

84°43'40" W.; to lat. 32°32'22" N., long. 84°43'13" W.; to lat. 32°32'18" N., long. 84°42'53" W.; to lat. 32°32'08" N., long. 84°42'38" W.; to lat. 32°32'05" N., long. 84°42'26" W.; to lat. 32°32'11" N., long. 84°42'12" W.; to lat. 32°32'13" N., long. 84°41'54" W.; to lat. 32°32'10" N., long. 84°41'38" W.; to lat. 32°32'06" N., long. 84°41'25" W.; to lat. 32°32'08" N., long. 84°41'17" W.; to lat. 32°32'15" N., long. 84°41'01" W.; to lat. 32°32'20" N., long. 84°40'56" W.; to lat. 32°32'07" N., long. 84°40'44" W.; to lat. 32°31'06" N., long. 84°41'43" W.; to lat. 32°31'04" N., long. 84°40'54" W.; to lat. 32°32'04" N., long. 84°38'16" W.; to lat. 32°29'16" N., long. 84°38'17" W.; to lat. 32°29'10" N., long. 84°39'25" W.; to lat. 32°18'35" N., long. 84°39'30" W.; to lat. 32°18'23" N., long. 84°41'09" W.; to lat. 32°19'03" N., long. 84°41'42" W.; thence to the point of beginning.

Controlling agency. FAA, Atlanta TRACON.

Using agency. U.S. Army, Commanding General, Infantry Center and Fort Benning, GA.

**R-3002E Fort Benning, GA [Amended]**

By removing the current Boundaries, Controlling agency, and Using agency and substituting the following:

Boundaries. Beginning at lat. 32°31'12" N., long. 84°50'11" W.; to lat. 32°31'52" N., long. 84°50'25" W.; to lat. 32°33'05" N., long. 84°45'27" W.; thence along the Central of Georgia Railroad to lat. 32°32'52" N., long. 84°45'00" W.; to lat. 32°32'43" N., long. 84°44'08" W.; to lat. 32°32'34" N., long. 84°43'40" W.; to lat. 32°32'22" N., long. 84°43'13" W.; to lat. 32°32'18" N., long. 84°42'53" W.; to lat. 32°32'08" N., long. 84°42'38" W.; to lat. 32°32'05" N., long. 84°42'26" W.; to lat. 32°32'11" N., long. 84°42'12" W.; to lat. 32°32'13" N., long. 84°41'54" W.; to lat. 32°32'10" N., long. 84°41'38" W.; to lat. 32°32'06" N., long. 84°41'25" W.; to lat. 32°32'08" N., long. 84°41'17" W.; to lat. 32°32'15" N., long. 84°41'01" W.; to lat. 32°32'20" N., long. 84°40'56" W.; to lat. 32°32'07" N., long. 84°40'44" W.; to lat. 32°31'06" N., long. 84°41'43" W.; to lat. 32°31'04" N., long. 84°40'54" W.; to lat. 32°32'04" N., long. 84°38'16" W.; to lat. 32°29'16" N., long. 84°38'17" W.; to lat. 32°29'10" N., long. 84°39'25" W.; to lat. 32°18'35" N., long. 84°39'30" W.; to lat. 32°18'23" N., long. 84°41'09" W.; to lat. 32°19'03" N., long. 84°41'42" W.; thence to the point of beginning.

Controlling agency. FAA, Atlanta TRACON.

Using agency. U.S. Army, Commanding General, Infantry Center and Fort Benning, GA.

**R-3002F Fort Benning, GA [Amended]**

By removing the current Boundaries, Controlling agency, and Using agency and substituting the following:

Boundaries. Beginning at lat. 32°27'17" N., long. 84°52'10" W.; to lat. 32°28'46" N., long. 84°52'08" W.; to lat. 32°28'44" N., long. 84°50'47" W.; to lat. 32°29'43" N., long. 84°50'59" W.; to lat. 32°30'35" N., long.

