat. 29°30′58″ N., long. 82°58′57″ W.)
LENIE	WP	(Lat. 31°33′58″ N., long. 83°50′50″ W.)

* * * * *

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