

*	*	*	*	*	*	*
Q-6 TKA to BRW [New]						
TKA	VOR/DME	(Lat. 62°17'55" N., long. 150°06'20" W.)				
JOKAP	WP	(Lat. 63°54'46" N., long. 150°58'29" W.)				
KUTDE	WP	(Lat. 66°19'20" N., long. 152°29'01" W.)				
LACIL	WP	(Lat. 69°30'18" N., long. 155°00'34" W.)				
BRW	VOR/DME	(Lat. 71°16'24" N., long. 156°47'17" W.)				

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Q-8 ANC to GAL [New]						
ANC	VOR/DME	(Lat. 61°09'03" N., long. 150°12'24" W.)				
WEBIK	WP	(Lat. 63°07'48" N., long. 155°29'18" W.)				
GAL	VORTAC	(Lat. 64°44'17" N., long. 156°46'38" W.)				

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Q-10 ENM to ULL [New]						
ENM	VOR/DME	(Lat. 62°47'00" N., long. 164°29'16" W.)				
ULL	VOR/DME	(Lat. 63°41'32" N., long. 170°28'12" W.)				

*	*	*	*	*	*	*
Q-12 OTZ to SCC [New]						
OTZ	VOR/DME	(Lat. 66°53'08" N., long. 162°32'24" W.)				
SCC	VOR/DME	(Lat. 70°11'57" N., long. 148°24'58" W.)				

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Q-14 ODK to JOH [New]						
ODK	VORTAC	(Lat. 57°46'30" N., long. 152°20'23" W.)				
WUXAN	WP	(Lat. 59°53'00" N., long. 149°00'00" W.)				
JOH	VOR/DME	(Lat. 60°28'51" N., long. 146°35'58" W.)				

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Q-16 ODK to MDO [New]						
ODK	VORTAC	(Lat. 57°46'30" N., long. 152°20'23" W.)				
ZAXUM	WP	(Lat. 58°41'15" N., long. 147°53'26" W.)				
MDO	VOR/DME	(Lat. 59°25'19" N., long. 146°21'00" W.)				

Q-17 HOM to MDO [New]						
HOM	VOR/DME	(Lat. 59°42'34" N., long. 151°27'24" W.)				
WUXAN	WP	(Lat. 59°53'00" N., long. 149°00'00" W.)				
MDO	VOR/DME	(Lat. 59°25'19" N., long. 146°21'00" W.)				

Q-18 GAL to BRW [New]						
GAL	VORTAC	(Lat. 64°44'17" N., long. 156°46'38" W.)				
BRW	VOR/DME	(Lat. 71°16'24" N., long. 156°47'17" W.)				

Issued in Washington, DC, on June 16, 2005.
Edith V. Parish,
Acting Manager, Airspace and Rules.
 [FR Doc. 05-12360 Filed 6-21-05; 8:45 am]
BILLING CODE 4910-13-P

DEPARTMENT OF TRANSPORTATION
Federal Aviation Administration

14 CFR Part 71
[Docket No. FAA-2005-20446; Airspace Docket No. 05-AAL-04]
RIN 2120-AA66

Establishment of Area Navigation (RNAV) Routes; AK

AGENCY: Federal Aviation Administration (FAA), DOT.
ACTION: Final rule.
SUMMARY: This action establishes 33 low altitude area navigation (RNAV) routes

in Alaska to support the Alaskan Capstone Program. The FAA initially proposed 39 RNAV routes; however, 6 routes subsequently have been canceled to reduce chart clutter. The FAA is taking this action to enhance safety and improve the efficient use of the navigable airspace in Alaska.

DATES: *Effective Date:* 0901 UTC, September 1, 2005.

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:

History

On March 14, 2005, the FAA published in the **Federal Register** a notice of proposed rulemaking to establish 39 low altitude RNAV routes in Alaska (70 FR 12423). Interested

parties were invited to participate in this rulemaking effort by submitting written comments on the proposal. Three comments were received.

Two commenters were concerned about chart clutter from the additional route structure published on the low altitude IFR charts.

The FAA agrees with the comment. To reduce chart clutter, six routes from the proposal that overlaid existing airways have been canceled due to the close proximity of new waypoints to existing intersections.

