

opportunity to review the wet lease and determine beforehand which party has operational control) if the party alleging to have operational control is later found not to be responsible for the safety and regulatory compliance of the flights.

There were nine comments filed by the Air Transport Association on 14 CFR part 121 that may have merit, but we are unable to devote resources to a rulemaking project at this time. We do not view these recommended changes as being higher priority than the rulemaking projects already in progress. These comments include the following:

- Amend 14 CFR 121.335, Equipment standards, to eliminate the reference to an obsolete regulation;

- Amend 14 CFR 121.367, Maintenance, preventive maintenance, and alterations programs, by revising the introductory language to consolidate the regulatory requirements;

- Amend 14 CFR 121.613, Dispatch or flight release under IFR or over the top, to allow a flight to be released without meeting the required approach minimums at the destination if an alternate airport is given in the dispatch release;

- Amend 14 CFR 121.619, Alternate airport for destination, to reflect current aircraft and airport approach capabilities;

- Amend 14 CFR 121.619 to reduce minimums from 2,000 to 1,000 feet and from three miles to one mile visibility during the period from one hour before to one hour after estimated time of arrival;

- Amend 14 CFR 121.621, Alternate airport for destination, to either remove or extend the current six-hour time limit on no-alternate operations;

- Amend 14 CFR 121.645, Fuel supply, to eliminate the requirement that fuel loads for international aircraft operations include an extra 10 percent of the total flight time;

- Amend 14 CFR 121.652, Landing weather minimums, to eliminate the reduced landing weather minimums for less experienced pilots when an autopilot or head-up guidance is used (the National Air Carrier Association also filed a comment on this topic); and

- Amend 14 CFR 121.655, Applicability of reported weather minimums, to allow some flexibility when the reported visibility in the main body of the weather report is less than four miles.

The National Air Carrier Association suggested we delete 14 CFR 121.139, Requirements for manual aboard aircraft, in its entirety. This regulation, in part, requires certificate holders conducting supplemental operations to

carry appropriate parts of the printed manual on each airplane when away from the principal base of operations. If the manual is not in printed form, it requires the airplane to carry a compatible reading device. The commenters believe this is an unnecessary requirement given the state of technology today. *Response:* Our view is that the information in the manual must be available wherever the aircraft goes. For this reason, we are not inclined to change the regulation.

A representative of the Orange County (CA) Flight Center suggested we amend one of the flight training requirements of 14 CFR 141.79 to allow use of a flight training device to accomplish the recurrent proficiency check required by paragraph (d)(2). The commenter suggested allowing the flight training device on a rotational basis at schools that have an approved instrument course that requires use of the flight training device. *Response:* While we do not necessarily disagree with the comment, due to resources allocated to other projects, it is not a high priority.

A representative of Honeywell Engines, Systems and Services suggested we change 14 CFR 145.153(b)(1), which requires certificated U.S. repair stations to employ supervisors who are certificated under 14 CFR part 65. The commenter feels this requirement is burdensome, unnecessary, and costly and suggests that a technical lead could ensure that employees performing the work are capable. *Response:* We believe that supervisors must be certified to ensure they can direct the activities of workers who may not be at the journeyman level. For this reason, we are not inclined to change the regulation.

The Boeing Company suggested a change to 14 CFR 183.29(i), which prohibits an acoustical engineering representative (AER) from determining a type design change is not an acoustical change. In the commenter's view, this limit is not consistent with how we manage other designated engineering representatives. It also requires applicants to provide a significant amount of information to FAA to enable us to determine how a type design change should be certified for noise. Removing this limit could improve efficiency without adversely affecting safety. *Response:* We disagree with the comment. An AER is authorized only to determine the noise test, test data, and associated analyses comply with the applicable regulations. A determination that a type design change is an acoustical change is not a compliance determination and would not be

appropriate for an AER, even if the limit were not spelled out in the regulation.

Conclusion

The FAA finds that reviewing public comments on our regulations helps us in assessing the effectiveness of our regulatory agenda and adjusting the agenda when necessary. As a result of this review, we have identified many issues of importance to the industry and other interested parties. Some of these issues, we are pleased to note, we either have already addressed or are currently addressing. In addition, the review offers us a general understanding of industry's and the public's concerns about our regulations. We intend to continue to request public comments on a three-year cycle to identify any necessary changes to our regulatory program. We plan to issue a notice requesting public comments for our next review later this year.

Issued in Washington, DC, on June 19, 2007.

Nicholas A. Sabatini,

Associate Administrator for Aviation Safety.

[FR Doc. E7-12285 Filed 6-25-07; 8:45 am]

BILLING CODE 4910-13-P

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 97

[Docket No. 30556 Amdt. No. 3223]

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 June 26, 2007. 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 June 26, 2007.

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.

*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 June 15, 2007.

