

and Reporting Points, dated August 30, 2004, and effective September 16, 2004, which is incorporated by reference in 14 CFR 71.1. The Class E airspace designation listed in this document will be published subsequently in the Order.

The Rule

This revision to 14 CFR part 71 revises Class E airspace at Ketchikan, Alaska. Additional Class E airspace is being created to accommodate aircraft executing Special Instrument Approach Procedures and will be depicted on aeronautical charts for pilot reference. The intended effect of this rule is to provide adequate controlled airspace for IFR operations at Ketchikan Airport, Ketchikan, Alaska.

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. Since this a routine matter that will only affect air traffic procedures and air navigation, it is certified that this rule will not have a significant economic impact on a substantial number of small entities under the criteria of the Regulatory Flexibility Act.

The FAA’s authority to issue rules regarding aviation safety is found in Title 49 of the United States Code. Subtitle 1, Section 106 describes the authority of the FAA Administrator. Subtitle VII, Aviation Programs, describes in more detail the scope of the agency’s authority.

This rulemaking is promulgated under the authority described in Subtitle VII, Part A, Subpart 1, Section 40103, Sovereignty and use of airspace. Under that section, the FAA is charged with prescribing regulations to ensure the safe and efficient use of the navigable airspace. This regulation is within the scope of that authority because it creates Class E airspace sufficient in size to contain aircraft executing Instrument Approach Procedures for the Ketchikan Airport and represents the FAA’s continuing effort to safely and efficiently use the navigable airspace.

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, CLASS B, CLASS C, CLASS D, AND CLASS E AIRSPACE AREAS; AIRWAYS; ROUTES; AND REPORTING POINTS

■ 1. The authority citation for 14 CFR 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 Federal Aviation Administration Order 7400.9M, *Airspace Designations and Reporting Points*, dated August 30, 2004, and effective September 16, 2004, is amended as follows:

* * * * *

Paragraph 6005 Class E airspace extending upward from 700 feet or more above the surface of the earth.

* * * * *

AAL AK E5 Ketchikan, AK [Revised]

Ketchikan International Airport, AK
(Lat. 55°21′20″ N., long. 131°42′50″ W.)
Annette Island VORTAC
(Lat. 55°03′38″ N., long. 131°34′42″ W.)
Ketchikan Localizer
(Lat. 55°20′51″ N., long. 131°42′00″ W.)

That airspace extending upward from 700 feet above the surface within 2.0 miles each side of the Ketchikan Localizer east course extending from the Ketchikan Localizer to 9.0 miles southeast of the Ketchikan International Airport and within 1.8 miles each side of the 353° radial of the Annette Island VORTAC extending from 11 miles north of the VORTAC to the Ketchikan Localizer east course and within 1.9 miles either side of the Ketchikan Localizer west course extending from the localizer to 6.7 miles west of the airport and that airspace bounded by 55°24′49″ N 131°53′23″ W 55°27′30″ N 132°03′10″ W 55°31′20″ N 132°00′30″ W 55°27′27″ N 131°48′35″ W.

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Issued in Anchorage, AK, on March 4, 2005.

Anthony M. Wylie,

Acting Manager, Air Traffic Division, Alaskan Region.

[FR Doc. 05–4749 Filed 3–10–05; 8:45 am]

BILLING CODE 4910–13–P

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 97

[Docket No. 30439; Amdt. No. 3117]

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 11, 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 11, 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 February 25, 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 14 Apr 2005*

