

Alternative Methods of Compliance

(b)(1) An alternative method of compliance or adjustment of the compliance time that provides an acceptable level of safety may be used if approved by the Manager, Los Angeles ACO. Operators shall submit their requests through an appropriate FAA Principal Maintenance Inspector, who may add comments and then send it to the Manager, Los Angeles ACO.

(2) Before using any AMOC approved in accordance with § 39.19 on any airplane to which the AMOC applies, notify the appropriate principal inspector in the FAA Flight Standards Certificate Holding District Office.

Note 3: Information concerning the existence of approved alternative methods of compliance with this AD, if any, may be obtained from the Los Angeles ACO.

Special Flight Permits

(c) Special flight permits may be issued for non-revenue bearing flights with essential crew only in accordance with sections 21.197 and 21.199 of the Federal Aviation Regulations (14 CFR 21.197 and 21.199) to operate the airplane to a location where the requirements of this AD can be accomplished.

Note 4: The subject of this AD is addressed in Japanese airworthiness directive TCD-4667A-98, dated March 18, 1998.

Incorporation by Reference

(d) None.

Effective Date

(e) This amendment becomes effective on December 6, 2005.

Issued in Renton, Washington, on October 20, 2005.

Kalene C. Yanamura,

Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.

[FR Doc. 05-21543 Filed 10-31-05; 8:45 am]

BILLING CODE 4910-13-C

DEPARTMENT OF TRANSPORTATION**Federal Aviation Administration****14 CFR Part 71**

[Docket No. FAA-2005-20322; Airspace Docket No. 05-ANM-1]

RIN 2120-AA66

Establishment and Revision of Area Navigation (RNAV) Routes; Western United States

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Final rule; correction.

SUMMARY: This action corrects errors in the legal description of Area Navigation (RNAV) Routes listed in a final rule published in the **Federal Register** on October 14, 2005 (70 FR 59990), Airspace Docket No. 05-ANM-1.

EFFECTIVE DATE: 0901 UTC, December 22, 2005.

FOR FURTHER INFORMATION CONTACT: Ken McElroy, Airspace and Rules, Office of System Operations Airspace and AIM,

Federal Aviation Administration, 800 Independence Avenue, SW., Washington, DC 20591; telephone: (202) 267-8783.

SUPPLEMENTARY INFORMATION:**History**

On October 14, 2005, a final rule was published in the **Federal Register** (70 FR 59990), Airspace Docket No. 05-ANM-1. This rule established three RNAV routes (Q-15, Q-2, Q-4, and revised Q-13) in the Western United States. In all four routes, points that were listed in the route descriptions as “waypoint” (WP) are actually existing published navigation “fixes.” Therefore, the descriptions are corrected by removing “WP” and substituting “Fix.” In addition, the title for Q-13 was reversed. This action corrects those errors.

Correction to Final Rule

■ Accordingly, pursuant to the authority delegated to me, the legal description for Q-13, Q-15, Q-2 and Q-4, as published in the **Federal Register** on October 14, 2005 (70 FR 59990), Airspace Docket No. 05-ANM-1, are corrected as follows:

PART 71—[AMENDED]**§ 71.1 [Amended]**

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Q-13 PRFUM to PAWLI [Corrected]

PRFUM	Fix	(Lat. 35°30'24" N., long. 113°56'35" W.)
CENIT	WP	(Lat. 36°41'02" N., long. 116°26'31" W.)
TUMBE	WP	(Lat. 36°48'20" N., long. 116°40'03" W.)
TACUS	WP	(Lat. 37°05'16" N., long. 116°54'12" W.)
WODIN	WP	(Lat. 37°19'20" N., long. 117°05'25" W.)
LEAHI	WP	(Lat. 37°28'58" N., long. 117°14'57" W.)
LOMIA	WP	(Lat. 39°13'12" N., long. 119°06'23" W.)
RUFUS	WP	(Lat. 41°26'00" N., long. 120°00'00" W.)
PAWLI	WP	(Lat. 43°10'48" N., long. 120°55'50" W.)

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Q-15 CHILY to LOMIA [Corrected]

CHILY	Fix	(Lat. 34°42'49" N., long. 112°45'42" W.)
DOVEE	Fix	(Lat. 35°26'51" N., long. 114°48'01" W.)
BIKKR	WP	(Lat. 36°34'00" N., long. 116°45'00" W.)
DOBNE	WP	(Lat. 37°14'23" N., long. 117°15'04" W.)
RUSME	WP	(Lat. 37°29'39" N., long. 117°31'12" W.)
LOMIA	WP	(Lat. 39°13'12" N., long. 119°06'23" W.)

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Q-2 BOILE to EWM [Corrected]

BOILE	Fix	(Lat. 34°25'21" N., long. 118°01'33" W.)
HEDVI	WP	(Lat. 33°32'23" N., long. 114°28'14" W.)
HOBOL	WP	(Lat. 33°11'30" N., long. 112°20'00" W.)
ITUCO	WP	(Lat. 32°26'30" N., long. 109°46'26" W.)
EWM	VORTAC	(Lat. 31°57'06" N., long. 106°16'21" W.)

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Q-4 BOILE to ELP [Corrected]

BOILE	Fix	(Lat. 34°25'21" N., long. 118°01'33" W.)
HEDVI	WP	(Lat. 33°32'23" N., long. 114°28'14" W.)
SCOLE	Fix	(Lat. 33°27'46" N., long. 114°04'54" W.)

SPTFR	WP	(Lat. 33°23'49" N., long. 113°43'29" W.)
ZEBOL	WP	(Lat. 33°03'30" N., long. 112°31'00" W.)
SKTTR	WP	(Lat. 32°17'38" N., long. 109°50'44" W.)
ELP	VORTAC	(Lat. 31°48'57" N., long. 106°16'55" W.)

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Issued in Washington, DC, on October 26, 2005.

Edith V. Parish,

Acting Manager, Airspace and Rules.

[FR Doc. 05-21745 Filed 10-31-05; 8:45 am]

BILLING CODE 4910-13-P

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 97

[Docket No. 30462; Amdt. No. 3138]

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 November 1, 2005. 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 November 1, 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 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