84°50'50" W.; to lat. 32°30'39" N., long. 84°50'23" W.; to lat. 32°31'12" N., long. 84°50'11" W.; to lat. 32°31'52" N., long. 84°50'25" W.; to lat. 32°33'05" N., long. 84°45'27" W.; thence along the Central of Georgia Railroad to lat. 32°32'52" N., long. 84°45'00" W.; to lat. 32°32'43" N., long. 84°44'08" W.; to lat. 32°32'34" N., long. 84°43'40" W.; to lat. 32°32'22" N., long. 84°43'13" W.; to lat. 32°32'18" N., long. 84°42'53" W.; to lat. 32°32'08" N., long. 84°42'38" W.; to lat. 32°32'05" N., long. 84°42'26" W.; to lat. 32°32'11" N., long. 84°42'12" W.; to lat. 32°32'13" N., long. 84°41'54" W.; to lat. 32°32'10" N., long. 84°41'38" W.; to lat. 32°32'06" N., long. 84°41'25" W.; to lat. 32°32'08" N., long. 84°41'17" W.; to lat. 32°32'15" N., long. 84°41'01" W.; to lat. 32°32'20" N., long. 84°40'56" W.; to lat. 32°32'07" N., long. 84°40'44" W.; to lat. 32°31'06" N., long. 84°41'43" W.; to lat. 32°31'04" N., long. 84°40'54" W.; to lat. 32°32'04" N., long. 84°38'16" W.; to lat. 32°29'16" N., long. 84°38'17" W.; to lat. 32°29'10" N., long. 84°39'25" W.; to lat. 32°18'35" N., long. 84°39'30" W.; to lat. 32°18'23" N., long. 84°41'09" W.; to lat. 32°19'03" N., long. 84°41'42" W.; thence along the Central of Georgia Railroad to lat. 32°19'09" N., long. 84°42'27" W.; to lat. 32°19'14" N., long. 84°42'52" W.; to lat. 32°19'23" N., long. 84°43'18" W.; to lat. 32°19'35" N., long. 84°43'49" W.; to lat. 32°19'43" N., long. 84°44'29" W.; to lat. 32°19'55" N., long. 84°45'06" W.; to lat. 32°20'13" N., long. 84°45'54" W.; to lat. 32°20'30" N., long. 84°46'32" W.; to lat. 32°20'53" N., long. 84°46'55" W.; to lat. 32°20'55" N., long. 84°47'38" W.; thence to the point of beginning.

Controlling agency. FAA, Atlanta TRACON.

Using agency. U.S. Army, Commanding General, Infantry Center and Fort Benning, GA.

**R-3002G Fort Benning, GA [New]**

Boundaries. Beginning at lat. 32°20'15" N., long. 84°58'36" W.; to lat. 32°15'34" N., long. 84°53'11" W.; to lat. 32°15'32" N., long. 84°54'02" W.; to lat. 32°15'04" N., long. 84°55'24" W.; to lat. 32°14'27" N., long. 84°54'50" W.; to lat. 32°14'25" N., long. 84°56'53" W.; to lat. 32°14'36" N., long. 84°56'53" W.; to lat. 32°14'38" N., long. 84°57'56" W.; to lat. 32°16'36" N., long. 84°57'58" W.; to lat. 32°16'36" N., long. 84°58'35" W.; to lat. 32°17'39" N., long. 84°58'35" W.; to lat. 32°17'40" N., long. 84°58'54" W.; thence to the point of beginning.

Designated altitudes. Surface to 14,000 feet MSL.

Time of designation. Intermittent, 0600–0200 local time daily; other times by NOTAM 6 hours in advance.

Controlling agency. FAA, Atlanta TRACON.

Using agency. U.S. Army, Commanding General, Infantry Center and Fort Benning, GA.

\* \* \* \* \*

Issued in Washington, DC, on April 25, 2006.

