

VORTAC 040° radial extending from the 7.4-mile radius of the airport to the VORTAC.
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Issued in Kansas City, MO, on March 28, 2005.

Anthony D. Roetzel,

Acting Area Director, Western Flight Services Operations.

[FR Doc. 05-7213 Filed 4-8-05; 8:45 am]

BILLING CODE 4910-13-M

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 95

[Docket No. 30442; Amdt. No. 454]

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, May 12, 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 April 5, 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, May 12, 2005.

PART 95—[AMENDED]

■ 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 454, effective date, May 12, 2005]

From	To	MEA	
§ 95.1001 Direct Routes—U.S. Color Routes			
§ 95.516 Green Federal Airway G16 Is Amended to Read in Part			
Put River, AK NDB	Barter Island, AK NDB		2000
From	To	MEA	MAA
§ 95.4000 High Altitude RNAV Routes			
§ 95.4001 RNAV Route Q1 Is Amended to Read in Part			
Elmaa, WA FIX	Point Reyes, CA VORTAC	#* 24000	45000
* 18000—GNSS MEA	Los Angeles, CA VORTAC	#*26000	45000
# DME/DME/IRU RNAV MEA			
§ 95.4003 RNAV Route Q3 Is Amended to Read in Part			
Fepot, WA FIX	Point Reyes, CA VORTAC	#* 24000	45000

From	To	MEA	MAA
* 18000—GNSS MEA # DME/DME/IRU RNAV MEA			
§ 95.4005 RNAV Route Q5 Is Amended to Read in Part			
Harob, WA FIX * 18000—GNSS MEA # DME/DME/IRU RNAV MEA	Stikm, CA FIX	#* 26000	45000
§ 95.4007 RNAV Route Q7 Is Amended to Read in Part			
Jinmo, WA FIX * 18000—GNSS MEA # DME/DME/IRU RNAV MEA	Avenal, CA VORTAC	#* 24000	45000
§ 95.4009 RNAV Route Q9 Is Amended to Read in Part			
Summa, WA FIX * 18000—GNSS MEA # DME/DME/IRU RNAV MEA	Derbb, CA FIX	#* 24000	45000
§ 95.4011 RNAV Route Q11 Is Amended to Read in Part			
Paage, WA FIX * 18000—GNSS MEA # DME/DME/IRU RNAV MEA	Los Angeles, CA VORTAC	#* 26000	45000
From	To	MEA	
§ 95.6001 Victor Routes—U.S.			
§ 95.6118 VOR Federal Airway V118 Is Amended to Read in Part			
Laramie, WY VORTAC * 9900—MCA SENSE, WY FIX, W BND	* Sense, WY FIX		11000
§ 95.6161 VOR Federal Airway V161 Is Amended to Read in Part			
Tulsa, OK VORTAC	Novel, OK FIX		3000
Novel, OK FIX	Oswego, KS VORTAC		2800
Oswego, KS VORTAC * 2400—MOCA	Nally, KS FIX		* 3000
Nally, KS FIX * 2500—MOCA	Butler, MO VORTAC		* 3000
§ 95.6466 VOR Federal Airway V466 Is Amended to Read in Part			
Glade Spring, VA VOR/DME * 7000—MRA	* Dorff, VA FIX		6600
Airway segment		Change points	
From	To	Distance	From
§ 95.8003 VOR Federal Airway Changeover Points V16 Is Amended to Delete Changeover Point			
Pulaski, VA VORTAC	Roanoke, VA VORTAC	10	Pulaski
V45 Is Amended to Delete Changeover Point			
Pulaski, VA VORTAC	Bluefield, WV VORTAC	10	Pulaski
V466 Is Amended to Delete Changeover Point			
Glade Spring, VA VOR/DME	Pulaski, VA VORTAC	58	Glade Spring
V59 Is Amended to Delete Changeover Point			
Pulaski, VA VORTAC	Beckley, WV VORTAC	10	Pulaski

[FR Doc. 05-7211 Filed 4-8-05; 8:45 am]

BILLING CODE 4910-13-P

DEPARTMENT OF THE TREASURY**Internal Revenue Service****26 CFR Part 1**

[TD 9191]

RIN 1545-BD16

Time and Manner of Making Section 163(d)(4)(B) Election To Treat Qualified Dividend Income as Investment Income; Correction**AGENCY:** Internal Revenue Service (IRS), Treasury.**ACTION:** Correction to final regulations and removal of temporary regulations.**SUMMARY:** This document contains corrections to final regulations that were published in the *Federal Register* on March 18, 2005 (70 FR 13100) relating to an election that may be made by noncorporate taxpayers to treat qualified dividend income as investment income for purposes of calculating the deduction for investment interest.**DATES:** This correction is effective March 18, 2005.**FOR FURTHER INFORMATION CONTACT:** Amy Pfalzgraf (202) 622-4950 (not a toll-free number).**SUPPLEMENTARY INFORMATION:****Background**

The final regulations that are the subject of this correction are under section 163(d) of the Internal Revenue Code.