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 2 AUG 2007

Provincetown, MA, Provincetown Muni, Takeoff Minimums and Obstacle DP, Orig
Ridgely, MD, Ridgely Airpark, Takeoff Minimums and Textual DP, Orig
Portsmouth, NH, Portsmouth International at Pease, Takeoff Minimums and Obstacle DP, Orig
Batavia, NY, Genesee County Airport, Takeoff Minimums and Obstacle DP, Orig

Jamestown, NY, Chautauqua County/
Jamestown, Takeoff Minimums and
Obstacle DP, Amdt 6

Williamson/Sodus, NY, Williamson/Sodus,
Takeoff Minimums and Obstacle DP, Orig

Clarion, PA, Clarion County, Takeoff
Minimums and Obstacle DP, Orig

Titusville, PA, Titusville, Takeoff Minimums
and Obstacle DP, Orig

Wilkes-Barre/Scranton, PA, Wilkes-Barre/
Scranton Intl, ILS OR LOC/DME RWY 4,
Amdt 35

Wilkes-Barre/Scranton, PA, Wilkes-Barre/
Scranton Intl, ILS OR LOC/DME RWY 22,
Amdt 5

Wise, VA, Lonesome Pine, GPS RWY 6, Orig,
CANCELLED

Wheeling, WV, Wheeling Ohio CO, VOR
RWY 21, Amdt 15

Wheeling, WV, Wheeling Ohio CO, ILS OR
LOC RWY 3, Amdt 21

Wheeling, WV, Wheeling Ohio CO, RNAV
(GPS) RWY 21, Orig

Wheeling, WV, Wheeling Ohio CO, Takeoff
Minimums and Obstacle DP, Amdt 3

Effective 30 AUG 2007

Albertville, AL, Albertville Rgnl/Thomas J
Brumlik Fld, Takeoff
Minimums and Obstacle DP, Orig

Russellville, AR, Russellville Regional,
RNAV (GPS) RWY 7, Orig

Atlanta, GA, Dekalb-Peachtree, RNAV (RNP)
Z RWY 20L, Orig

Atlanta, GA, Dekalb-Peachtree, RNAV (RNP)
RWY 2R, Orig

Atlanta, GA, Fulton County Airport-Brown
Field, RNAV (RNP) Z RWY 8, Orig

Augusta, GA, Augusta Regional at Bush
Field, ILS OR LOC RWY 35, Amdt 27

Cartersville, GA, Cartersville, RNAV (GPS)
RWY 19, Amdt 1

Sylvania, GA, Plantation Arpk, RNAV (GPS)
RWY 5, Orig

Sylvania, GA, Plantation Arpk, RNAV (GPS)
RWY 23, Orig

Maquoketa, IA, Maquoketa Muni, NDB RWY
15, Amdt 3, CANCELLED

Chicago/Romeoville, IL, Lewis University,
RNAV (GPS) RWY 2, Orig

Chicago/Romeoville, IL, Lewis University,
RNAV (GPS) RWY 9, Orig

Chicago/Romeoville, IL, Lewis University,
RNAV (GPS) RWY 20, Orig

Chicago/Romeoville, IL, Lewis University,
RNAV (GPS) RWY 27, Orig

Chicago/Romeoville, IL, Lewis University,
LOC/DME RWY 9, Amdt 1

Chicago/Romeoville, IL, Lewis University,
VOR RWY 9, Amdt 3

Chicago/Romeoville, IL, Lewis University,
GPS RWY 9, Orig, CANCELLED

Chicago/Romeoville, IL, Lewis University,
GPS RWY 27, Amdt 2, CANCELLED

Chicago/Romeoville, IL, Lewis University,
Takeoff Minimums and Obstacle DP, Orig

Danville, IL, Vermilion County, RNAV (GPS)
RWY 3, Orig

Danville, IL, Vermilion County, RNAV (GPS)
RWY 21, Orig

Danville, IL, Vermilion County, RNAV (GPS)
RWY 34, Orig

Danville, IL, Vermilion County, VOR/DME
RWY 3, Amdt 12

Danville, IL, Vermilion County, VOR RWY
21, Amdt 14

Danville, IL, Vermilion County, VOR/DME
RNAV OR GPS RWY 34, Amdt 4A,
CANCELLED

Freeport, IL, Albertus, ILS OR LOC RWY 24,
Orig

Freeport, IL, Albertus, RNAV (GPS) RWY 6,
Orig

Freeport, IL, Albertus, RNAV (GPS) RWY 24,
Amdt 1

Freeport, IL, Albertus, LOC RWY 24, Orig-C,
CANCELLED

Freeport, IL, Albertus, VOR/DME RNAV OR
GPS RWY 6, Amdt 5C, CANCELLED

Huntingburg, IN, Huntingburg, NDB RWY 27,
Amdt 3

Albert Lea, MN, Albert Lea Muni, RNAV
(GPS) RWY 16, Amdt 1

Roseau, MN, Roseau Muni/Rudy Billberg
Field, RNAV (GPS) RWY 16, Orig

Roseau, MN, Roseau Muni/Rudy Billberg
Field, RNAV (GPS) RWY 34, Orig

Roseau, MN, Roseau Muni/Rudy Billberg
Field, VOR RWY 16, Amdt 8

Roseau, MN, Roseau Muni/Rudy Billberg
Field, VOR RWY 34, Amdt 1

Roseau, MN, Roseau Muni/Rudy Billberg
Field, Takeoff Minimums and Obstacle DP,
Orig

