

regulations concerning agency organization, the notice and comment provisions of the Administrative Procedure Act do not apply under 5 U.S.C. 553(b)(B). The amendments are effective upon publication in the **Federal Register**. Good cause exists under 5 U.S.C. 553(d) to dispense with the usual 30-day delay in the effective date of the final rule, because the amendments are of a minor and administrative nature dealing with changes to certain CFR sections, which do not require action by any person or entity regulated by the NRC. Further, the final rule does not change the substantive responsibilities of any person or entity regulated by the NRC.

Environmental Impact: Categorical Exclusion

The NRC has determined that this final rule is the type of action described in categorical exclusion 10 CFR 51.22(c)(2). Therefore, neither an environmental impact statement nor an environmental assessment has been prepared for this final rule.

Paperwork Reduction Act Statement

This final rule does not contain new or amended information collection requirements subject to the Paperwork Reduction Act of 1995 (44 U.S.C. 3501 *et seq.*). Existing requirements were approved by the Office of Management and Budget, approval numbers 3150-0053; 3150-0044; 3150-0010; 3150-0130; 3150-0020; and 3150-0011.

Public Protection Notification

The NRC may not conduct or sponsor, and a person is not required to respond to, a request for information of an information collection requirement unless the requesting document displays a currently valid OMB control number.

List of Subjects in 10 CFR Part 10

Administrative practice and procedure, Classified information, Government employees, Security measures.

■ For the reasons set forth in the preamble and under the authority of the Atomic Energy Act of 1954, as amended; the Energy Reorganization Act of 1974, as amended; and 5 U.S.C. 552 and 553, the NRC is adopting the following amendments to 10 CFR part 10.

PART 10—CRITERIA AND PROCEDURES FOR DETERMINING ELIGIBILITY FOR ACCESS TO RESTRICTED DATA OR NATIONAL SECURITY INFORMATION OR AN EMPLOYMENT CLEARANCE

■ 1. The authority citation for Part 10 continues to read as follows:

Authority: Secs. 145, 161, 68 Stat. 942, 948, as amended (42 U.S.C. 2165, 2201); sec. 201, 88 Stat. 1242, as amended (42 U.S.C. 5841); E.O. 10450, 3 CFR parts 1949–1953 COMP., p. 936, as amended; E.O. 10865, 3 CFR 1959–1963 COMP., p. 398, as amended; 3 CFR Table 4; E.O. 12968, 3 CFR 1995 COM., p. 396.

PART 10—[AMENDED]

■ 2. In 10 CFR Part 10, revise the phrase “Deputy Executive Director for Management Services” to read “Deputy Executive Director for Information Services and Administration and Chief Information Officer” wherever it appears.

Dated in Rockville, Maryland, this 12th day of May, 2005.

For the Nuclear Regulatory Commission.

Luis A. Reyes,

Executive Director for Operations.

[FR Doc. 05–10710 Filed 5–27–05; 8:45 am]

BILLING CODE 7590–01–P

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 97

[Docket No. 30446; Amdt. No. 3123]

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 May 31, 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 May 31, 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 May 20, 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 7 July 2005*

Aniak, AK, Aniak, RNAV (GPS) RWY 28, Amdt 1
Cordova, AK, Merle K (Mudhole) Smith, NDB/DME–A, Orig
Cordova, AK, Merle K (Mudhole) Smith, NDB–A, Orig, CANCELLED
Cordova, AK, Merle K (Mudhole) Smith, NDB/DME RWY 27, Amdt 1
Cordova, AK, Merle K (Mudhole) Smith, ILS OR LOC/DME RWY 27, Amdt 9
Cordova, AK, Merle K (Mudhole) Smith, RNAV (GPS) RWY 27, Orig
Cordova, AK, Merle K (Mudhole) Smith, RNAV (GPS)–B, Amdt 1
Cordova, AK, Merle K (Mudhole) Smith, GPS RWY 27, Orig-A, CANCELLED
Phoenix, AZ, Phoenix Deer Valley, RNAV (GPS) RWY 25L, Orig-A
Panama City, FL, Panama City-Bay County Intl, RNAV (GPS) RWY 14, Amdt 1
Panama City, FL, Panama City-Bay County Intl, RNAV (GPS) RWY 32, Amdt 1

Lake Charles, LA, Lake Charles Regional, RNAV (GPS) RWY 33, Amdt 1
Springfield, MO, Springfield-Branson Regional, RNAV (GPS) RWY 2, Amdt 1
Springfield, MO, Springfield-Branson Regional, RNAV (GPS) RWY 20, Amdt 1
Starkville, MS, George M. Bryan, RNAV (GPS) RWY 18, Orig
Starkville, MS, George M. Bryan, RNAV (GPS) RWY 36, Orig
Starkville, MS, George M. Bryan, VOR/DME–A, Amdt 6
Starkville, MS, George M. Bryan, GPS RWY 18, Orig, CANCELLED
Starkville, MS, George M. Bryan, VOR/DME RNAV OR GPS RWY 36, Orig, CANCELLED
Lexington, NC, Davidson County, ILS OR LOC/DME RWY 6, Orig
Lexington, NC, Davidson County, LOC/DME RWY 6, Orig, CANCELLED
Dickinson, ND, Dickinson-Theodore Roosevelt Regional, RNAV (GPS) RWY 14, Amdt 1
Dickinson, ND, Dickinson-Theodore Roosevelt Regional, RNAV (GPS) RWY 32, Amdt 1
Hastings, NE, Hastings Muni, RNAV (GPS) RWY 14, Orig
Hastings, NE, Hastings Muni, GPS RWY 14, Orig-C, CANCELLED
Cleveland, OH, Cleveland-Hopkins Intl, NDB OR GPS RWY 24L, Amdt 1C, CANCELLED
Cleveland, OH, Cleveland-Hopkins Intl, LDA PRM RWY 6R, Orig-A (SIMULTANEOUS CLOSE PARALLEL)
Cleveland, TN, Hardwick Field, NDB RWY 3, Amdt 2
Cleveland, TN, Hardwick Field, RNAV (GPS) RWY 21, Orig
Cleveland, TN, Hardwick Field, RNAV (GPS) RWY 3, Orig
Millington, TN, Millington Muni, ILS OR LOC RWY 22, Amdt 3
Millington, TN, Millington Muni, VOR/DME OR TACAN RWY 22, Amdt 2
Houston, TX, West Houston, NDB RWY 15, ANDT 3 CANCELLED
Houston, TX, West Houston, NDB RWY 33, ANDT 4 CANCELLED
Cedar City, UT, Cedar City Regional, NDB RWY 20, Amdt 2B, CANCELLED
Casper, WY, Natrona County Intl, NDB RWY 8, Amdt 13, CANCELLED
Rock Springs, WY, Rock Springs-Sweetwater County, NDB–C, Amdt 2A, CANCELLED

[FR Doc. 05–10606 Filed 5–27–05; 8:45 am]

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