Kanab, UT, Kanab Muni, RNAV (GPS) RWY 1, Amdt 1

* * * *Effective 12 May 2005*

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

Atlanta, GA, Dekalb-Peachtree, RNAV (GPS) RWY 27, Orig

Atlanta, GA, Dekalb-Peachtree, VOR/DME RWY 20L, Amdt 1D

Atlanta, GA, Dekalb-Peachtree, VOR/DME RWY 27, Amdt 1C

Sandpoint, ID, Sandpoint, RNAV (GPS)–B, Orig

Sandpoint, ID, Sandpoint, GPS–B, Orig-A, CANCELLED

Olathe, KS, New Century Aircenter, ILS OR LOC RWY 35, Amdt 6

Olathe, KS, New Century Aircenter, NDB RWY 35, Amdt 6

Olathe, KS, New Century Aircenter, VOR–A, Amdt 6

Abbeville, LA, Abbeville Chris Crusta Memorial, RNAV (GPS) RWY 15, Orig

Abbeville, LA, Abbeville Chris Crusta Memorial, RNAV (GPS) RWY 33, Orig

Abbeville, LA, Abbeville Chris Crusta Memorial, VOR/DME–A, Amdt 2

Abbeville, LA, Abbeville Chris Crusta Memorial, VOR/DME–B, Amdt 3

Baltimore, MD, Martin State, LOC RWY 15, Amdt 2

Palmer, MA, Metropolitan, GPS RWY 4, Orig, CANCELLED

Detroit Lakes, MN, Detroit Lakes-Wething Field, RNAV (GPS) RWY 13, Orig

Detroit Lakes, MN, Detroit Lakes-Wething Field, RNAV (GPS) RWY 31, Orig

Detroit Lakes, MN, Detroit Lakes-Wething Field, VOR RWY 13, Orig

Detroit Lakes, MN, Detroit Lakes-Wething Field, VOR RWY 31, Orig

Detroit Lakes, MN, Detroit Lakes-Wething Field, VOR OR GPS RWY 13, Amdt 6, CANCELLED

Detroit Lakes, MN, Detroit Lakes-Wething Field, VOR OR GPS RWY 31, Amdt 4, CANCELLED

Princeton, MN, Princeton Muni, RNAV (GPS) RWY 15, Orig

Princeton, MN, Princeton Muni, RNAV (GPS) RWY 33, Orig

Princeton, MN, Princeton Muni, NDB RWY 15, Amdt 1

Mexico, MO, Mexico Memorial, LOC/DME RWY 24, Orig

Morristown, NJ, Morristown Muni, RNAV (GPS) RWY 5, Amdt 1

Artesia, NM, Artesia Muni, RNAV (GPS) RWY 12, Orig

Artesia, NM, Artesia Muni, RNAV (GPS) RWY 21, Orig

Artesia, NM, Artesia Muni, RNAV (GPS) RWY 30, Orig
 Artesia, NM, Artesia Muni, GPS RWY 12, Orig, CANCELLED
 Artesia, NM, Artesia Muni, GPS RWY 21, Orig, CANCELLED
 Artesia, NM, Artesia Muni, GPS RWY 30, Orig, CANCELLED
 Las Vegas, NM, Las Vegas Muni, RNAV (GPS) RWY 2, Orig
 Las Vegas, NM, Las Vegas Muni, RNAV (GPS) RWY 20, Orig
 Las Vegas, NM, Las Vegas Muni, RNAV (GPS) RWY 32, Orig
 Las Vegas, NM, Las Vegas Muni, VOR RWY 2, Amdt 11
 Las Vegas, NM, Las Vegas Muni, VOR RWY 20, Amdt 6
 Las Vegas, NM, Las Vegas Muni, GPS RWY 2, Orig, CANCELLED
 Las Vegas, NM, Las Vegas Muni, GPS RWY 20, Orig, CANCELLED
 Las Vegas, NM, Las Vegas Muni, GPS RWY 32, Orig-A, CANCELLED
 Grove, OK, Grove Muni, RNAV (GPS) RWY 18, Orig
 Grove, OK, Grove Muni, RNAV (GPS) RWY 36, Orig
 Grove, OK, Grove Muni, VOR/DME-A, Amdt 1
 Grove, OK, Grove Muni, GPS RWY 18, Orig-A, CANCELLED
 Grove, OK, Grove Muni, GPS RWY 36, Orig-A, CANCELLED
 Grove, OK, Grove Muni, VOR/DME RNAV RWY 18, Amdt 3, CANCELLED
 Grove, OK, Grove Muni, VOR/DME RNAV RWY 36, Amdt 3, CANCELLED
 Chehalis, WA, Chehalis-Centralia, RNAV (GPS) RWY 16, Orig

[FR Doc. 05-4751 Filed 3-10-05; 8:45 am]

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DEPARTMENT OF COMMERCE

International Trade Administration

19 CFR Part 360

[Docket Number: 040305083-5052-02]

RIN 0625-AA64

Steel Import Monitoring and Analysis System

AGENCY: Import Administration, International Trade Administration, Commerce.

ACTION: Interim final rule.

