

will neither increase the economic burden on any operator nor increase the scope of the AD.

#### Costs of Compliance

This AD will affect about 537 airplanes of U.S. registry.

The modification will take about 5 work hours per airplane, at an average labor rate of \$65 per work hour. Required parts would be free of charge. Based on these figures, the estimated cost of the modification for U.S. operators is \$174,525, or \$325 per airplane.

#### Authority for This Rulemaking

Title 49 of the United States Code specifies the FAA's authority to issue rules on aviation safety. Subtitle I, Section 106, describes the authority of the FAA Administrator. Subtitle VII, Aviation Programs, describes in more detail the scope of the Agency's authority.

We are issuing this rulemaking under the authority described in Subtitle VII, Part A, Subpart III, Section 44701, "General requirements." Under that section, Congress charges the FAA with promoting safe flight of civil aircraft in air commerce by prescribing regulations for practices, methods, and procedures the Administrator finds necessary for safety in air commerce. This regulation is within the scope of that authority because it addresses an unsafe condition that is likely to exist or develop on products identified in this rulemaking action.

#### Regulatory Findings

We have determined that this AD will not have federalism implications under Executive Order 13132. This AD will not have a substantial direct effect on the States, on the relationship between the national government and the States, or on the distribution of power and responsibilities among the various levels of government.

For the reasons discussed above, I certify that this AD:

(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) Will not have a significant economic impact, positive or negative, on a substantial number of small entities under the criteria of the Regulatory Flexibility Act.

We prepared a regulatory evaluation of the estimated costs to comply with this AD. See the **ADDRESSES** section for a location to examine the regulatory evaluation.

#### List of Subjects in 14 CFR Part 39

Air transportation, Aircraft, Aviation safety, Incorporation by reference, Safety.

#### Adoption of the Amendment

■ Accordingly, under the authority delegated to me by the Administrator, the FAA amends 14 CFR part 39 as follows:

#### PART 39—AIRWORTHINESS DIRECTIVES

■ 1. The authority citation for part 39 continues to read as follows:

**Authority:** 49 U.S.C. 106(g), 40113, 44701.

#### § 39.13 [Amended]

■ 2. The FAA amends § 39.13 by adding the following new airworthiness directive (AD):

**2005-06-06 Airbus:** Amendment 39-14014.  
Docket No. FAA-2004-19264;  
Directorate Identifier 2004-NM-90-AD.

#### Effective Date

(a) This AD becomes effective April 22, 2005.

#### Affected ADs

(b) None.

#### Applicability

(c) This AD applies to Airbus Model A319, A320, and A321 series airplanes; certificated in any category; equipped with any Hamilton Sundstrand Auxiliary Power Unit (APU) alternating current (AC) generator having part number 5906732, 5909006, or 5910047; with up to amendment 17 included; on which Airbus Modification 32614 has not been done.

#### Unsafe Condition

(d) This AD was prompted by a report of an explosion in the APU compartment which blew open the compartment doors. We are issuing this AD to prevent oil vapor leakage from the APU AC generator, which, when combined with an electric arc at the electrical receptacle, could result in a fire or explosion in the APU compartment during flight.

#### Compliance

(e) You are responsible for having the actions required by this AD performed within the compliance times specified, unless the actions have already been done.

#### Modification

(f) Within 20 months after the effective date of this AD, modify the APU AC generator by doing all the actions in accordance with the Accomplishment Instructions of Airbus Service Bulletin A320-24-1106, Revision 01, dated May 13, 2004.

**Note 1:** Airbus Service Bulletin A320-24-1106, Revision 01, refers to Hamilton Sundstrand Service Bulletin 90EGS01AG-24-18, dated February 13, 2003, as an additional source of service information for accomplishment of the modification required by paragraph (f) of this AD.

#### Previously Accomplished Actions

(g) Modification of the APU AC generator accomplished before the effective date of this AD in accordance with the Accomplishment Instructions of Airbus Service Bulletin A320-24-1106, dated May 26, 2003, is acceptable for compliance with the modification required by paragraph (f) of this AD.

