

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 proposes to revise Class E airspace sufficient to contain aircraft executing the new instrument approaches at Shishmaref 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).

#### The Proposed Amendment

In consideration of the foregoing, the Federal Aviation Administration proposes to amend 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 to be amended as follows:

\* \* \* \* \*

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

\* \* \* \* \*

##### **AAL AK E5 Shishmaref, AK [Revised]**

Shishmaref Airport, AK

(Lat. 66°14'58" N., long. 166°05'22" W.)

Shishmaref NDB

(Lat. 66°15'29" N., long. 166°03'09" W.)

That airspace extending upward from 700 feet above the surface within a 6.5-mile radius of the Shishmaref Airport and within 4 miles southeast and 8 miles northwest of the 245° bearing from the Shishmaref NDB extending from the NDB to 16 miles southwest and within 4 miles southeast and 8 miles northwest of the NDB 061° bearing from the Shishmaref NDB extending from the NDB to 16 miles northeast of the NDB, and

that airspace extending upward from 1,200 feet above the surface within a 30-mile radius of 66°09'58" N 166°30:03" W and within a 30-mile radius of 66°19'55" N 165°40'32" W, excluding that airspace beyond 12 miles from the shoreline.

\* \* \* \* \*

Issued in Anchorage, AK, on April 6, 2005.

**Anthony M. Wylie,**

*Acting Area Director, Alaska Flight Services Area Office.*

[FR Doc. 05–7624 Filed 4–15–05; 8:45 am]

**BILLING CODE 4910–13–P**

## **DEPARTMENT OF TRANSPORTATION**

### **Federal Aviation Administration**

#### **14 CFR Part 71**

**[Docket No. FAA–2005–20643; Airspace Docket No. 05–AAL–13]**

#### **Proposed Establishment of Class D Airspace; and Modification of Class E Airspace; Big Delta, Allen AAF Airport, AK**

**AGENCY:** Federal Aviation Administration (FAA), DOT.

**ACTION:** Notice of proposed rulemaking.

**SUMMARY:** This action proposes to establish Class D airspace, and to revise Class E airspace at Big Delta, Allen Army Airfield (AAF) Airport on Ft. Greeley, Alaska. The Department of the Army is proposing to establish an Airport Traffic Control Tower (ATCT) at Allen AAF Airport to support operations of the U. S. Army Space and Missile Defense Command. The intended effect of this action is to enhance safety and security by providing air traffic control services to an expected increase in aircraft operating at the airport due to an expanded homeland security mission at Ft. Greeley. New Class D airspace is required to provide ATCT services. Expanded Class E airspace is needed to contain aircraft executing instrument approach and departure procedures and to align with the proposed Class D airspace.

**DATES:** Comments must be received on or before June 2, 2005.

**ADDRESSES:** Send comments on the proposal to the Docket Management System, U.S. Department of Transportation, Room Plaza 401, 400 Seventh Street, SW., Washington, DC 20590–0001. You must identify the docket number FAA–2005–20643/ Airspace Docket No. 05–AAL–13, at the beginning of your comments. You may also submit comments on the Internet at <http://dms.dot.gov>. You may review the

public docket containing the proposal, any comments received, and any final disposition in person in the Dockets Office between 9 a.m. and 5 p.m., Monday through Friday, except Federal holidays. The Docket Office (telephone 1–800–647–5527) is on the plaza level of the Department of Transportation NASSIF Building at the above address.

An informal docket may also be examined during normal business hours at the office of the Manager, Safety, Alaska Flight Services Operations, Federal Aviation Administration, 222 West 7th Avenue, Box 14, Anchorage, AK 99513–7587.

#### **FOR FURTHER INFORMATION CONTACT:**

Jesse Patterson, AAL–538G, Federal Aviation Administration, 222 West 7th Avenue, Box 14, Anchorage, AK 99513–7587; telephone number (907) 271–5898; fax: (907) 271–2850; e-mail: [Jesse.CTR.Patterson@faa.gov](mailto:Jesse.CTR.Patterson@faa.gov). Internet address: <http://www.alaska.faa.gov/at>.