**Edith V. Parish,**

*Manager, Airspace and Rules.*

[FR Doc. 06–4186 Filed 5–3–06; 8:45 am]

**BILLING CODE 4910-13-P**

**DEPARTMENT OF TRANSPORTATION**

**Federal Aviation Administration**

**14 CFR Part 97**

[Docket No. 30491; Amdt. No. 3164]

**Standard Instrument Approach Procedures, Weather Takeoff Minimums; Miscellaneous Amendments**

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

**ACTION:** Final rule.

**SUMMARY:** This amendment establishes, amends, suspends, or revokes Standard Instrument Approach Procedures (SIAPs) and/or Weather Takeoff Minimums 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 4, 2006. The compliance date for each SIAP and/or Weather Takeoff Minimums 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 4, 2006.

**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 National Flight Procedures Office, 6500 South MacArthur Blvd., Oklahoma City, OK 73169, 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](http://www.archives.gov/federal_register/code_of_federal_regulations/ibr_locations.html).

**For Purchase**—Individual SIAP and Weather Takeoff Minimums 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 and Weather Takeoff Minimums 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 (AFS-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 Title 14 of the Code of Federal Regulations, Part 97 (14 CFR part 97), establishes, amends, suspends, or revokes SIAPs and/or Weather Takeoff Minimums. The complete regulatory description of each SIAP and/or Weather Takeoff Minimums 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 14 CFR part 97.20. The applicable FAA Forms are identified as FAA Forms 8260-3, 8260-4, 8260-5 and 8260-15A. Materials incorporated by reference are available for examination or purchase as stated above.

The large number of SIAPs and/or Weather Takeoff Minimums, 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 and/or Weather Takeoff Minimums but refer to their 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 and/or Weather Takeoff Minimums contained in FAA form documents is unnecessary. The provisions of this

amendment state the affected CFR sections, with the types and effective dates of the SIAPs and/or Weather Takeoff Minimums. This amendment also identifies the airport, its location, the procedure identification and the amendment number.

**The Rule**

This amendment to 14 CFR part 97 is effective upon publication of each separate SIAP and/or Weather Takeoff Minimums as contained in the transmittal. Some SIAP and/or Weather Takeoff Minimums amendments may have been previously issued by the FAA in a Flight Data Center (FDC) 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, and/or Weather Takeoff Minimums amendments may require making them effective in less than 30 days. For the remaining SIAPs and/or Weather Takeoff Minimums, an effective date at least 30 days after publication is provided.

Further, the SIAPs and/or Weather Takeoff Minimums contained in this amendment are based on the criteria contained in the U.S. Standard for Terminal Instrument Procedures (TERPS). In developing these SIAPs and/or Weather Takeoff Minimums, 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/or Weather Takeoff Minimums and safety in air commerce, I find that notice and public procedure before adopting these SIAPs and/or Weather Takeoff Minimums are impracticable and contrary to the public interest and, where applicable, that good cause exists for making some SIAPs and/or Weather Takeoff Minimums 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 April 21, 2006.

**James J. Ballough,**

*Director, Flight Standards Service.*

**Adoption of the Amendment**

■ Accordingly, pursuant to the authority delegated to me, under Title 14, Code of Federal Regulations, part 97 (14 CFR part 97) is amended by establishing, amending, suspending, or revoking Standard Instrument Approach Procedures and Weather Takeoff Minimums 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 08 June 2006*

Decatur, AL, Pryor Field Rgnl, RNAV (GPS) RWY 18, Orig  
 Decatur, AL, Pryor Field Rgnl, VOR RWY 18, Amdt 13  
 Decatur, AL, Pryor Field Rgnl, GPS RWY 18, Orig-A, CANCELLED  
 Decatur, AL, Pryor Field Rgnl, Takeoff Minimums and Textual DP, Amdt 1  
 Big Lake, AK, Big Lake, Takeoff Minimums and Textual DP, Amdt 1  
 Mountain Village, AK, Mountain Village, RNAV (GPS) RWY 2, Orig  
 Mountain Village, AK, Mountain Village, RNAV (GPS) RWY 20, Orig  
 Mountain Village, AK, Mountain Village, GPS RWY 2, Orig-B, CANCELLED  
 Mountain Village, AK, Mountain Village, GPS RWY 20, Orig-B, CANCELLED  
 Mountain Village, AK, Mountain Village, Takeoff Minimums and Textual DP, Orig  
 Sand Point, AK, Sand Point, RNAV (GPS) RWY 13, Orig  
 Sand Point, AK, Sand Point, NDB RWY 13, Amdt 1  
 Sand Point, AK, Sand Point, NDB/DME RWY 13, Orig  
 Sand Point, AK, Sand Point, NDB/DME RWY 31, Orig  
 Sand Point, AK, Sand Point, GPS-C, Orig, CANCELLED  
 Sand Point, AK, Sand Point, NDB/DME-A, Amdt 4, CANCELLED  
 Sand Point, AK, Sand Point, NDB/DME-B, Orig, CANCELLED  
 Sand Point, AK, Sand Point, DF-A, Amdt 1, CANCELLED