The Aircraft Owners and Pilots Association (AOPA) raised several issues concerning aircrew/pilot qualifications and navigation systems that will support the new RNAV routes in Alaska. Specifically, AOPA has concerns regarding Special Aircraft and Aircrew Authorization Required

(SAAAR) criteria, and Wide Area Augmentation System (WAAS), and also suggests the need for pilot and controller education resources.

SAAAR will not be required to operate on the T and Q routes in Alaska. The routes will be public routes and published on charts with appropriate notation regarding required equipment. Special Federal Aviation Regulation No. 97 (SFAR 97) (68 FR 14072), which is applicable only in Alaska, allows navigation with GPS Technical Standard Order (TSO) 145/146 WAAS-compliant avionics without reference to ground based Navigational Aids (NAVAIDs). SFAR 97 allows development of Minimum Enroute Altitudes (MEAs) that are based upon communications and obstacle clearance criteria only, without regard to ground based NAVAID signal reception.

The Alaska region was granted an Air Traffic Control authorization to use GPS, including TSO C129 receivers, without radar monitoring to navigate from published waypoint to published waypoint within the state. This authorization does not allow use of MEAs below service volume that are allowed only by SFAR 97 to aircraft equipped with GPS TSO 145/146 WAAS-compliant avionics.

The T routes will be depicted only on low altitude charts. Routes developed above FL180 are designated with the letter Q and will appear on high altitude charts. Airway dimensions are 4 nautical miles either side of centerline.

Pilot education is ongoing to prepare pilots of technically advanced aircraft to navigate in the National Airspace System (NAS) as it evolves from ground-based navigation. The FAA/Industry Training Standards (FITS) program helps pilots of technically advanced aircraft, which have more automation and often have greater performance capabilities, develop the risk-management skills and in-depth systems knowledge needed to safely operate and maximize the capability of these aircraft within the NAS. The Alaska Capstone Program is providing individual pilot training to pilots flying aircraft equipped with Capstone avionics.

With the exception of editorial changes and the removal of six routes, this amendment is the same as that proposed in the notice.

Related Rulemaking

On April 8, 2003, the FAA published the Designation of Class A, B, C, D, and E Airspace Areas; Air Traffic Service Routes, and Reporting Points rule in the **Federal Register** (68 FR 16943). This rule adopted certain amendments proposed in Notice No. 02-20, Area Navigation (RNAV) and Miscellaneous Amendments. The rule adopted and revised several definitions in FAA regulations, including Air Traffic Service Routes, to be in concert with International Civil Aviation Organization 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. 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.

On May 9, 2003, the FAA published the Establishment of Area Navigation Routes (RNAV) rule in the **Federal Register** (68 FR 24864).

The Rule

The FAA amends Title 14 Code of Federal Regulations (14 CFR) part 71 and establishes 33 RNAV routes in Alaska, within the airspace assigned to the Anchorage Air Route Control Center (ARTCC). These routes were developed as part of the Capstone Program. This action will enhance safety, and facilitate the more flexible and efficient use of the navigable airspace for enroute instrument flight rules (IFR) operations within Alaska.

Low altitude RNAV 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 low altitude RNAV 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 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.

Environmental Review

The FAA has determined that this action qualifies for categorical exclusion under the National Environmental Policy Act in accordance with FAA Order 1050.1E, Policies and Procedures for Considering Environmental Impacts. This airspace action is not expected to cause any potentially significant environmental 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).

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.
* * * * *

T-219 IIK to AIX [New]

IIK	VOR/DME	(Lat. 59°56'34" N., long. 164°02'04" W.)
AIX	NDB/DME	(Lat. 60°23'06" N., long. 166°12'53" W.)

T-222 FAI to ADK NDB [New]

FAI	VORTAC	(Lat. 64°48'00" N., long. 148°00'43" W.)
ENN	VORTAC	(Lat. 64°35'24" N., long. 149°04'22" W.)
MCG	VORTAC	(Lat. 62°57'04" N., long. 155°36'41" W.)
BET	VORTAC	(Lat. 60°47'05" N., long. 161°49'27" W.)