#### **SUPPLEMENTARY INFORMATION:**

##### **Comments Invited**

Interested parties are invited to participate in this proposed rulemaking by submitting such written data, views, or arguments as they may desire. Comments that provide the factual basis supporting the views and suggestions presented are particularly helpful in developing reasoned regulatory decisions on the proposal. Comments are specifically invited on the overall regulatory, aeronautical, economic, environmental, and energy-related aspects of the proposal. Communications should identify both docket numbers and be submitted in triplicate to the address listed above. Commenters wishing the FAA to acknowledge receipt of their comments on this notice must submit with those comments a self-addressed, stamped postcard on which the following statement is made: "Comments to Docket No. FAA–2005–20643/Airspace Docket No. 05–AAL–13." The postcard will be date/time stamped and returned to the commenter.

All communications received on or before the specified closing date for comments will be considered before taking action on the proposed rule. The proposal contained in this notice may be changed in light of comments received. All comments submitted will be available for examination in the public docket both before and after the closing date for comments. A report summarizing each substantive public contact with FAA personnel concerned with this rulemaking will be filed in the docket.

### Availability of Notice of Proposed Rulemaking's (NPRM's)

An electronic copy of this document may be downloaded through the Internet at <http://dms.dot.gov>. Recently published rulemaking documents can also be accessed through the FAA's Web page at <http://www.faa.gov> or the Superintendent of Document's Web page at <http://www.access.gpo.gov/nara>.

Additionally, any person may obtain a copy of this notice by submitting a request to the Federal Aviation Administration, Office of Air Traffic Airspace Management, ATA-400, 800 Independence Avenue, SW., Washington, DC 20591 or by calling (202) 267-8783. Communications must identify both docket numbers for this notice. Persons interested in being placed on a mailing list for future NPRM's should contact the FAA's Office of Rulemaking, (202) 267-9677, to request a copy of Advisory Circular No. 11-2A, Notice of Proposed Rulemaking Distribution System, which describes the application procedure.

### The Proposal

The FAA is considering an amendment to the Code of Federal Regulations (14 CFR Part 71), by adding Class D airspace and revising Class E airspace at Big Delta, Allen AAF Airport, at Ft. Greeley, Alaska. The intended effect of this proposal is to revise Class E airspace to contain aircraft in controlled airspace for Instrument Flight Rules (IFR) operations; and to establish Class D airspace for the proposed Allen AAF ATCT to provide airport traffic control services to an expected increase in air traffic with the expanded role of Ft. Greeley in homeland security.

The United States Army Space and Missile Defense Command is the managing agency for Allen AAF Airport. They plan to reopen the Allen AAF ATCT by October, 2005. Class D airspace will be needed for the control of airport traffic when the ATCT opens. The United States Army is taking this action in order to accommodate an expected increase in air traffic, now and in the future, as well as to address security concerns surrounding significant national defense installations at Ft. Greeley.

The new proposed Class D airspace would not impact the ability of VFR aircraft to utilize the flight corridors along the Richardson and Alaska Highways, but will require that pilots of aircraft using these flight corridors below 2,500 above ground level (AGL) contact the Allen AAF Airport ATCT on the appropriate frequency in accordance

with Title 14, CFR 91.129. The operation of Restricted Area 2202 A, B, and C will not be affected by this action.

Class E airspace at and above 700 feet AGL is proposed to be expanded to ensure that aircraft executing instrument flight rules (IFR) approaches and departures are contained within controlled airspace. The Class E Surface Area is proposed to be expanded to align with the new Class D airspace. The extension to the Northeast of the Class E Surface Area would be realigned to extend from the revised boundary of the Class E Surface Area.

The area would be depicted on aeronautical charts for pilot reference. The coordinates for this airspace docket are based on North American Datum 83. The Class D airspace area designations are published in paragraph 5000 of FAA Order 7400.9M, *Airspace Designations 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 surface areas are published in paragraph 6002, the Class E airspace areas designated as an extensions to a Class D or Class E surface area are published in paragraph 6004, and the Class E airspace areas extending upward from 700 feet or more above the surface are published in paragraph 6005 of the same order. The Class D and Class E airspace designations listed in this document would be published subsequently in the Order.