SUMMARY: The Department of Commerce publishes this interim final rule to implement a Steel Import Monitoring and Analysis (SIMA) System, originally outlined in the President's March 5, 2002, Proclamation on Steel Safeguards.¹ SIMA, as fully implemented by this interim final rule, contains modifications made in light of

comments received in response to an Advanced Notice of Proposed Rulemaking (ANPRM) published on August 25, 2004.

DATES: This interim final rule is effective March 11, 2005. Modifications to SIMA, as stated in Annexes II and III will be implemented on June 9, 2005. Comments on the SIMA system must be submitted on or before 5 p.m. e.s.t., May 10, 2005.

Paperwork Reduction Act: Comments regarding the information collection requirements must be submitted to Diana Hynek, Departmental Paperwork Officer, on or before 5 p.m., e.s.t., May 10, 2005.

ADDRESSES: Comments on the SIMA system may be submitted through any of the following:

- Mail: Kelly Parkhill, Director for Industry Support and Analysis, Import Administration, Room 3713, Department of Commerce, 14th and Constitution Ave., NW., Washington, DC 20230.

- E-mail: steel_license@ita.doc.gov. Please state "Comments on the Interim final rule" in the subject line.

- Federal e-Rulemaking portal: <http://www.regulations.gov>.

Paperwork Reduction Act: Comments regarding the information collection should be sent to Diana Hynek, Departmental Paperwork, Clearance Officer, Department of Commerce, Room 6625, 14th and Constitution Ave., NW., Washington, DC 20230 or via the Internet at dHynek@doc.gov.

FOR FURTHER INFORMATION CONTACT: For information on the SIMA system, please contact Kelly Parkhill (202) 482-3791; Julie Al-Saadawi (202) 482-1930.

Paperwork Reduction Act: Requests for additional information on the collection of information, or copies of the information collection instrument and instructions should be directed to: William Franklin, Office of Finance, Room 1800A, U.S. Department of Commerce, 14th and Constitution Ave., NW., Washington, DC 20230; Phone Number: (202) 482-3277.

SUPPLEMENTARY INFORMATION: On December 31, 2002, the Department of Commerce published its final rule on the implementation of the current steel import monitoring system (67 FR 79845). This system was initiated in connection with the implementation of safeguard measures with respect to certain steel products pursuant to section 203 of the Trade Act of 1974 (67 FR 10593). The effective date of the system was February 1, 2003. On December 4, 2003, the President issued a proclamation that terminated the steel safeguard measures, but also directed

the Secretary of Commerce to continue the monitoring system until the earlier of March 21, 2005, or such time as the Secretary of Commerce establishes a replacement program. On December 9, 2003, the Department of Commerce published a notice stating that the system would continue in effect as described in the Proclamation until March 21, 2005 (68 FR 68594).

The purpose of the SIMA system is to provide steel producers, steel consumers, importers, and the general public with accurate and timely information on anticipated imports of certain steel products. Currently, the SIMA system requires licenses for imports of certain steel products that were formerly covered under the President's safeguard action. Details of the current system can be found in the final rule (19 CFR 360) published on December 31, 2002 (67 FR 79845).

On August 25, 2004, the Department published an advanced notice of proposed rulemaking soliciting comments from the public on whether to continue the current system beyond its expiration date of March 21, 2005 (69 FR 52211) and, if extended, whether the system should be modified in any way. The Department received 73 submissions from a wide range of interested parties, including steel producers, steel consumers, steel suppliers, and importers, as well as from Congressional and foreign interests. Please refer to the SIMA system's Web site to read comments on the ANPRM and for further information about the SIMA system: <http://ia.ita.doc.gov/steel/license/>.

Interim Final Rule

The purpose of the SIMA system is to collect timely detailed statistics on anticipated steel imports and to provide stakeholders with information about import trends in this sector. The SIMA system aggregates detailed import statistics it collects from internet-generated licenses and makes the data available for public analysis on a weekly basis. The data gathering procedure through the online licensing system would remain the same. The monitor would continue to display aggregate statistical tables and graphs of U.S. steel imports combining data from the Census Bureau with data collected from the licensing system. Slightly more detailed information would be displayed in tabular form only.

The Department is implementing the SIMA system, beyond its current expiration date, for a period of four years (*see* 19 CFR 360). The Department also is expanding the coverage of the system to include all basic steel mill

¹ Formerly, the Steel Import Licensing and Surge Monitoring System.