#### Alternative Methods of Compliance (AMOCs)

(h) The Manager, International Branch, ANM-116, Transport Airplane Directorate, FAA, has the authority to approve AMOCs for this AD, if requested in accordance with the procedures found in 14 CFR 39.19.

#### Related Information

(i) French airworthiness directive F-2004-019, dated February 4, 2004, also addresses the subject of this AD.

#### Material Incorporated by Reference

(j) You must use Airbus Service Bulletin A320-24-1106, Revision 01, dated May 13, 2004, to perform the actions that are required by this AD, unless the AD specifies otherwise. The Director of the Federal Register approves the incorporation by reference of this document in accordance with 5 U.S.C. 552(a) and 1 CFR part 51. For copies of the service information, contact Airbus, 1 Rond Point Maurice Bellonte, 31707 Blagnac Cedex, France. For information on the availability of this material at the National Archives and Records Administration (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). You may view the AD docket at the Docket Management Facility, U.S. Department of Transportation, 400 Seventh Street, SW., room PL-401, Nassif Building, Washington, DC.

Issued in Renton, Washington, on March 8, 2005.

**Ali Bahrami,**

*Manager, Transport Airplane Directorate,  
Aircraft Certification Service.*

[FR Doc. 05-5140 Filed 3-17-05; 8:45 am]

**BILLING CODE 4910-13-P**

## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### 14 CFR Part 97

[Docket No. 30440; Amdt. No. 3118]

#### 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 March 18, 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 March 18, 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](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 March 11, 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 April 14, 2005*

Nantucket, MA, Nantucket Memorial, ILS OR LOC RWY 6, Orig  
Nantucket, MA, Nantucket Memorial, LOC BC RWY 6, Amdt 10B, CANCELLED

\* \* \* *Effective May 12, 2005*

Deadhorse, AK, Deadhorse, LOC/DME BC RWY 22, Amdt 10  
Emmonak, AK, Emmonak, RNAV (GPS) RWY 16, Amdt 1  
Emmonak, AK, Emmonak, RNAV (GPS) RWY 34, Amdt 1