The FAA has determined that this proposed 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 is a routine matter that will only affect air traffic procedures and air navigation, it is certified that this rule, when promulgated, 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 proposes to establish Class D airspace and expand Class E airspace sufficient to contain aircraft executing instrument operations at Big Delta, Allen AAF 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).

### The Proposed Amendment

In consideration of the foregoing, the Federal Aviation Administration proposes to amend 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 to be amended as follows:

\* \* \* \* \*

*Paragraph 5000 Class D Airspace*

\* \* \* \* \*

#### AAL AK D Big Delta, AK [New]

Big Delta, Allen AAF Airport, AK

(Lat. 63°59'40" N., long. 145°43'18" W.)

Big Delta VORTAC

(Lat. 64°00'16" N., long. 145°43'02" W.)

That airspace extending upward from the surface to and including 3,800 feet MSL within a 6.3-mile radius of the Allen AAF Airport; excluding the portion within the boundary of restricted area 2002A.

\* \* \* \* \*

*Paragraph 6002 Class E Airspace Designated as Surface Area*

\* \* \* \* \*

#### AAL AK E2 Big Delta, AK [Revised]

Big Delta, Allen AAF Airport, AK

(Lat. 63°59'40" N., long. 145°43'18" W.)

Big Delta VORTAC

(Lat. 64°00'16" N., long. 145°43'02" W.)

Within a 6.3-mile radius of the Allen AAF Airport; excluding the portion within the boundary of restricted area 2002A

\* \* \* \* \*

*Paragraph 6004 Class E Airspace  
Designated as an Extension to a Class D or  
E Surface Area*

\* \* \* \* \*

#### **AAL AK E4 Big Delta, AK [Revised]**

Big Delta, Allen AAF Airport, AK

(Lat. 63°59'40" N., long. 145°43'18" W.)

Big Delta VORTAC

(Lat. 64°00'16" N., long. 145°43'02" W.)

That airspace extending upward from the surface within 3 miles north and 2.6 miles south of the Big Delta VORTAC 039° radial extending from the 6.3-mile radius of the Allen AAF Airport to 10.3 miles northeast of the airport

\* \* \* \* \*

*Paragraph 6005 Class E Airspace Areas  
Extending Upward from 700 feet of More  
Above the Surface of the Earth*

\* \* \* \* \*

#### **AAL AK E5 Big Delta, AK [Revised]**

Big Delta, Allen AAF Airport, AK

(Lat. 63°59'40" N., long. 145°43'18" W.)

Big Delta VORTAC

(Lat. 64°00'16" N., long. 145°43'02" W.)

That airspace extending upward from 700 feet above the surface within an 8.6-mile radius of the Allen AAF Airport; and within 3 miles north and 2.6 miles south of the Big Delta VORTAC 039° radial extending from the 8.6-mile radius of the Allen AAF Airport to 10.3 miles northeast of the airport.

\* \* \* \* \*

Issued in Anchorage, AK, on April 6, 2005.

**Anthony M. Wylie,**

*Acting Area Director, Alaska Flight Services  
Area Office.*

[FR Doc. 05-7625 Filed 4-15-05; 8:45 am]

**BILLING CODE 4910-13-P**

## **DEPARTMENT OF TRANSPORTATION**

### **Office of the Secretary**

#### **14 CFR Parts 241 and 249**

**[Docket No. OST-1998-4043]**

**RIN 2105-AC71**

#### **Aviation Data Modernization**

**AGENCY:** Office of the Secretary of Transportation (OST), Department of Transportation.

**ACTION:** Notice of proposed rulemaking (NPRM); extension of comment period.

**SUMMARY:** In response to several petitions, the Department of Transportation (the Department) is extending the comment period for 90 days until July 18, 2005, for its NPRM

on aviation data modernization published in the **Federal Register** on February 17, 2005. In the NPRM, DOT proposed to revise the rules governing the nature, scope, source, and means for collecting and processing aviation traffic data.

**DATES:** Submit comments by July 18, 2005. To the extent possible, we will consider comments received after this date in developing a final rule.

