

Conclusion

The FAA is working with TSA to determine if additional rulemaking is necessary to reflect the statutory requirements of 49 U.S.C. 46111. In this new rulemaking action, the public will have an opportunity to comment before the adoption of a final rule.

Issued in Washington, DC, on May 10, 2005.

Marion C. Blakey,
Administrator.

[FR Doc. 05-9704 Filed 5-13-05; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 97

[Docket No. 30445; Amdt. No. 3122]

Standard Instrument Approach Procedures; Miscellaneous Amendments

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Final rule.

SUMMARY: This amendment establishes, amends, suspends, or revokes Standard Instrument Approach Procedures (SIAPs) for operations at certain airports. These regulatory actions are needed because of the adoption of new or revised criteria, or because of changes occurring in the National Airspace System, such as the commissioning of new navigational facilities, addition of new obstacles, or changes in air traffic requirements. These changes are designed to provide safe and efficient use of the navigable airspace and to promote safe flight operations under instrument flight rules at the affected airports.

DATES: This rule is effective May 16, 2005. The compliance date for each SIAP is specified in the amendatory provisions.

The incorporation by reference of certain publications listed in the regulations is approved by the Director of the Federal Register as of May 16, 2005.

ADDRESSES: Availability of matters incorporated by reference in the amendment is as follows:

For Examination—

1. FAA Rules Docket, FAA Headquarters Building, 800 Independence Avenue, SW., Washington, DC 20591;

2. The FAA Regional Office of the region in which the affected airport is located;

3. The Flight Inspection Area Office which originated the SIAP; or,

4. 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/code_of_federal_regulations/ibr_locations.html.

*For Purchase—*Individual SIAP copies may be obtained from:

1. FAA Public Inquiry Center (APA-200), FAA Headquarters Building, 800 Independence Avenue, SW., Washington, DC 20591; or

2. The FAA Regional Office of the region in which the affected airport is located.

*By Subscription—*Copies of all SIAPs, mailed once every 2 weeks, are for sale by the Superintendent of Documents, U.S. Government Printing Office, Washington, DC 20402.

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 97 of the Federal Aviation Regulations (14 CFR part 97) establishes, amends, suspends, or revokes Standard Instrument Approach Procedures (SIAPs). The complete regulatory description of each SIAP is contained in official FAA form documents which are incorporated by reference in this amendment under 5 U.S.C. 552(a), 1 CFR part 51, and § 97.20 of the Federal Aviation Regulations (FAR). The applicable FAA Forms are identified as FAA Forms 8260-3, 8260-4, and 8260-5. Materials incorporated by reference are available for examination or purchase as stated above.

The large number of SIAPs, their complex nature, and the need for a special format make their verbatim publication in the **Federal Register** expensive and impractical. Further, airmen do not use the regulatory text of the SIAPs, but refer to their graphic depiction on charts printed by publishers of aeronautical materials. Thus, the advantages of incorporation by reference are realized and publication of the complete description of each SIAP contained in FAA form documents is unnecessary. The provisions of this amendment state the

affected CFR (and FAR) sections, with the types and effective dates of the SIAPs. This amendment also identifies the airport, its location, the procedure identification and the amendment number.

The Rule

This amendment to part 97 is effective upon publication of each separate SIAP as contained in the transmittal. Some SIAP amendments may have been previously issued by the FAA in a National Flight Data Center (NFDC) Notice to Airmen (NOTAM) as an emergency action of immediate flight safety relating directly to published aeronautical charts. The circumstances which created the need for some SIAP amendments may require making them effective in less than 30 days. For the remaining SIAPs, an effective date at least 30 days after publication is provided.

Further, the SIAPs contained in this amendment are based on the criteria contained in the U.S. Standard for Terminal Instrument Procedures (TERPS). In developing these SIAPs, the TERPS criteria were applied to the conditions existing or anticipated at the affected airports. Because of the close and immediate relationship between these SIAPs and safety in air commerce, I find that notice and public procedure before adopting these SIAPs are impracticable and contrary to the public interest and, where applicable, that good cause exists for making some SIAPs 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 97:

Air Traffic Control, Airports, Incorporation by reference, and Navigation (Air).

