

Transport Airplane Directorate, 1601 Lind Avenue, SW., Renton, Washington 98055-4056; telephone (425) 227-2125; fax (425) 227-1149.

SUPPLEMENTARY INFORMATION:

Discussion

We proposed to amend part 39 of the Federal Aviation Regulations (14 CFR part 39) with a notice of proposed rulemaking (NPRM) for a new AD for certain Gulfstream Aerospace LP Model Galaxy and Gulfstream 200 airplanes. That NPRM was published in the **Federal Register** on November 10, 2004 (69 FR 65105). The NPRM would have required repetitive inspections for damage of the flexible supply lines of the pilot and copilot oxygen mask boxes, and eventual replacement of the lines with new rigid tubes. The NPRM was prompted by a report of an oxygen leak in the cockpit mask box. The proposed actions were intended to prevent a broken oxygen supply line, which could result in oxygen being unavailable to the flightcrew.

Actions Since NPRM Was Issued

Since we issued the NPRM, we have received confirmation from the manufacturer that 100% of the affected worldwide fleet has accomplished the hardware replacement in accordance with the service bulletin specified in the NPRM.

FAA's Conclusions

Upon further consideration, we have determined that the maintenance actions have adequately addressed the safety concerns and that an AD is not required. Accordingly, the NPRM is withdrawn.

Withdrawal of the NPRM does not preclude the FAA from issuing another related action or commit the FAA to any course of action in the future.

Regulatory Impact

Since this action only withdraws an NPRM, it is neither a proposed nor a final rule and therefore is not covered under Executive Order 12866, the Regulatory Flexibility Act, or DOT Regulatory Policies and Procedures (44 FR 11034, February 26, 1979).

List of Subjects in 14 CFR Part 39

Air transportation, Aircraft, Aviation safety, Safety.

The Withdrawal

Accordingly, we withdraw the NPRM, Docket No. FAA-2004-19564, Directorate Identifier 2004-NM-103-AD, which was published in the **Federal Register** on November 10, 2004 (69 FR 65105).

Issued in Renton, Washington, on March 7, 2005.

Ali Bahrami,

Manager, Transport Airplane Directorate, Aircraft Certification Service.

[FR Doc. 05-5014 Filed 3-14-05; 8:45 am]

BILLING CODE 4910-13-P

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 71

[Docket No. FAA-2005-20413; Airspace Docket No. 05-AAL-03]

RIN 2120-AA66

Proposed Establishment of Area Navigation (RNAV) Routes; Alaska

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Notice of proposed rulemaking (NPRM).

SUMMARY: This action proposes to establish eight area navigation (RNAV) routes in Alaska to support the Alaskan Region's Capstone Program. The Capstone Program is a Safety Program which seeks near term safety and efficiency gains by accelerating the implementation and use of modern technology. The FAA is proposing this action to enhance safety and to improve the efficient use of the navigable airspace in Alaska.

DATES: Comments must be received on or before April 29, 2005.

ADDRESSES: Send comments on this 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 FAA Docket No. FAA-2005-20413 and Airspace Docket No. 05-AAL-03, at the beginning of your comments. You may also submit comments through the Internet at <http://dms.dot.gov>.

FOR FURTHER INFORMATION CONTACT: Ken McElroy, Airspace and Rules, Office of System Operations and Safety, Federal Aviation Administration, 800 Independence Avenue, SW., Washington, DC 20591; telephone: (202) 267-8783.

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 (FAA Docket No. FAA-2005-20413 and Airspace Docket No. 05-AAL-03) and be submitted in triplicate to the Docket Management System (*see ADDRESSES* section for address and phone number). You may also submit comments through the Internet at <http://dms.dot.gov>.

Commenters wishing the FAA to acknowledge receipt of their comments on this action must submit with those comments a self-addressed, stamped postcard on which the following statement is made: "Comments to FAA Docket No. FAA-2005-20413 and Airspace Docket No. 05-AAL-03." 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 action 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 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 Federal Register's Web page at <http://www.gpoaccess.gov/fr/index.html>.

You may review the public docket containing the proposal, any comments received, and any final disposition in person in the Dockets Office (*see ADDRESSES* section for address and phone number) between 9 a.m. and 5 p.m., Monday through Friday, except Federal holidays. An informal docket may also be examined during normal business hours at the office of the Regional Air Traffic Division, Federal Aviation Administration, 222 West 7th Avenue #14, Anchorage, AK 99513.

Persons interested in being placed on a mailing list for future NPRM's, should contact the FAA's Office of Rulemaking, (202) 267-9677, for a copy of Advisory Circular No. 11-2A, Notice of Proposed Rulemaking Distribution System, which describes the application procedure.