**ADDRESSES:** You may submit comments identified by the docket number OST-1998-4043 by any of the following methods: Federal eRulemaking Portal: <http://www.regulations.gov>. Follow the instructions for submitting comments. Web site: <http://dms.dot.gov>. Follow the instructions for submitting comments on the DOT electronic docket site. Fax: 1-202-493-2251. Mail: Docket Management System; U.S. Department of Transportation, 400 Seventh Street, SW., Nassif Building, Room PL-401, Washington, DC 20590-001. Hand Delivery: To the Docket Management System; Room PL-401 on the plaza level of the Nassif Building, 400 Seventh Street, SW., Washington, DC between 9 am and 5 pm, Monday through Friday, except Federal Holidays.

**Instructions:** You must include the docket number (OST-98-4043) or the Regulatory Identification Number (RIN 2105-AC71) for this notice at the beginning of your comments. You should submit two copies of your comments if you submit them by mail. If you wish to receive confirmation that the Department received your comments, you must include a self-addressed stamped postcard. Note that all comments received will be posted without change to <http://dms.dot.gov>, including any personal information provided, and will be accessible to Internet users. Please see the Privacy Act section of this document.

#### **FOR FURTHER INFORMATION CONTACT:**

Richard Pittaway, Office of Aviation Analysis, 400 Seventh St. SW., Room 6401, Washington, DC 20590-0001, (202) 366-8856, or [rick.pittaway@ost.dot.gov](mailto:rick.pittaway@ost.dot.gov).

**SUPPLEMENTARY INFORMATION:** The Department of Transportation (the Department) is extending until July 18, 2005, the period for interested persons to submit comments on the February 14, 2005 NPRM published in the **Federal Register** on February 17, 2005 (70 FR 8140). In the NPRM, the Department proposed to revise the rules governing the nature, scope, source, and means for collecting and processing aviation traffic data. Those reporting requirements are known as the: Origin—Destination Survey of Airline Passenger Traffic

(O&D Survey); and Form 41, Schedule T-100—U.S. Air Carrier Traffic and Capacity Data by Nonstop Segment and On-flight Market and Form 41, Schedule T-100(f)—Foreign Air Carrier Traffic Data by Nonstop Segment and On-flight Market (collectively, the T-100/T-100(f)). Current traffic statistics no longer adequately measure the size, scope and strength of the air travel industry. This NPRM proposes to simplify the requirements placed upon Carriers reporting the O&D Survey. The proposed changes to the O&D Survey would eliminate the ambiguity in the identification of the Participating Carrier and eliminate the need for manual collection processes by designating the Issuing Carrier as the Participating Carrier. It would also increase accuracy by expanding the volume of data to 100 percent of Ticketed Itineraries, thus making the data more useful by collecting broader information about the Ticketed Itinerary sale and the scheduled itinerary details. The changes to the T-100/T-100(f) being considered, would improve the quality of the data by maximizing the congruence of the O&D Survey and the T-100/T-100(f).

On April 1, 2005, the Air Transport Association of America, Inc. (ATA) filed a motion (OST-1998-4043-71) requesting a 90 day extension of the date on which comments related to the NPRM are due. On April 4, 2005, the Airlines Reporting Corporation (ARC) filed a request (OST-1998-4043-72) for 90 day extension of the comment period and supported the request of ATA. In its answer (OST-1998-4043-73) filed on April 5, 2005, the Airline Tariff Publishing Company supported the motion of ATA for a 90 day extension of the comment period. On behalf of its 47 members, the Regional Airline Association (RAA) filed an answer (OST-1998-4043-74) on April 6, 2005, supporting ATA's motion for a 90 day extension of the comment period. On April 7, 2005, the Airports Council International—North America (ACI-NA) filed an answer (OST-1998-4043-75) supporting ATA's motion for a 90 day extension of the comment period. American Airlines, Inc. (AA) filed its own motion (OST-1998-4043-76) on April 7, 2005, also requesting a 90 day extension of the comment period.

In their motions, both ATA and AA discussed the length and complexity of the NPRM and the need for affected parties to understand and evaluate the implications of the proposed rulemaking. ATA noted that this rulemaking is likely to be a "once-in-a-generation" undertaking and that "such a comprehensive reexamination of air