IIK	VOR/DME	(Lat. 59°56'34" N., long. 164°02'04" W.)
SPY	NDB/DME	(Lat. 57°09'28" N., long. 170°13'51" W.)
ADK	NDB/DME	(Lat. 51°52'19" N., long. 176°40'34" W.)
T-223 ANC to EHM [New]		
ANC	VOR/DME	(Lat. 61°09'03" N., long. 150°12'24" W.)
BLUGA	WP	(Lat. 60°46'22" N., long. 151°55'07" W.)
NONDA	WP	(Lat. 60°19'15" N., long. 153°47'57" W.)
FAGIN	WP	(Lat. 59°51'56" N., long. 155°32'43" W.)
DLG	VOR/DME	(Lat. 58°59'39" N., long. 158°33'08" W.)
EHM	NDB	(Lat. 58°39'21" N., long. 162°04'33" W.)
T-225 HPB to FAI [New]		
HPB	VOR/DME	(Lat. 61°30'52" N., long. 166°08'04" W.)
UNK	VOR/DME	(Lat. 63°53'31" N., long. 160°41'04" W.)
GAL	VORTAC	(Lat. 64°44'17" N., long. 156°46'38" W.)
TAL	VOR/DME	(Lat. 65°10'38" N., long. 152°10'39" W.)
FAI	VORTAC	(Lat. 64°48'00" N., long. 148°00'43" W.)
T-226 JOH to FYU [New]		
JOH	VOR/DME	(Lat. 60°28'51" N., long. 146°35'58" W.)
FIDAL	WP	(Lat. 60°44'03" N., long. 146°26'00" W.)
ROBES	WP	(Lat. 61°05'51" N., long. 146°11'25" W.)
KLUNG	WP	(Lat. 61°45'32" N., long. 145°43'58" W.)
GKN	VOR/DME	(Lat. 62°09'09" N., long. 145°27'01" W.)
DOZEY	WP	(Lat. 62°25'04" N., long. 145°29'11" W.)
PAXON	WP	(Lat. 62°58'54" N., long. 145°33'56" W.)
DONEL	WP	(Lat. 63°40'22" N., long. 145°39'54" W.)
BIG	VORTAC	(Lat. 64°00'16" N., long. 145°43'02" W.)
HEXAX	WP	(Lat. 65°59'40" N., long. 145°23'01" W.)
FYU	VORTAC	(Lat. 66°34'27" N., long. 145°16'36" W.)
T-227 CD to SYA [New]		
CD	NDB	(Lat. 55°17'46" N., long. 162°47'21" W.)
CIPIM	WP	(Lat. 54°52'50" N., long. 165°03'15" W.)
DUT	NDB/DME	(Lat. 53°54'19" N., long. 166°32'57" W.)
ADK	NDB/DME	(Lat. 51°52'19" N., long. 176°40'34" W.)
JANNT	WP	(Lat. 52°04'18" N., long. 178°15'37" W.)
SYA	NDB	(Lat. 52°43'19" N., long. 174°03'37" W.)
