

actuator of the NLG, which could result in a gear-up landing, structural damage, and possible injury to passengers and crew.

#### 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.

#### Airplane Flight Manual (AFM) Revision

(f) Within 5 days after the effective date of this AD: Revise the Limitations Section of the Falcon 10 AFM by incorporating Dassault Temporary Change (TC) 24, dated March 1, 2002, into the AFM. That TC provides procedures to the flightcrew for touchdown using the main landing gear to avoid a three-point landing. Thereafter, operate the airplane in accordance with the limitations specified in the AFM revision.

(g) When the information in TC 24 has been included in general revisions of the AFM, the TC may be removed from the AFM, provided the relevant information in the general revision is identical to that in TC 24.

#### Repetitive Inspections

(h) Within 7 months after the effective date of this AD: Do an ultrasonic inspection of the piston rod of the drag strut actuator of the NLG for cracks in accordance with Dassault Service Bulletin F10-294, dated March 20, 2002. After the initial inspection has been done, the TC required by paragraph (f) of this AD may be removed from the AFM.

(1) If any crack is found: Before further flight, replace the cracked drag strut actuator

with an airworthy part having the same part number, or do the terminating modification specified in paragraph (i) of this AD.

(2) If no crack is found: Repeat the inspection thereafter at intervals not to exceed 700 landings on the drag strut actuator.

#### Terminating Modification

(i) Accomplishment of the modification of the drag strut actuator in accordance with Dassault Service Bulletin F10-297, dated October 1, 2003, and prior or concurrent accomplishment of the related modification in accordance with Messier-Hispano-Bugatti Falcon 10 Service Bulletin 511-32-26, dated November 9, 1979, ends the repetitive inspections required by paragraph (h)(2) of this AD.

#### Additional Source of Service Information

(j) Messier-Dowty Service Bulletin 747721-32-057, dated February 5, 2003, is referenced in Dassault Service Bulletin F10-294 as an additional source of service information for replacing the drag strut actuator rod.

#### Actions Not Required

(k) Dassault Service Bulletin F10-294 recommends returning the drag strut actuator to the component repair agent for replacement if a crack is found, but this AD requires doing the terminating modification specified in paragraph (i) of this AD.

(l) Dassault Service Bulletins F10-294 and F10-297 recommend submitting certain inspection results to the manufacturer. This AD does not require those actions.

#### Alternative Methods of Compliance (AMOCs)

(m) 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

(n) French airworthiness directive 2002-137(B) dated March 20, 2002, also addresses the subject of this AD.

#### Material Incorporated by Reference

(o) You must use the service information that is specified in Table 1 of this AD 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 those documents in accordance with 5 U.S.C. 552(a) and 1 CFR part 51. For copies of the service information, contact Dassault Falcon Jet, P.O. Box 2000, South Hackensack, New Jersey 07606. 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.

TABLE 1.—MATERIAL INCORPORATED BY REFERENCE

Service information	Revision level	Date
Dassault Service Bulletin F10-294 .....	Original .....	Mar. 20, 2002.
Dassault Service Bulletin F10-297 .....	Original .....	Oct. 1, 2003.
Dassault Temporary Change 24 to the Falcon 10 Airplane Flight Manual.	Original .....	Mar. 1, 2002.
Messier-Hispano-Bugatti Falcon 10 Service Bulletin 511-32-26 .....	Original .....	Nov. 9, 1979.

Issued in Renton, Washington, on February 3, 2005.

**Ali Bahrami,**

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

[FR Doc. 05-2844 Filed 2-17-05; 8:45 am]

BILLING CODE 4910-13-P

## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### 14 CFR Part 97

[Docket No. 30438; Amdt. No. 3116]

#### 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 February 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 February 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: PO 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 10, 2005.

**James J. Ballough,**

*Director, Flight Standards Service.*

#### Adoption of the Amendment

n 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

n 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.

n 2. Part 97 is amended to read as follows:

\* \* \* *Effective 17 March 2005*

Arkadelphia, AR, Dexter B. Florence Memorial Field, RNAV (GPS) RWY 4, Orig  
Arkadelphia, AR, Dexter B. Florence Memorial Field, NDB RWY 4, Amdt 7  
Arkadelphia, AR, Dexter B. Florence Memorial Field, GPS RWY 4, Orig-A, CANCELLED  
Orlando, FL, Kissimmee Gateway, GPS RWY 15, Orig-B, CANCELLED  
Orlando, FL, Kissimmee Gateway, RNAV (GPS) RWY 15, Orig  
Pullman/Moscow, ID/WA, Pullman Moscow Regional, VOR RWY 5, Amdt 8  
Pullman/Moscow, ID/WA, Pullman Moscow Regional, VOR/DME-A, Amdt 1  
Pullman/Moscow, ID/WA, Pullman Moscow Regional, RNAV (GPS) RWY 23, Orig  
Peoria, IL, Greater Peoria Regional, ILS OR LOC RWY 31, Amdt 6  
Peoria, IL, Greater Peoria Regional, NDB RWY 31, Amdt 15  
Madison, IN, Madison Muni, RNAV (GPS) RWY 3, Orig  
Madison, IN, Madison Muni, NDB RWY 3, Amdt 4  
Madison, IN, Madison Muni, VOR/DME RWY 3, Amdt 8  
Dodge City, KS, Dodge City Regional, RNAV (GPS) RWY 14, Orig  
Dodge City, KS, Dodge City Regional, RNAV (GPS) RWY 32, Orig  
Dodge City, KS, Dodge City Regional, GPS RWY 14, Orig-A, CANCELLED  
Olathe, KS, New Century Aircenter, RNAV (GPS) RWY 17, Amdt 1  
Olathe, KS, New Century Aircenter, RNAV (GPS) RWY 35, Amdt 1  
Auburn-Lewiston, ME, Auburn-Lewiston Muni, RNAV (GPS) RWY 4, Orig  
Auburn-Lewiston, ME, Auburn-Lewiston Muni, RNAV (GPS) RWY 22, Orig  
Auburn-Lewiston, ME, Auburn-Lewiston Muni, ILS OR LOC RWY 4, Amdt 10  
Auburn-Lewiston, ME, Auburn-Lewiston Muni, NDB RWY 4, Amdt 11  
Auburn-Lewiston, ME, Auburn-Lewiston Muni, VOR/DME-A, Amdt 1  
Columbus, OH, Rickenbacker International, ILS OR LOC RWY 5L, Orig  
Portland, OR, Portland Intl, NDB RWY 28L, Amdt 5  
Portland, OR, Portland Intl, ILS OR LOC RWY 10L, Amdt 2  
Portland, OR, Portland Intl, ILS OR LOC RWY 10R, Amdt 32, ILS RWY 10R (CAT II), ILS RWY 10R (CAT III), Amdt 32  
Portland, OR, Portland Intl, ILS OR LOC RWY 28L, Amdt 1  
Portland, OR, Portland Intl, ILS OR LOC RWY 28R, Amdt 13

Portland, OR, Portland Intl, RNAV (GPS) RWY 10R, Orig  
 Portland, OR, Portland Intl, RNAV (GPS) RWY 10L, Orig  
 Portland, OR, Portland Intl, RNAV (GPS) RWY 28L, Orig  
 Portland, OR, Portland Intl, RNAV (GPS) RWY 28R, Orig  
 Monongahela, PA, Rostraver, VOR-A, Amdt 5  
 Monongahela, PA, Rostraver, RNAV (GPS) RWY 8, Orig  
 Monongahela, PA, Rostraver, RNAV (GPS) RWY 26, Orig  
 Monongahela, PA, Rostraver, GPS RWY 26, Orig-B, CANCELLED

*\* \* \* Effective 14 April 2005*

Annapolis, MD, Lee, RNAV (GPS) RWY 30, Orig-B  
 Atlanta, GA, Hartsfield-Jackson Atlanta Intl, ILS OR LOC RWY 8R, Amdt 58C

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

Rifle, CO, Garfield County Regional, LOC/DME-A, Amdt 6B  
 Rifle, CO, Garfield County Regional, ILS RWY 26, ORIG-B  
 Freeport, IL, Albertus, NDB RWY 6, Orig-C, CANCELLED  
 Dyersburg, TN, Dyersburg Muni, RNAV (GPS) RWY 4, Amdt 1  
 Dyersburg, TN, Dyersburg Muni, RNAV (GPS) RWY 22, Orig  
 Dyersburg, TN, Dyersburg Muni, NDB RWY 4, Amdt 1  
 Dyersburg, TN, Dyersburg Muni, VOR-A, Amdt 17

The FAA published an Amendment in Docket No. 30435, Amdt No. 3114 to Part 97 of the Federal Aviation Regulations (Vol 70, FR No. 18, page 4011; dated January 28, 2005) under section 97.33 effective 17 MAR 2005, which is hereby rescinded:

Perryville, AK, Perryville, RNAV (GPS) RWY 3, Orig

The FAA published an Amendment in Docket No. 30431, Amdt No. 3111 to Part 97 of the Federal Aviation Regulations (Vol 69, FR No. 239, page 74416; dated December 14, 2004) under section 97.33 effective 17 MAR 2005, which is hereby rescinded:

Kalskag, AK, Kalskag, RNAV (GPS) RWY 6, Orig  
 Kalskag, AK, Kalskag, RNAV (GPS)-A, Orig  
 Kalskag, AK, Kalskag, GPS RWY 6, Orig-A, CANCELLED  
 Kalskag, AK, Kalskag, GPS RWY 24, Orig-A, CANCELLED

The FAA published an Amendment in Docket No. 30436, Amdt No. 3115 to Part 97 of the Federal Aviation Regulations (Vol 70, FR No. 24, page 6339; dated February 7, 2005) under section 97.33 effective 17 MAR 2005, which is hereby rescinded:

Cedar Rapids, IA, The Eastern Iowa, RNAV (GPS) RWY 13, Amdt 1

Cedar Rapids, IA, The Eastern Iowa, RNAV (GPS) RWY 31, Amdt 1

The FAA published an Amendment in Docket No. 30431, Amdt No. 3111 to Part 97 of the Federal Aviation Regulations (Vol 69, FR No. 239, page 74416; dated December 14, 2004) under section 97.33 effective 17 MAR 2005, which is hereby rescinded:

Madison, WI, Dane County Regional-Truax Field, RNAV (GPS) RWY 14, Amdt 1  
 Madison, WI, Dane County Regional-Truax Field, RNAV (GPS) RWY 18, Amdt 1  
 Madison, WI, Dane County Regional-Truax Field, RNAV (GPS) RWY 21, Amdt 1  
 Madison, WI, Dane County Regional-Truax Field, RNAV (GPS) RWY 32, Amdt 1  
 Madison, WI, Dane County Regional-Truax Field, RNAV (GPS) RWY 36, Amdt 1  
 Madison, WI, Dane County Regional-Truax Field, ILS OR LOC/DME RWY 18, Orig  
 Madison, WI, Dane County Regional-Truax Field, ILS OR LOC/DME RWY 21, Orig  
 Madison, WI, Dane County Regional-Truax Field, ILS OR LOC/DME RWY 36, Orig  
 Madison, WI, Dane County Regional-Truax Field, ILS RWY 18, Amdt 7C, CANCELLED  
 Madison, WI, Dane County Regional-Truax Field, ILS RWY 21, Orig-A, CANCELLED  
 Madison, WI, Dane County Regional-Truax Field, ILS RWY 36, Amdt 29D, CANCELLED  
 Madison, WI, Dane County Regional-Truax Field, RADAR-1, Amdt 17

The FAA published an Amendment in Docket No. 30435, Amdt No. 3114 to Part 97 of the Federal Aviation Regulations (Vol 70, FR No. 18, page 4012; dated January 28, 2005) under section 97.33 effective 17 MAR 2005, which is hereby amended as follows:

Dallas-Fort Worth, TX, Dallas/Fort Worth International, ILS RWY 35C (CAT II), Amdt 7, CANCELLED

[FR Doc. 05-3095 Filed 2-17-05; 8:45 am]

BILLING CODE 4910-13-P

## DEPARTMENT OF COMMERCE

### Bureau of Industry and Security

#### 15 CFR Parts 730, 738, 740, 748, 756, 764, 766, 772 and 774

[Docket No. 050202022-5022-01]

RIN 0694-AD32

#### Technical Corrections to the Export Administration Regulations

**AGENCY:** Bureau of Industry and Security, Commerce.

**ACTION:** Final rule.

**SUMMARY:** This rule makes technical corrections to the Export Administration Regulations (EAR) by updating internal agency process matters, clarifying license exceptions, correcting citation

errors and clarifying paperwork requirements. None of these technical corrections change the current interpretations or licensing requirements of the EAR.

**DATES:** This rule is effective February 18, 2005.

**FOR FURTHER INFORMATION CONTACT:** William H. Arvin, Office of Exporter Services, Regulatory Policy Division, e-mail [warvin@bis.doc.gov](mailto:warvin@bis.doc.gov), fax 202 482 3355 or telephone 202 482 2440.

**SUPPLEMENTARY INFORMATION:** From time-to-time the Bureau of Industry and Security (BIS) reviews portions of the Export Administration Regulations (EAR) and identifies omissions, unnecessary language, obsolete provisions, and provisions for which clarification is desirable. This rule is the product of such a review; it clarifies, updates, and revises the EAR. It does not make substantive changes to the provisions and requirements of the EAR. In brief, this rule:

- Updates the description of BIS's general plan of organization in § 730.9;
- Revises and shortens the description of the scope of the Commerce Country Chart in § 738.3(a);
- Clarifies availability of License Exception TMP for exhibition and demonstration in Country Group D:1;
- Clarifies availability of License Exception TMP for reexports of kits of replacement parts to Country Group D:1;
- Adds the Under Secretary for Industry and Security as an official who may determine whether information subject to § 12(c) of the Export Administration Act may be released to the public in conformance with the applicable Departmental Organization Order;
- Removes an unnecessary statement about responsibility to classify items from § 748.3(a);
- Revises the description of emergency processing of license applications to conform to current agency practice;
- Redesignates two paragraphs in § 748.11 to conform to the standard Code of Federal Regulations structure;
- Corrects a citation to the recordkeeping requirements pertaining to certificates or other documents obtained in connection with exports subject to the Inter-American Firearms Convention;
- Sets the value of aircraft and vessels on temporary sojourn to \$0 for license application purposes to prevent confusing statistical values of items licensed for export to embargoed destinations;
- Revises the titles of the head and deputy head of BIS in part 756