- Sand Point, AK, Sand Point, DF RWY 13, Orig
- Sand Point, AK, Sand Point, Takeoff Minimums and Textual DP, Amdt 2
- St Mary's, AK, St Mary's, RNAV (GPS) RWY 17, Amdt 1
- St Mary's, AK, St Mary's, RNAV (GPS) RWY 35, Orig
- St Mary's, AK, St Mary's, GPS RWY 34, Orig-A, CANCELLED
- St Mary's, AK, St Mary's, LOC/DME RWY 17, Amdt 3
- St Mary's, AK, St Mary's, DF RWY 6, Amdt 1
- Mountain Home, AR, Ozark Regional, LOC/DME RWY 5, Orig
- Arcata/Eureka, CA, Arcata, Takeoff Minimums and Textual DP, Amdt 6
- Eagle, CO, Eagle County Regional, LDA/DME RWY 25, Orig
- Eagle, CO, Eagle County Regional, LOC/DME-C, Amdt 2B, CANCELLED
- Eagle, CO, Eagle County Regional, LOC-B, Amdt 1C, CANCELLED
- New Haven, CT, Tweed-New Haven, VOR-A, Amdt 3
- New Haven, CT, Tweed-New Haven, VOR RWY 2, Amdt 23
- New Haven, CT, Tweed-New Haven, ILS OR LOC RWY 2, Amdt 16
- New Haven, CT, Tweed-New Haven, RNAV (GPS) RWY 2, Orig
- Deland, FL, Deland Muni-Sidney H. Taylor Field, RNAV (GPS) RWY 23, Orig
- Deland, FL, Deland Muni-Sidney H. Taylor Field, VOR RWY 23, Amdt 3
- Key West, FL, Key West Intl, RNAV (GPS) RWY 9, Orig
- Key West, FL, Key West Intl, RNAV (GPS) RWY 27, Orig
- Key West, FL, Key West Intl, GPS RWY 9, Orig-B, CANCELLED
- Key West, FL, Key West Intl, GPS RWY 27, Orig-B, CANCELLED
- Key West, FL, Key West Intl, Takeoff Minimums and Textual DP, Amdt 1
- Miami, FL, Kendall-Tamiami Executive, RNAV (GPS) RWY 9R, Orig
- Miami, FL, Kendall-Tamiami Executive, NDB OR GPS RWY 9R, Amdt 1B, CANCELLED
- Miami, FL, Kendall-Tamiami Executive, ILS OR LOC RWY 9R, Amdt 9
- Sarasota/Bradenton, FL, Sarasota/Bradenton Intl, Takeoff Minimums and Textual DP, Orig
- Atlanta, GA, Hartsfield-Jackson Atlanta Intl, ILS OR LOC RWY 10, Orig, ILS RWY 10 (CAT II) ILS RWY 10 (CAT III)
- Atlanta, GA, Hartsfield-Jackson Atlanta Intl, ILS OR LOC RWY 28, Orig, ILS RWY 28 (CAT II) ILS RWY 28 (CAT III)
- Atlanta, GA, Hartsfield-Jackson Atlanta Intl, RNAV (GPS) RWY 8R, Amdt 1
- Atlanta, GA, Hartsfield-Jackson Atlanta Intl, RNAV (GPS) RWY 8L, Amdt 1
- Atlanta, GA, Hartsfield-Jackson Atlanta Intl, RNAV (GPS) RWY 9L, Amdt 1
- Atlanta, GA, Hartsfield-Jackson Atlanta Intl, RNAV (GPS) RWY 9R, Amdt 1
- Atlanta, GA, Hartsfield-Jackson Atlanta Intl, RNAV (GPS) RWY 26L, Amdt 1
- Atlanta, GA, Hartsfield-Jackson Atlanta Intl, RNAV (GPS) RWY 26R, Amdt 1
- Atlanta, GA, Hartsfield-Jackson Atlanta Intl, RNAV (GPS) RWY 27L, Amdt 15
- Mason City, IA, Mason City Muni, RNAV (GPS) RWY 18, Amdt 1
- Moline, IL, Quad City, RADAR-1, Amdt 8, CANCELLED
- Peoria, IL, Greater Peoria Regional, RADAR-1, Amdt 12C, CANCELLED
- Gary, IN, Gary/Chicago Intl, RNAV (RNP) RWY 30, Orig
- Pittsburg, KS, Atkinson Muni, RNAV (GPS) RWY 16, Amdt 1
- Pittsburg, KS, Atkinson Muni, RNAV (GPS) RWY 34, Amdt 1
- Wellington, KS, Wellington Muni, RNAV (GPS) RWY 17, Orig
- Wellington, KS, Wellington Muni, RNAV (GPS) RWY 35, Orig
- Wellington, KS, Wellington Muni, NDB RWY 17, Amdt 5
- Wellington, KS, Wellington Muni, NDB RWY 35, Orig
- Wellington, KS, Wellington Muni, VOR/DME RWY 17, Amdt 2
- Elizabethtown, KY, Addington Field, RNAV (GPS) RWY 5, Orig
- Elizabethtown, KY, Addington Field, RNAV (GPS) RWY 23, Orig
- Elizabethtown, KY, Addington Field, VOR/DME RNAV OR GPS RWY 5, Amdt 2, CANCELLED
- Elizabethtown, KY, Addington Field, VOR-A, Amdt 3