T-228 EHM to SHH [New]		
EHM	NDB	(Lat. 58°39'21" N., long. 162°04'33" W.)
IIK	VOR/DME	(Lat. 59°56'34" N., long. 164°02'04" W.)
HPB	VOR/DME	(Lat. 61°30'52" N., long. 166°08'04" W.)
OME	VOR/DME	(Lat. 64°29'06" N., long. 165°15'11" W.)
HIKAX	WP	(Lat. 65°36'20" N., long. 165°44'44" W.)
SHH	NDB	(Lat. 66°15'29" N., long. 166°03'09" W.)
T-229 FAI to PHO [New]		
FAI	VORTAC	(Lat. 64°48'00" N., long. 148°00'43" W.)
TAL	VOR/DME	(Lat. 65°10'38" N., long. 152°10'39" W.)
HSL	VOR/DME	(Lat. 65°42'22" N., long. 156°22'14" W.)
WLK	VOR/DME	(Lat. 66°36'00" N., long. 159°59'30" W.)
OTZ	VOR/DME	(Lat. 66°53'08" N., long. 162°32'24" W.)
PHO	NDB	(Lat. 68°20'41" N., long. 166°47'51" W.)
T-230 AK to SPY [New]		
AK	NDB	(Lat. 58°44'14" N., long. 156°46'40" W.)
SPY	NDB/DME	(Lat. 57°09'28" N., long. 170°13'51" W.)
T-231 FAI to OTZ [New]		
FAI	VORTAC	(Lat. 64°48'00" N., long. 148°00'43" W.)
SIGME	WP	(Lat. 65°05'48" N., long. 149°30'00" W.)
ZUTUL	WP	(Lat. 66°28'24" N., long. 158°30'00" W.)
OTZ	VOR/DME	(Lat. 66°53'08" N., long. 162°32'24" W.)
T-232 OLARU to BRW [New]		
OLARU	WP	(Lat. 62°28'16" N., long. 141°00'00" W.)
ORT	VORTAC	(Lat. 62°56'50" N., long. 141°54'46" W.)
BIG	VORTAC	(Lat. 64°00'16" N., long. 145°43'02" W.)
FAI	VORTAC	(Lat. 64°48'00" N., long. 148°00'43" W.)
BTT	VOR/DME	(Lat. 66°54'18" N., long. 151°32'09" W.)
BRONX	WP	(Lat. 70°04'03" N., long. 155°06'34" W.)
BRW	VOR/DME	(Lat. 71°16'24" N., long. 156°47'17" W.)
T-233 EAV to AMF [New]		
EAV	NDB	(Lat. 66°53'36" N., long. 151°33'49" W.)
ENCOR	WP	(Lat. 66°55'58" N., long. 152°19'54" W.)
KORKY	WP	(Lat. 67°05'33" N., long. 157°00'01" W.)
AMF	NDB/DME	(Lat. 67°06'24" N., long. 157°51'29" W.)
T-234 FAI to RAMPA [New]		