History

The Capstone program began in Southeast Alaska in October 2001, as part of the on-going National Airspace Redesign (NAR). The Capstone Program is an accelerated effort to improve aviation safety and efficiency through the installation of government-furnished Global Positioning System (GPS)-based avionics and data link communications suites in commercial aircraft. Compatible ground systems, equipment, and services will also be provided. The name "Capstone" is derived from the program's effect of drawing and holding together concepts and recommendations contained in reports from the Radio Technical Commission for Aeronautics (RTCA), the National Transportation Safety Board (NTSB), the Mitre Corporation's Center for Advanced Aviation System Development (CAASD), and Alaskan aviation industry representatives. In addition to the avionics suites, the Capstone Program will deploy a ground infrastructure for weather observation, data link communications, surveillance, and Flight Information Services (FIS) to improve safety and enable eventual implementation of new procedures. This specific effort focuses on developing and implementing navigation structure and operating method improvements to allow more flexible and efficient en route operations in the Alaska airspace environment.

In support of this program, the FAA is establishing RNAV routes to provide greater freedom to properly equipped users, and to achieve the safety and economic benefits of flying user selected non-restrictive routings. The new RNAV routes will be identified by the letter prefix "Q," followed by a number consisting of one to three digits. The International Civil Aviation Organization (ICAO) has allocated the "Q" prefix, along with the number block

01 through 500, for use by the U.S. for designating domestic RNAV routes.

Related Rulemaking

On April 8, 2003, the FAA published the Designation of Class A, B, C, D, and E Airspace Areas; Air Traffic Service Routes, and Reporting Points rule in the **Federal Register** (68 FR 16943). This rule adopted certain amendments proposed in Notice No. 02-20, Area Navigation (RNAV) and Miscellaneous Amendments. The rule adopted and revised several definitions in FAA regulations, including Air Traffic Service Routes, to be in concert with ICAO definitions; and reorganized the structure of FAA regulations concerning the designation of Class A, B, C, D, and E airspace areas; airways; routes; and reporting points. The purpose of the rule was to facilitate the establishment of RNAV routes in the NAS for use by aircraft with advanced navigation system capabilities.

On May 9, 2003, the FAA published the Establishment of Area Navigation Routes (RNAV) rule in the **Federal Register** (68 FR 24864).

The Proposal

The FAA is proposing an amendment to Title 14 Code of Federal Regulations (14 CFR) part 71 (part 71) to establish eight RNAV routes in Alaska, within the airspace assigned to the Anchorage Air Route Control Center (ARTCC). These routes were developed as part of the Capstone Program. They are being proposed to enhance safety, and to facilitate the more flexible and efficient use of the navigable airspace for en route instrument flight rules (IFR) operations within the state of Alaska.

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. Therefore, this proposed regulation: (1) Is not a "significant regulatory action" under Executive Order 12866; (2) is not a "significant rule" under Department of Transportation (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 proposed 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.

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, B, C, D, AND E AIRSPACE AREAS; AIR TRAFFIC SERVICE ROUTES; AND REPORTING POINTS

1. The authority citation for 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 FAA Order 7400.9M, Airspace Designations and Reporting Points, dated August 30, 2004, and effective September 16, 2004, is amended as follows:

Paragraph 2006 Area navigation routes.

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Q-6 TKA to BRW [New]

TKA	VOR/DME	(Lat. 62°17'55" N., long. 150°06'20" W.)
JOKAP	WP	(Lat. 63°54'46" N., long. 150°58'29" W.)
KUTDE	WP	(Lat. 66°19'20" N., long. 152°29'01" W.)
LACIL	WP	(Lat. 69°30'18" N., long. 155°00'34" W.)
BRW	VOR/DME	(Lat. 71°16'24" N., long. 156°47'17" W.)

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Q-8 ANC to GAL [New]

ANC	VOR/DME	(Lat. 61°09'03" N., long. 150°12'24" W.)
WEBIK	WP	(Lat. 63°07'48" N., long. 155°29'18" W.)
GAL	VORTAC	(Lat. 64°44'17" N., long. 156°46'38" W.)

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Q-10 ENM to ULL [New]

ENM	VOR/DME	(Lat. 62°47'00" N., long. 164°29'16" W.)
ULL	VOR/DME	(Lat. 63°41'32" N., long. 170°28'12" W.)

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Q-12 OTZ to SCC [New]

OTZ	VOR/DME	(Lat. 66°53'08" N., long. 162°32'24" W.)
SCC	VOR/DME	(Lat. 70°11'57" N., long. 148°24'58" W.)