Need for Correction

As published, the final regulations (TD 9191) contain an error which may prove to be misleading and is in need of clarification.

Correction of Publication

■ Accordingly, the publication of the final regulations (TD 9191), which were the subject of FR Doc. 05-5433, is corrected as follows:

On page 13101, column 1, second signature block, the title "Acting Assistant Secretary of the Treasury." is corrected to read "Acting Deputy Assistant Secretary of the Treasury."

Cynthia E. Grigsby,

Acting Chief, Publications and Regulations Branch, Legal Processing Division, Associate Chief Counsel (Procedure and Administration).

[FR Doc. 05-7097 Filed 4-8-05; 8:45 am]

BILLING CODE 4830-01-P

DEPARTMENT OF DEFENSE**Department of the Army****32 CFR Part 527**

RIN 0702-AA48

Personal Check Cashing Control and Abuse Prevention**AGENCY:** Department of the Army, DoD.**ACTION:** Final rule; removal.**SUMMARY:** This action removes 32 CFR Part 527, Personnel Check Cashing Control and Abuse Prevention, published in the *Federal Register*, May 27, 1988 (53 FR 19286). The rule is being removed because it is obsolete and no longer governs policies to control and prevent abuse of check-cashing privileges on Army installations. The program responsibility has been transferred to the Office of the Comptroller of the Department of Defense.**DATES:** Effective April 11, 2005.**ADDRESSES:** U.S. Army Records Management and Declassification Agency (AHRC-PDD-RP), Casey Building, Room 102, 7701 Telegraph Road, Alexandria, VA 22315-3860.**FOR FURTHER INFORMATION CONTACT:** Ms. Brenda Bowen, (703) 428-6422.**SUPPLEMENTARY INFORMATION:** The responsibility for this program was originally with the Department of the Army and was published as 32 CFR part 527. The program responsibility was transferred to the Office of the Comptroller of the Department of Defense and is now covered by the DoD Financial Management Regulation (DoDFMR), Volume 5, chapter 4 which replaces the requirements formerly set forth. Therefore, to avoid confusion with the public, 32 CFR part 527 is removed.**List of Subjects in 32 CFR Part 527**

Personal check cashing control and Abuse prevention.

PART 527—[REMOVED]

■ Accordingly, for reasons stated in the preamble, under the authority of 5 U.S.C. 5511-5512; 37 U.S.C. 1007; 18 U.S.C. 1382; Articles 123a, 133, and 134, Uniform Code of Military Justice (UCMJ)), 32 CFR part 527, *Personal Check Cashing Control and Abuse Prevention*, is removed in its entirety.

Brenda S. Bowen,

Army Federal Register Liaison Officer.

[FR Doc. 05-7164 Filed 4-8-05; 8:45 am]

BILLING CODE 3710-08-M

DEPARTMENT OF HOMELAND SECURITY**Coast Guard****33 CFR Part 117**

[CGD08-05-018]

RIN 1625-AA09

Drawbridge Operation Regulations; Upper Mississippi River, Fort Madison, IA**AGENCY:** Coast Guard, DHS.**ACTION:** Notice of temporary deviation from regulations.**SUMMARY:** The Commander, Eighth Coast Guard District has issued a temporary deviation from the regulation governing the operations of the Fort Madison Drawbridge, mile 383.9, Fort Madison, Iowa across the Upper Mississippi River. This deviation allows the bridge to remain closed to navigation for 8-hour and 4-hour time periods from July 16 to July 18, 2005, and from July 23 to July 25, 2005. The deviation is necessary to allow time for making repairs of critical structural components essential to the continued safe operation of the drawbridge.**DATES:** This temporary deviation is effective from 6 a.m., July 16, 2005 to 6 a.m., July 25, 2005.**ADDRESSES:** Materials referred to in this document are available for inspection or copying at Room 2.107F in the Robert A. Young Federal Building, 1222 Spruce Street, St. Louis, MO 63103-2832, between 8 a.m. and 4 p.m., Monday through Friday, except Federal holidays. The Bridge Administration Branch maintains the public docket for this temporary deviation.**FOR FUTURE INFORMATION CONTACT:** Roger K. Wiebusch, Bridge Administrator, (314) 539-3900, extension 2378.**SUPPLEMENTARY INFORMATION:** The Burlington Northern and Santa Fe Railway Company requested a temporary deviation to allow time to conduct repairs to the Fort Madison Drawbridge, mile 383.9 at Fort Madison, Iowa across the Upper Mississippi River. The Fort Madison Drawbridge currently operates in accordance with 33 CFR 117.5 which requires the drawbridge to open promptly and fully for passage of vessels when a request to open is given in accordance with 33 CFR 117, subpart A. This deviation will be enforced from 6 a.m., July 16, 2005 to 6 a.m., July 18, 2005 and from 6 a.m., July 23, 2005 to 6 a.m., July 25, 2005. During this enforcement period the bridge will remain closed to navigation