- Emmonak, AK, Emmonak, VOR RWY 16, Amdt 1
- Emmonak, AK, Emmonak, VOR RWY 34, Amdt 1
- Andalusia/Opp, AL, Andalusia-Opp, NDB-A, Amdt 3
- Andalusia/Opp, AL, Andalusia-Opp, GPS RWY 29, ORIG, CANCELLED
- Andalusia/Opp, AL, Andalusia-Opp, RNAV (GPS) RWY 11, Orig
- Andalusia/Opp, AL, Andalusia-Opp, RNAV (GPS) RWY 29, Orig
- Decatur, AR, Crystal Lake, RNAV (GPS) RWY 13, Orig
- Decatur, AR, Crystal Lake, VOR/DME RWY 13, Amdt 9
- Crossett, AR, Z M Jack Stell Field, RNAV (GPS) RWY 23, Orig
- Crossett, AR, Z M Jack Stell Field, GPS RWY 23, Orig, CANCELLED
- Melbourne, AR, Melbourne Muni-John E. Miller Field, RNAV (GPS) RWY 3, Orig
- Melbourne, AR, Melbourne Muni-John E. Miller Field, RNAV (GPS) RWY 21, Orig
- Orlando, FL, Orlando Intl, ILS OR LOC RWY 18R, Amdt 7
- Orlando, FL, Orlando Intl, ILS OR LOC RWY 36R, Amdt 8, ILS RWY 36R (CAT II), ILS RWY 36R (CAT III)
- Driggs, ID, Driggs-Reed Memorial, RNAV (GPS) RWY 3, Orig
- Dodge City, KS, Dodge City Regional, VOR RWY 14, Amdt 19
- Dodge City, KS, Dodge City Regional, VOR/DME RWY 32, Amdt 5
- Parsons, KS, Tri City, RNAV (GPS) RWY 17, Orig
- Parsons, KS, Tri City RNAV (GPS) RWY 35, Orig
- Parsons, KS, Tri City NDB RWY 17, Amdt 9
- Parsons, KS, Tri City NDB RWY 35, Amdt 6
- Parsons, KS, Tri City VOR/DME RWY 17, Orig
- Parsons, KS, Tri City VOR-A, Orig-A, CANCELLED
- Parsons, KS, Tri City VOR/DME RNAV RWY 17, Amdt 5B, CANCELLED
- Parsons, KS, Tri City VOR/DME RNAV RWY 35, Amdt 5C, CANCELLED
- Covington, KY, Cincinnati/Northern Kentucky Intl, RNAV (GPS) RWY 18C, Orig-A
- Covington, KY, Cincinnati/Northern Kentucky Intl, RNAV (GPS) RWY 36C, Orig-A
- Covington, KY, Cincinnati/Northern Kentucky Intl, ILS OR LOC RWY 18C, Amdt 20A
- Covington, KY, Cincinnati/Northern Kentucky Intl, ILS OR LOC RWY 36C, Amdt 39A, ILS RWY 36C (CAT II), ILS RWY 36C (CAT III)
- Slidell, LA, Slidell, RNAV (GPS) RWY 18, Orig
- Slidell, LA, Slidell, RNAV (GPS) RWY 36, Orig
- Slidell, LA, Slidell, VOR/DME RWY 18, Amdt 4
- Slidell, LA, Slidell, GPS RWY 36, Orig-B, CANCELLED
- Kosciusko, MS, Kosciusko-Attala County, RNAV (GPS) RWY 14, Orig
- Kosciusko, MS, Kosciusko-Attala County, RNAV (GPS) RWY 32, Orig
- Kosciusko, MS, Kosciusko-Attala County, NDB RWY 14, Amdt 6
- Kosciusko, MS, Kosciusko-Attala County, NDB RWY 32, Amdt 5
- Maple Lake, MN, Maple Lake Muni, VOR-A, Amdt 4
- Washington, MO, Washington Memorial, RNAV (GPS) RWY 16, Orig, CANCELLED
- Washington, MO, Washington Memorial, RNAV (GPS) RWY 34, Orig, CANCELLED
- Washington, MO, Washington Memorial, VOR RWY 16, AMDT 2A, CANCELLED
- Zuni Pueblo, NM, Black Rock, RNAV (GPS) RWY 6, Orig
- Zuni Pueblo, NM, Black Rock, VOR/DME RWY 6, Amdt 2
- Zuni Pueblo, NM, Black Rock, GPS RWY 7, Orig-A, CANCELLED
- Louisburg, NC, Franklin County, ILS OR LOC RWY 4, Amdt 3
- Louisburg, NC, Franklin County, VOR/DME-A, Amdt 2
- Louisburg, NC, Franklin County, GPS RWY 4, Amdt 1, CANCELLED
- Louisburg, NC, Franklin County, RNAV (GPS) RWY 4, Orig
- Louisburg, NC, Franklin County, RNAV (GPS) RWY 22, Orig
- Las Vegas, NV, Henderson Executive, RNAV (GPS)-B, Orig
- Albion, NY, Pine Hill, RNAV (GPS)-B, Orig
- Albion, NY, Pine Hill, VOR/DME OR GPS-A, Amdt 3, CANCELLED
- Millbrook, NY, Sky Acres, VOR-A, Amdt 8
- Millbrook, NY, Sky Acres, RNAV (GPS) RWY 17, Orig