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Q-14 ODK to JOH [New]

ODK	VORTAC	(Lat. 57°46'30" N., long. 152°20'23" W.)
WUXAN	WP	(Lat. 59°53'00" N., long. 149°00'00" W.)
JOH	VOR/DME	(Lat. 60°28'51" N., long. 146°35'58" W.)

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Q-16 ODK to MDO [New]

ODK	VORTAC	(Lat. 57°46'30" N., long. 152°20'23" W.)
ZAXUM	WP	(Lat. 58°41'15" N., long. 147°53'26" W.)
MDO	VOR/DME	(Lat. 59°25'19" N., long. 146°21'00" W.)

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Q-17 HOM to MDO [New]

HOM	VOR/DME	(Lat. 59°42'34" N., long. 151°27'24" W.)
WUXAN	WP	(Lat. 59°53'00" N., long. 149°00'00" W.)
MDO	VOR/DME	(Lat. 59°25'19" N., long. 146°21'00" W.)

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Q-18 GAL to BRW [New]

GAL	VORTAC	(Lat. 64°44'17" N., long. 156°46'38" W.)
BRW	VOR/DME	(Lat. 71°16'24" N., long. 156°47'17" W.)

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Issued in Washington, DC, on March 9, 2005.

Edith V. Parish,

Acting Manager, Airspace and Rules.

[FR Doc. 05-5094 Filed 3-14-05; 8:45 am]

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COMMODITY FUTURES TRADING COMMISSION

17 CFR Part 150

RIN 3038-AC24

Revision of Federal Speculative Position Limits

AGENCY: Commodity Futures Trading Commission.

ACTION: Notice of proposed rulemaking.

SUMMARY: The Commodity Futures Trading Commission (Commission) periodically reviews its policies and rules pertaining to the regulatory framework for speculative position limits, including the speculative position limits set out in Commission regulation 150.2 (Federal speculative position limits). In this regard, the Commission has reviewed the existing levels for Federal speculative position limits and is now proposing to increase these limits for all single-month and all-months-combined positions. In addition, the Commission is proposing to delete several obsolete provisions that relate to contracts that are no longer listed for trading or to DCMs that no longer exist. The Commission is requesting comment on these rule amendments.

DATES: Comments must be received on or before April 14, 2005.

ADDRESSES: Comments should be submitted to Jean A. Webb, Secretary, Commodity Futures Trading Commission, Three Lafayette Centre, 1155 21st Street, NW., Washington, DC 20581. Comments also may be sent by facsimile to (202) 418-5521, or by electronic mail to secretary@cftc.gov. Reference should be made to "Proposed Revision of Federal Speculative Position Limits." Comments may also be submitted by connecting to the Federal eRulemaking Portal at <http://www.regulations.gov> and following comment submission instructions.

FOR FURTHER INFORMATION CONTACT:

Clarence Sanders, Attorney, Division of Market Oversight, Commodity Futures Trading Commission, Three Lafayette Centre, 1155 21st Street, NW., Washington, DC 20581, telephone (202) 418-5068, facsimile number (202) 418-5507, electronic mail csanders@cftc.gov; or Martin Murray, Economist, Division of Market Oversight, telephone (202) 418-5276, facsimile number (202) 418-5507, electronic mail mmurray@cftc.gov.

SUPPLEMENTARY INFORMATION:

I. Background

A. Introduction

The Commission has long established and enforced speculative position limits for futures contracts on various agricultural commodities. The Commission periodically reviews its policies and rules pertaining to the

regulatory framework for speculative position limits, including the Federal speculative position limits set out in Commission regulation 150.2.¹ Also, during March, April, and May, 2004, the Chicago Board of Trade (CBT), the Kansas City Board of Trade (KCBT), and the Minneapolis Grain Exchange (MGE) submitted separate petitions to the Commission seeking repeal or amendment of Commission regulation 150.2. In addition, the New York Board of Trade (NYBOT), while not submitting a formal petition of its own, submitted a letter in agreement with the action sought by the petitions.

The Commission published the petitions submitted by the designated contract markets (DCMs) in the **Federal Register** for comment on June 17, 2004, and received eight comments in response. Based upon the petitions and the comments received, the Commission has reexamined the particular levels set for Federal speculative position limits. In this regard, the Commission has reviewed the existing levels for Federal speculative position limits and is now proposing to increase these limits for all single-month and all-months-combined positions. In particular, the Commission is proposing to increase levels for single-month and all-months-combined positions for CBT Corn, Oats, Soybeans, Wheat, Soybean Oil, and Soybean Meal;

¹ Regulation 150.2 imposes three types of position limits for each specified contract: A spot month limit, a single-month limit, and an all-months-combined limit. The Commission most recently adopted amendments to levels for Federal speculative limits in 1999 (*see* 64 FR 24038, May 5, 1999).