- Elizabethtown, KY, Addington Field, Takeoff Minimums and Textual DP, Amdt 1
- Hammond, LA, Hammond Northshore Regional, RNAV (GPS) RWY 18, Orig
- Hammond, LA, Hammond Northshore Regional, RNAV (GPS) RWY 31, Orig
- Hammond, LA, Hammond Northshore Regional, ILS OR LOC RWY 18, Amdt 3
- Hammond, LA, Hammond Northshore Regional, VOR RWY 18, Amdt 3
- Hammond, LA, Hammond Northshore Regional, GPS RWY 31, Orig-B, CANCELLED
- Bedford, MA, Laurence G. Hanscom Field, ILS OR LOC RWY 29, Amdt 6
- Bedford, MA, Laurence G. Hanscom Field, RNAV (GPS) RWY 23, Orig
- Bedford, MA, Laurence G. Hanscom Field, GPS RWY 23, Orig-B, CANCELLED
- Bedford, MA, Laurence G. Hanscom Field, Takeoff Minimums and Textual DP, Amdt 3
- Frederick, MD, Frederick Muni, RNAV (GPS) RWY 5, Orig
- Frederick, MD, Frederick Muni, GPS RWY 5, Amdt 1A, CANCELLED
- Bar Harbor, ME, Hancock County-Bar Harbor, LOC/DME BC RWY 4, Amdt 2
- Bar Harbor, ME, Hancock County-Bar Harbor, RNAV (GPS) RWY 4, Orig
- Bar Harbor, ME, Hancock County-Bar Harbor, GPS RWY 4, Orig, CANCELLED
- Bar Harbor, ME, Hancock County-Bar Harbor, Takeoff Minimums and Textual DP, Amdt 4
- Detroit, MI, Detroit Metropolitan/Wayne County, Takeoff Minimums and Textual DP, Orig
- Kirksville, MO, Kirksville Regional, RNAV (GPS) RWY 36, Orig
- Kirksville, MO, Kirksville Regional, RNAV (GPS) RWY 18, Orig
- Kirksville, MO, Kirksville Regional, VOR/DME RNAV OR GPS RWY 36, Amdt 8A, CANCELLED
- Kirksville, MO, Kirksville Regional, VOR/DME RNAV OR GPS RWY 18, Amdt 7A, CANCELLED
- Meridian, MS, Key Field, RNAV (GPS) RWY 1, Orig
- Meridian, MS, Key Field, RNAV (GPS) RWY 4, Orig
- Meridian, MS, Key Field, RNAV (GPS) RWY 22, Orig
- Meridian, MS, Key Field, GPS RWY 1, Orig, CANCELLED
- Meridian, MS, Key Field, VOR-A, Amdt 16
- Meridian, MS, Key Field, Takeoff Minimums and Textual DP, Amdt 4
- Millville, NJ, Millville Muni, NDB RWY 14, Amdt 6
- Millville, NJ, Millville Muni, VOR/DME RNAV OR GPS RWY 28, Amdt 1, CANCELLED
- Millville, NJ, Millville Muni, VOR/DME RNAV OR GPS RWY 32, Amdt 1, CANCELLED
- Millville, NJ, Millville Muni, RNAV (GPS) RWY 14, Orig
- Millville, NJ, Millville Muni, RNAV (GPS) RWY 28, Orig
- Millville, NJ, Millville Muni, RNAV (GPS) RWY 32, Orig
- Millville, NJ, Millville Muni, Takeoff Minimums and Textual DP, Amdt 2
- New York, NY, LaGuardia, RNAV (GPS) RWY 4, Amdt 1
- New York, NY, LaGuardia, RNAV (GPS) RWY 13, Orig
- New York, NY, LaGuardia, RNAV (GPS) RWY 22, Amdt 1
- New York, NY, LaGuardia, RNAV (GPS) RWY 31, Orig-A
- Cleveland, OH, Cleveland-Hopkins Intl, Takeoff Minimums and Textual DP, Amdt 14
- Cleveland, OH, Cuyahoga County, Takeoff Minimums and Textual DP, Orig
- Elyria, OH, Elyria, Takeoff Minimums and Textual DP, Amdt 2
- Lorain/Elyria, OH, Lorain County Regional, Takeoff Minimums and Textual DP, Orig
- Medina, OH, Medina Municipal, Takeoff Minimums and Textual DP, Amdt 3
- Middlefield, OH, Geauga County, Takeoff Minimums and Textual DP, Amdt 3
- Painesville, OH, Concord Airpark, Takeoff Minimums and Textual DP, Amdt 1
- Willoughby, OH, Willoughby Lost Nation Muni, Takeoff Minimums and Textual DP, Amdt 2
- La Grande, OR, La Grande/Union County, RNAV (GPS) RWY 16, Orig
- La Grande, OR, La Grande/Union County, GPS RWY 16, Orig, CANCELLED
- Suffolk, VA, Suffolk Executive, LOC RWY 4, Amdt 2