- Millbrook, NY, Sky Acres, GPS RWY 17, Orig, CANCELLED
- Millbrook, NY, Sky Acres, RNAV (GPS) RWY 35, Orig
- Millbrook, NY, Sky Acres, GPS RWY 35, Orig, CANCELLED
- Pittsburgh, PA, Pittsburgh International, ILS RWY 10R, Amdt 10B
- Pittsburgh, PA, Pittsburgh International, ILS RWY 28L, Amdt 8B
- Pittsburgh, PA, Pittsburgh International, RNAV (GPS) Y RWY 28C, Amdt 1A
- Pittsburgh, PA, Pittsburgh International, RNAV (GPS) Y RWY 28L, Amdt 1B
- Pittsburgh, PA, Pittsburgh International, RNAV (GPS) Z RWY 28C, Amdt 2A
- Pittsburgh, PA, Pittsburgh International, RNAV (GPS) Z RWY 28L, Amdt 2C
- Knoxville, TN, McGhee-Tyson, VOR RWY 23L, Amdt 5
- Knoxville, TN, McGhee-Tyson, VOR RWY 23R, Amdt 7
- Knoxville, TN, McGhee-Tyson, NDB RWY 5R, Amdt 5
- Knoxville, TN, McGhee-Tyson, NDB RWY 5L, Amdt 5
- Knoxville, TN, McGhee-Tyson, ILS OR LOC RWY 23R, Amdt 11, ILS RWY 23R (CAT II), Amdt 11
- Knoxville, TN, McGhee-Tyson, ILS OR LOC RWY 5L, Amdt 8
- Knoxville, TN, McGhee-Tyson, RADAR-1, Amdt 22
- Madisonville, TN, Monroe County, NDB RWY 5, Amdt 5
- Madisonville, TN, Monroe County, RNAV (GPS) RWY 23, Orig
- Madisonville, TN, Monroe County, RNAV (GPS) RWY 5, Orig
- Caddo Mills, TX, Caddo Mills Muni, RNAV (GPS) RWY 35L, Orig
- Caddo Mills, TX, Caddo Mills Muni, NDB RWY 35L, Amdt 2B
- Caddo Mills, TX, Caddo Mills Muni, GPS RWY 35L, Orig, CANCELLED
- Lufkin, TX, Angelina County, RNAV (GPS) RWY 15, Orig
- Lufkin, TX, Angelina County, RNAV (GPS) RWY 25, Amdt 1
- Lufkin, TX, Angelina County, RNAV (GPS) RWY 33, Amdt 1
- Lufkin, TX, Angelina County, ILS OR LOC RWY 7, Amdt 2
- Lufkin, TX, Angelina County, GPS RWY 7, Orig-A, CANCELLED
- Lufkin, TX, Angelina County, GPS RWY 15, Orig-A, CANCELLED
- Lufkin, TX, Angelina County, VOR/DME RNAV RWY 7, Amdt 3A, CANCELLED
- Lufkin, TX, Angelina County, VOR/DME RNAV RWY 15, Amdt 4A, CANCELLED
- Rice Lake, WI, Rice Lake Regional-Carl's Field, ILS OR LOC RWY 1, Orig
- Rice Lake, WI, Rice Lake Regional-Carl's Field, NDB RWY 1, Orig
- \* \* \* Effective June 9, 2005
- Louisburg, NC, Franklin County, RNAV (GPS) RWY 4, Orig-A
- \* \* \* Effective July 7, 2005
- Sparta, IL, Sparta Community-Hunter Field, NDB RWY 18, Amdt 1, CANCELLED
- [FR Doc. 05-5343 Filed 3-17-05; 8:45 am]
- BILLING CODE 4910-13-P**

**DEPARTMENT OF COMMERCE****National Oceanic and Atmospheric Administration****15 CFR Part 902****[Docket No. 040831251-5046-03; I.D. 082504A]****RIN 0648-AS47****Fisheries of the Exclusive Economic Zone Off Alaska; Allocating Bering Sea and Aleutian Islands King and Tanner Crab Fishery Resources; Correction**

**AGENCY:** National Marine Fisheries Service (NMFS), National Oceanic and Atmospheric Administration (NOAA), Commerce.

**ACTION:** Final rule; correcting amendment.

**SUMMARY:** NMFS issues this final rule, correcting amendment to the regulations governing the Bering Sea and Aleutian Islands crab fisheries. This action is necessary to correct Office of Management and Budget (OMB) control numbers for information collections previously approved under the Paperwork Reduction Act provided under an earlier rulemaking. This final rule in no way alters or amends those previously approved information collections. The sole purpose of this final rule is to display the appropriate control numbers for the approved information collections.