Lee's Summit, MO, Lee's Summit Municipal,
NDB RWY 18, Amdt 1A, CANCELLED

Lee's Summit, MO, Lee's Summit Municipal,
NDB RWY 36, Orig, CANCELLED

Batesville, MS, Panola County, Takeoff
Minimums and Obstacle DP, Orig

Starkville, MS, George M Bryan, RNAV (GPS)
RWY 36, Amdt 1

Gastonia, NC, Gastonia Muni, RNAV (GPS)
RWY 3, Amdt 1A

Gastonia, NC, Gastonia Muni, RNAV (GPS)
RWY 21, Orig-A

Gastonia, NC, Gastonia Muni, VOR/DME OR
GPS-A, Amdt 4, CANCELLED

Findlay, OH, Findlay, RNAV (GPS) RWY 18,
Amdt 1

Findlay, OH, Findlay, RNAV (GPS) RWY 25,
Amdt 1

Findlay, OH, Findlay, RNAV (GPS) RWY 36,
Amdt 1

Findlay, OH, Findlay, Takeoff Minimums
and Obstacle DP, Orig

Hamilton, OH, Butler Co Rgnl, ILS OR LOC
RWY 29, Amdt 1

Hamilton, OH, Butler Co Rgnl, RNAV (GPS)
RWY 11, Orig

Hamilton, OH, Butler Co Rgnl, RNAV (GPS)
RWY 29, Orig

Hamilton, OH, Butler Co Rgnl, GPS RWY 11,
Orig, CANCELLED

Hamilton, OH, Butler Co Rgnl, GPS RWY 29,
Amdt 2, CANCELLED

Hamilton, OH, Butler Co Rgnl, NDB-A, Amdt
3, CANCELLED

Marion, OH, Marion Muni, RNAV (GPS)
RWY 7, Orig

Marion, OH, Marion Muni, RNAV (GPS)
RWY 25, Orig

Marion, OH, Marion Muni, VOR-A, Amdt 1

Marion, OH, Marion Muni, GPS RWY 25,
Orig-B, CANCELLED

Marion, OH, Marion Muni, Takeoff
Minimums and Obstacle DP, Orig

Fairview, OK, Fairview Muni, NDB RWY 17,
Amdt 4, CANCELLED

Salem, OR, McNary Fld, RNAV (GPS) Y RWY
31, Orig-A

Salem, OR, McNary Fld, RNAV (GPS) Z RWY
31, Amdt 1A

Salem, OR, McNary Fld, LOC BC RWY 13,
Amdt 6D

Salem, OR, McNary Fld, LOC/DME RWY 31,
Amdt 2B

Pierre, SD, Pierre Regional, RNAV (GPS)
RWY 7, Amdt 2

Pierre, SD, Pierre Regional, RNAV (GPS)
RWY 13, Amdt 2

Pierre, SD, Pierre Regional, RNAV (GPS)
RWY 25, Amdt 2

Amarillo, TX, Rick Husband Amarillo Intl,
Takeoff Minimums and Obstacle DP,
Amdt 1

Canadian, TX, Hemphill County, Takeoff
Minimums and Obstacle DP, Amdt 2

Beaver, UT, Beaver Muni, RNAV (GPS)-A,
Orig

Beaver, UT, Beaver Muni, Takeoff Minimums
and Obstacle DP, Orig

Ogden, UT, Ogden-Hinckley, ILS OR LOC
RWY 3, Amdt 4A

Seattle, WA, Seattle-Tacoma Intl, ILS OR
LOC/DME RWY 34R, Orig-E, ILS RWY 34R
(CAT II)

Shawno, WI, Shawno Muni, Takeoff
Minimums and Obstacle DP, Amdt 2

Effective 25 OCT 2007

Logansport, IN, Logansport/Cass County,
NDB RWY 9, Amdt 2A, CANCELLED
[FR Doc. E7-12122 Filed 6-25-07; 8:45 am]

BILLING CODE 4910-13-P

DEPARTMENT OF THE TREASURY

31 CFR Part 103

RIN 1506-AA84

**Financial Crimes Enforcement
Network; Amendments to Bank
Secrecy Act Regulations Regarding
Casino Recordkeeping and Reporting
Requirements**

AGENCY: Financial Crimes Enforcement
Network, Department of the Treasury.

ACTION: Final rule.

SUMMARY: The Financial Crimes
Enforcement Network (FinCEN) is
issuing this final rule to amend the Bank
Secrecy Act regulation requiring casinos
to report transactions in currency.
Specifically, the amendments exempt,
as reportable transactions in currency,
jackpots from slot machines and video
lottery terminals, as well as
transactions, under certain conditions,
involving certain money plays and bills
inserted into electronic gaming devices.
We also are exempting certain
transactions between casinos and
currency dealers or exchangers, and
casinos and check cashers. Finally, the
amendments provide additional
examples of "cash in" and "cash out"
transactions.

DATES: *Effective Date:* June 26, 2007.

FOR FURTHER INFORMATION CONTACT:
Regulatory Policy and Programs