Suffolk, VA, Suffolk Executive, RNAV (GPS) RWY 4, Amdt 1  
 Suffolk, VA, Suffolk Executive, RNAV (GPS) RWY 7, Orig  
 Suffolk, VA, Suffolk Executive, GPS RWY 7, Orig-B, CANCELLED  
 Suffolk, VA, Suffolk Executive, Takeoff Minimums and Textual DP, Amdt 3  
 Oak Harbor, WA, Wes Lupien, RNAV (GPS) RWY 7, Orig-A  
 Oak Harbor, WA, Wes Lupien, RADAR-1, Orig  
 Laramie, WY, Laramie Regional, RNAV (GPS) RWY 12, Orig  
 Laramie, WY, Laramie Regional, RNAV (GPS) RWY 30, Orig  
 Laramie, WY, Laramie Regional, VOR/DME OR TACAN RWY 12, Amdt 6  
 Laramie, WY, Laramie Regional, VOR/DME OR TACAN RWY 30, Amdt 7

\* \* \* Effective 03 August 2006

Chickasha, OK, Chickasha Muni, NDB RWY 17, Amdt 1, CANCELLED  
 Washington, PA, Washington County, NDB RWY 27, Amdt 1, CANCELLED

[FR Doc. 06-4067 Filed 5-3-06; 8:45 am]

BILLING CODE 4910-13-P

## DEPARTMENT OF ENERGY

### Federal Energy Regulatory Commission

#### 18 CFR Parts 35, 37 and 38

[Docket No. RM05-5-000; Order No. 676]

#### Standards for Business Practices and Communication Protocols for Public Utilities

Issued April 25, 2006.