FAI	VORTAC	(Lat. 64°48'00" N., long. 148°00'43" W.)
TOLLO	WP	(Lat. 65°06'12" N., long. 148°58'34" W.)
RAMPA	WP	(Lat. 65°21'55" N., long. 149°50'41" W.)
T-235 ATK to UQS [New]		
ATK	NDB	(Lat. 70°28'09" N., long. 157°25'39" W.)
UQS	NDB	(Lat. 70°12'45" N., long. 151°00'00" W.)
T-236 ENN to RAMPA [New]		
ENN	VORTAC	(Lat. 64°35'24" N., long. 149°04'22" W.)
RAMPA	WP	(Lat. 65°21'55" N., long. 149°50'41" W.)
T-237 HOM to MDO [New]		
HOM	VOR/DME	(Lat. 59°42'34" N., long. 151°27'24" W.)
WUXAN	WP	(Lat. 59°53'00" N., long. 149°00'00" W.)
MDO	VOR/DME	(Lat. 59°25'18" N., long. 146°21'00" W.)
T-238 RAMPA to BTT [New]		
RAMPA	WP	(Lat. 65°21'55" N., long. 149°50'41" W.)
BTT	VOR/DME	(Lat. 66°54'18" N., long. 151°32'09" W.)
T-239 GAM to ULL [New]		
GAM	NDB/DME	(Lat. 63°46'55" N., long. 171°44'12" W.)
ULL	VOR/DME	(Lat. 63°41'32" N., long. 170°28'12" W.)
T-240 BTT to SCC [New]		
EAV	NDB	(Lat. 66°53'36" N., long. 151°33'49" W.)
NAMRE	WP	(Lat. 69°06'29" N., long. 149°34'00" W.)
SCC	VOR/DME	(Lat. 70°11'57" N., long. 148°24'58" W.)
T-241 LATCH to LVD [New]		
LATCH	WP	(Lat. 56°00'45" N., long. 134°35'54" W.)
LVD	VOR/DME	(Lat. 56°28'04" N., long. 133°04'59" W.)
T-242 TKA to BRW [New]		
TKA	VOR/DME	(Lat. 62°17'55" N., long. 150°06'20" W.)
JOKAP	WP	(Lat. 63°54'46" N., long. 150°58'29" W.)
KUTDE	WP	(Lat. 66°19'20" N., long. 152°29'01" W.)
LACIL	WP	(Lat. 69°30'18" N., long. 155°00'34" W.)
BRW	VOR/DME	(Lat. 71°16'24" N., long. 156°47'17" W.)
T-244 ANC to OME [New]		
ANC	VOR/DME	(Lat. 61°09'03" N., long. 150°12'24" W.)
CAKAD	WP	(Lat. 61°18'24" N., long. 150°43'12" W.)
CEXIX	WP	(Lat. 61°29'52" N., long. 151°21'58" W.)
BETPE	WP	(Lat. 62°21'01" N., long. 154°29'43" W.)
CHEFF	WP	(Lat. 63°02'10" N., long. 157°22'49" W.)
CONFI	WP	(Lat. 63°49'03" N., long. 161°13'59" W.)
OME	VOR/DME	(Lat. 64°29'06" N., long. 165°15'11" W.)
T-246 ANC to GAL [New]		
ANC	VOR/DME	(Lat. 61°09'03" N., long. 150°12'24" W.)
WEBIK	WP	(Lat. 63°07'48" N., long. 155°29'18" W.)
GAL	VORTAC	(Lat. 64°44'17" N., long. 156°46'38" W.)
T-248 ENM to ULL [New]		
ENM	VOR/DME	(Lat. 62°47'00" N., long. 164°29'16" W.)
BICAP	WP	(Lat. 63°37'23" N., long. 169°55'52" W.)
ULL	VOR/DME	(Lat. 63°41'32" N., long. 170°28'12" W.)
T-250 BET to ULL [New]		
BET	VOR/DME	(Lat. 60°47'05" N., long. 161°49'27" W.)
BANAT	WP	(Lat. 62°12'49" N., long. 165°40'01" W.)
ULL	VOR/DME	(Lat. 63°41'32" N., long. 170°28'12" W.)
T-252 OTZ to SCC [New]		
OTZ	VOR/DME	(Lat. 66°53'08" N., long. 162°32'24" W.)
PERCI	WP	(Lat. 67°01'16" N., long. 162°06'40" W.)
WARRT	WP	(Lat. 69°21'10" N., long. 153°00'00" W.)
SCC	VOR/DME	(Lat. 70°11'57" N., long. 148°24'58" W.)
T-256 GAL to BRW [New]		
GAL	VORTAC	(Lat. 64°44'17" N., long. 156°46'38" W.)
MEESE	WP	(Lat. 66°00'01" N., long. 156°46'44" W.)
NITTI	WP	(Lat. 67°00'01" N., long. 156°46'49" W.)
PANNT	WP	(Lat. 68°30'01" N., long. 156°46'58" W.)
OSSON	WP	(Lat. 69°35'59" N., long. 156°47'05" W.)
BRW	VOR/DME	(Lat. 71°16'24" N., long. 156°47'17" W.)
T-258 SHH to PHO [New]		
SHH	NDB	(Lat. 66°15'29" N., long. 166°03'09" W.)
PHO	NDB	(Lat. 68°20'41" N., long. 166°47'51" W.)
T-260 TNC to PHO [New]		
TNC	NDB/DME	(Lat. 65°33'43" N., long. 167°55'27" W.)