Issued in Washington, DC, on May 6, 2005.

James J. Ballough,

Director, Flight Standards Service.

Adoption of the Amendment

■ Accordingly, pursuant to the authority delegated to me, part 97 of the Federal Aviation Regulations (14 CFR part 97) is amended by establishing, amending, suspending, or revoking Standard Instrument Approach Procedures, effective at 0901 UTC on the dates specified, as follows:

PART 97—STANDARD INSTRUMENT APPROACH PROCEDURES

■ 1. The authority citation for part 97 continues to read as follows:

Authority: 49 U.S.C. 106(g), 40103, 40106, 40113, 40114, 40120, 44502, 44514, 44701, 44719, 44721–44722.

■ 2. Part 97 is amended to read as follows:

* * * Effective 09 JUN 2005

Newnan, GA, Newnan Coweta County, VOR/DME–A, Amdt 7

Newnan, GA, Newnan Coweta County, RNAV (GPS) RWY 32, Orig

Newnan, GA, Newnan Coweta County, GPS RWY 32, Orig–A, CANCELLED

* * * Effective 07 JUL 2005

Kalskag, AK, Kalskag, RNAV (GPS) RWY 6, Orig

Kalskag, AK, Kalskag, RNAV (GPS)–A, Orig
Kalskag, AK, Kalskag, GPS RWY 6, Orig–A, CANCELLED