**AGENCY:** Federal Energy Regulatory Commission, DOE.

**ACTION:** Final rule.

**SUMMARY:** The Federal Energy Regulatory Commission is amending its regulations under the Federal Power Act to incorporate by reference the following standards promulgated by the Wholesale Electric Quadrant of the North American Energy Standards Board: Business Practices for Open Access Same-Time Information Systems (OASIS); Business Practices for OASIS Standards and Communication Protocols; OASIS Data Dictionary; Coordinate Interchange; Area Control Error (ACE) Equation Special Cases; Manual Time Error Correction; and Inadvertent Interchange Payback. Incorporating these standards by reference into the Commission's regulations will standardize utility business practices and transactional processes and OASIS procedures.

**DATES:** This Final Rule will become effective June 5, 2006. The incorporation by reference of certain

standards listed in this Final Rule is approved by the Director of the **Federal Register** as of June 5, 2006. Public utilities must implement the standards adopted in this Final Rule by July 1, 2006, and must file revisions to their open access transmission tariffs (OATTs) to include these standards in accordance with the following schedule. On or after June 1, 2006, a public utility proposing OATT revisions unrelated to this rule is required to include the standards adopted in this Final Rule as part of that filing. (Prior to June 1, 2006, a public utility making OATT revisions unrelated to this rule has the option of including the standards adopted in this Final Rule as part of that filing.) As the standards adopted in this Final Rule must be implemented by July 1, 2006, the OATT revisions filed to comply with this rule are to include an effective date of July 1, 2006. Any requests for waiver of any of these standards must be filed on or before June 1, 2006.

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 Before Commissioners: Joseph T. Kelliher, Chairman; Nora Mead Brownell, and Suedeen G. Kelly.

1. The Federal Energy Regulatory Commission (Commission) is amending its regulations under the Federal Power Act (FPA)<sup>1</sup> to incorporate by reference certain standards promulgated by the Wholesale Electric Quadrant (WEQ) of the North American Energy Standards Board (NAESB). These standards establish a set of business practice standards and communication protocols for the electric industry that will enable industry members to achieve efficiencies by streamlining utility business and transactional processes and communication procedures. The standards replace, with modifications, the Commission's existing Business Practice Standards for Open Access Same-Time Information Systems (OASIS) Transactions and OASIS Standards and Communication Protocols and Data Dictionary requirements. In addition, the standards include business practices to complement the North American Electric Reliability Council's (NERC) Version 0 reliability standards and ultimately the standards to be adopted by the Electric Reliability Organization (ERO) pursuant to Order Nos. 672 and 672-A.<sup>2</sup> Adopting these standards will establish a formal ongoing process for reviewing and upgrading the Commission's OASIS standards as well as adopting other electric industry business practice standards.

#### I. Background

2. When the Commission developed its OASIS regulations, OASIS Standards and Communication Protocols, Data Dictionary, and OASIS Business Practice Standards, it relied heavily on the assistance provided by all segments of the wholesale electric power industry and its customers in the ad hoc working groups that came together and offered consensus proposals for the

<sup>1</sup> 16 U.S.C. 791a, *et seq.*

<sup>2</sup> See 18 CFR Part 39 Rules Concerning Certification of the Electric Reliability Organization; and Procedures for the Establishment, Approval, and Enforcement of Electric Reliability Standards, Order No. 672, 71 FR 8662 (corrected at 71 FR 11505), FERC Stats. & Regs. ¶ 31, 204, Order No. 672-A, 71 FR 19814 (2006), 114 FERC ¶ 61,328 (2006).