COGNUM	WP	(Lat. 65°48'29" N., long. 167°50'06" W.)
PHO	NDB	(Lat. 68°20'41" N., long. 166°47'51" W.)
T-262 ODK to JOH [New]		
ODK	VORTAC	(Lat. 57°46'30" N., long. 152°20'23" W.)
WUXAN	WP	(Lat. 59°53'00" N., long. 149°00'00" W.)
JOH	VOR/DME	(Lat. 60°28'51" N., long. 146°35'58" W.)
T-264 ODK to MDO [New]		
ODK	VORTAC	(Lat. 57°46'30" N., long. 152°20'23" W.)
ZAXUM	WP	(Lat. 58°41'15" N., long. 147°53'26" W.)
MDO	VOR/DME	(Lat. 59°25'18" N., long. 146°21'00" W.)
T-266 CGL to FPN [New]		
CGL	NDB	(Lat. 58°21'33" N., long. 134°41'58" W.)
FPN	NDB	(Lat. 56°47'32" N., long. 132°49'15" W.)
T-268 FPN to ICK [New]		
FPN	NDB	(Lat. 56°47'32" N., long. 132°49'15" W.)
ICK	NDB	(Lat. 55°04'15" N., long. 131°36'18" W.)

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Issued in Washington, DC, on June 16, 2005.
Edith V. Parish,
Acting Manager, Airspace and Rules.
 [FR Doc. 05-12366 Filed 6-21-05; 8:45 am]
BILLING CODE 4910-13-P

DEPARTMENT OF TRANSPORTATION
Federal Aviation Administration

14 CFR Part 71

[Docket No. FAA-2004-19851; Airspace Docket No. 04-AAL-13]

RIN 2120-AA66

Modification and Revocation of Federal Airways; AK

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Final rule; correction.

SUMMARY: This action corrects an error in the airspace description of a notice of a final rule that was published in the **Federal Register** on May 6, 2005 (70 FR 23934), Airspace Docket No. 04-AAL-13.

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

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:

History

On May 6, 2005, Airspace Docket No. 04-AAL-13, was published in the **Federal Register** (70 FR 23934), revising Jet Route 133 (J-133), AK. In that rule, the airspace description was incomplete. This action corrects that error.

Correction to Final Rule

■ Accordingly, pursuant to the authority delegated to me, the legal description for J-133, as published in the **Federal Register** on May 6, 2005 (70 FR 23934), on page 23934 and incorporated by reference in 14 CFR 71.1, is corrected as follows:

PART 71—[AMENDED]

§ 71.1 [Amended]

Paragraph 2004—Jet Airways

* * * * *

J-133 [Corrected]

J-133: From Sitka, AK NDB; via INT Sitka, AK NDB 308° and Orca Bay, AK, NDB 114°; Orca Bay, AK; Johnstone Point, AK; Anchorage, AK; to Galena AK.

* * * * *

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

Edith V. Parish,
Acting Manager, Airspace and Rules.
 [FR Doc. 05-12126 Filed 6-21-05; 8:45 am]
BILLING CODE 4910-13-P

DEPARTMENT OF TRANSPORTATION
Federal Aviation Administration

14 CFR Parts 121 and 135

[Docket No. FAA-2004-18477; Amendment Nos. 121-312; 135-98]

Aircraft Assembly Placard Requirements

AGENCY: Federal Aviation Administration, DOT.

ACTION: Final rule; Notice of Office of Management and Budget approval for information collection and addition of amendment numbers.

SUMMARY: This notice announces the Office of Management and Budget's

(OMB) approval of the information collection requirement in the final rule published on June 29, 2004 (FR 69 39292). This notice also provides the amendment numbers for the final rule that were absent when it was published.

DATES: Final rule; Aircraft Assembly Placard Requirement was published in the **Federal Register** on June 29, 2004. FAA received OMB approval for the information collection requirement on November 8, 2004. The final rule becomes effective June 22, 2005.

FOR FURTHER INFORMATION CONTACT: Gary Davis, Flight Standards Service, Air Transportation Division, AFS-201A, Federal Aviation Administration, 800 Independence Avenue SW., Washington, DC 20591; telephone (202) 267-8166; facsimile (202) 267-5229; e-mail: gary.davis@faa.gov.

SUPPLEMENTARY INFORMATION:

Background

On June 29, 2004, the FAA published the Final Rule, Aircraft Assembly Placard Requirements, as instructed by an act of Congress. The rule instructed affected air carriers to display a placard with information on where the aircraft was assembled. We instructed air carriers to provide that information in one sentence on the seat-pocket cards that inform passengers of emergency procedures.

As noted in the preamble, the final rule would not become effective until the FAA received approval from OMB for the information collection that was required in the rule. In the **DATES** section of the final rule, we said that when that approval was received we would publish a notice in the **Federal Register** announcing the effective date.

In accordance with the Paperwork Reduction Act, OMB approved the FAA's request for new information collection on November 8, 2004. Please note that an agency may not conduct or sponsor, and a person is not required to