Kalskag, AK, Kalskag, GPS RWY 24, Orig–A, CANCELLED

Nome, AK, Nome, RNAV (GPS) RWY 3, Orig
Nome, AK, Nome, RNAV (GPS) RWY 10, Orig

Nome, AK, Nome, RNAV (GPS) RWY 28, Orig

Nome, AK, Nome, ILS OR LOC Y RWY 28, Amdt 2

Nome, AK, Nome, ILS OR LOC Z RWY 28, Amdt 2

Nome, AK, Nome, LOC/DME BC RWY 10, Amdt 2

Nome, AK, Nome, NDB–A, Orig

Nome, AK, Nome, NDB/DME RWY 3, Amdt 2

Nome, AK, Nome, VOR RWY 28, Amdt 2

Nome, AK, Nome, VOR/DME RWY 10, Amdt 2

Nome, AK, Nome, NDB RWY 27, Amdt 1A, CANCELLED

Nome, AK, Nome, GPS RWY 27, Orig–C, CANCELLED

Nome, AK, Nome, GPS RWY 9, Orig–C, CANCELLED

Nome, AK, Nome, GPS RWY 2, Orig–C, CANCELLED

Perryville, AK, Perryville, RNAV (GPS) RWY 3, Orig

St Michael, AK, St Michael, RNAV (GPS) RWY 2, Orig

St Michael, AK, St Michael, RNAV (GPS) RWY 20, Orig

St Michael, AK, St Michael, GPS RWY 2, Orig, CANCELLED

St Michael, AK, St Michael, GPS RWY 20, Orig, CANCELLED

Yakutat, AK, Yakutat, RNAV (GPS) RWY 2, Orig

Yakutat, AK, Yakutat, RNAV (GPS) RWY 11, Orig

Yakutat, AK, Yakutat, RNAV (GPS) RWY 29, Orig

Yakutat, AK, Yakutat, ILS OR LOC/DME RWY 11, Orig

Yakutat, AK, Yakutat, LOC/DME BC RWY 29, Amdt 3

Yakutat, AK, Yakutat, NDB RWY 11, Amdt 3

Yakutat, AK, Yakutat, VOR/DME RWY 2, Amdt 2

Yakutat, AK, Yakutat, VOR/DME RWY 11, Amdt 1

Yakutat, AK, Yakutat, VOR/DME RWY 29, Amdt 1

Yakutat, AK, Yakutat, GPS RWY 2, Orig–A, CANCELLED

Yakutat, AK, Yakutat, GPS RWY 11, Orig–A, CANCELLED

Yakutat, AK, Yakutat, GPS RWY 29, Orig–A, CANCELLED

Yakutat, AK, Yakutat, ILS RWY 11, Amdt 4, CANCELLED

Yakutat, AK, Yakutat, VOR RWY 29, Amdt 4, CANCELLED

Atlanta, GA, Cobb County–Mc Collum Field, ILS OR LOC RWY 27, Amdt 2

Boise, ID, Boise Air Terminal (Gowen Field), MLS RWY 28L, Amdt 1, CANCELLED

Pittsfield, IL, Pittsfield Penstone Muni, NDB RWY 31, Amdt 6, CANCELLED

Clarksdale, MS, Fletcher Field, NDB–A, Amdt 2

Clarksdale, MS, Fletcher Field, NDB RWY 36, Amdt 9

Clarksdale, MS, Fletcher Field, GPS RWY 18, Orig–A, CANCELLED

Clarksdale, MS, Fletcher Field, RNAV (GPS) RWY 18, Orig

Clarksdale, MS, Fletcher Field, RNAV (GPS) RWY 36, Orig

Dansville, NY Dansville Muni, RNAV (GPS) RWY 14, Orig

Dansville, NY Dansville Muni, RNAV (GPS) RWY 18, Orig

Dansville, NY Dansville Muni, RNAV (GPS)–A, Orig

Dansville, NY Dansville Muni, VOR/DME OR GPS RWY 18, Amdt 2A, CANCELLED

New Castle, PA, New Castle Muni, NDB RWY 23, Amdt 3

New Castle, PA, New Castle Muni, RNAV (GPS) RWY 5, Orig

New Castle, PA, New Castle Muni, RNAV (GPS) RWY 23, Orig

Dyersburg, TN, Dyersburg Muni, VOR/DME RWY 4, Amdt 3

Dallas–Fort Worth, TX, Dallas/Fort Worth Intl, NDB RWY 17R, Amdt 8, CANCELLED

Bellingham, WA, Bellingham Intl, MLS RWY 34, Orig–B, CANCELLED

[FR Doc. 05–9628 Filed 5–13–05; 8:45 am]

DEPARTMENT OF TRANSPORTATION

Office of the Secretary

14 CFR Parts 201, 203, 205, 215, 298, 380, 385, and 389

[Docket No. OST–2004–19426]

RIN 2105–AD43

Elimination of Commuter Air Carrier Registrations

AGENCY: Office of the Secretary (OST), Department of Transportation (DOT).

ACTION: Final rule.

SUMMARY: This action amends the regulations governing air taxi operators and commuter air carriers to eliminate the requirement that commuter air carriers file initial and amended registration forms. The information provided on such forms is duplicative of information that commuter air carriers are separately required to file under other regulations. Accordingly, this amendment simplifies the process of applying for and maintaining commuter air carrier authority. This action also makes conforming amendments to other rules affected by the amendment, as well as to make other minor administrative, editorial, clarifying, and organizational changes to rules applicable to air taxi operators and commuter air carriers.

DATES: This final rule becomes effective June 15, 2005.

FOR FURTHER INFORMATION CONTACT: Vanessa R. Wilkins, Air Carrier Fitness Division, Department of Transportation, 400 Seventh Street, SW., Washington, DC 20590, (202) 366–9721.

SUPPLEMENTARY INFORMATION:

Background

Notice of Proposed Rulemaking

These amendments follow a Notice of Proposed Rulemaking (NPRM) published in the **Federal Register** on October 28, 2004 (69 FR 62833). In that NPRM, the Department proposed to amend Part 298 of Title 14 of the Code of Federal Regulations (14 CFR) to eliminate the requirement that commuter air carriers file initial and amended registration forms, as currently required, thus relieving commuters from the often duplicative burden of filing registration forms and amendments, as well as initial and updated fitness information with the Department. Presently, approximately 35 air carriers hold commuter authority from the Department.

In the NPRM, the Department explained that in addition to meeting

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