

(f) If the applicant does not meet one of the experience requirements of paragraphs (b)(1) through (5), (c)(1) through (5), (d)(1) through (4) or (e)(1) through (4) of this section, as appropriate to the type rating sought, then—

(1) The applicant must complete the following tasks on the practical test in an aircraft appropriate to category, class, and type for the rating sought: Preflight inspection, normal takeoff, normal instrument landing system approach, missed approach, and normal landing; or

(2) The applicant's pilot certificate will be issued with a limitation that states: "The [name of the additional type rating] is subject to pilot in command limitations," and the applicant is restricted from serving as pilot in command in an aircraft of that type.

(g) The limitation described under paragraph (f)(2) of this section may be removed from the pilot certificate if the applicant complies with the following—

(1) Performs 25 hours of flight time in an aircraft of the category, class, and type for which the limitation applies under the direct observation of the pilot in command who holds a category, class, and type rating, without limitations, for the aircraft;

(2) Logs each flight and the pilot in command who observed the flight attests in writing to each flight;

(3) Obtains the flight time while performing the duties of pilot in command; and

(4) Presents evidence of the supervised operating experience to any Examiner or FAA Flight Standards District Office to have the limitation removed.

Issued in Washington, DC, on December 6, 2011.

**Pamela Hamilton-Powell,**  
*Director, Office of Rulemaking.*

[FR Doc. 2011-32333 Filed 12-15-11; 8:45 am]

**BILLING CODE 4910-13-P**

## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### 14 CFR Part 71

[Docket No. FAA-2011-0867; **Airspace**  
Docket No. 11-AAL-16]

#### **Amendment of Class E Airspace; Anaktuvuk Pass, AK**

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

**ACTION:** Final rule.

**SUMMARY:** This action revises Class E airspace at Anaktuvuk Pass Airport, Anaktuvuk Pass, AK. The creation of two standard instrument approach procedures at the airport has made this action necessary to enhance safety and management of Instrument Flight Rules (IFR) operations. This action also adjusts the geographic coordinates of the airport.

**DATES:** Effective date, 0901 UTC, February 9, 2012. The Director of the Federal Register approves this incorporation by reference action under 1 CFR Part 51, subject to the annual revision of FAA Order 7400.9 and publication of conforming amendments.

**FOR FURTHER INFORMATION CONTACT:** Jeanette Roller, Federal Aviation Administration, Operations Support Group, Western Service Center, 1601 Lind Avenue SW., Renton, WA 98057; telephone (425) 203-4541.

#### **SUPPLEMENTARY INFORMATION:**

##### **History**

On September 13, 2011, the FAA published in the **Federal Register** a notice of proposed rulemaking (NPRM) to amend controlled airspace at Anaktuvuk Pass, AK (76 FR 56354). Interested parties were invited to participate in this rulemaking effort by submitting written comments on the proposal to the FAA. No comments were received. Reference to the adjustment to the geographic coordinates of the airport was inadvertently omitted in the NPRM, and is now noted.

Class E airspace designations are published in paragraph 6005 of FAA Order 7400.9V dated August 9, 2011, and effective September 15, 2011, which is incorporated by reference in 14 CFR Part 71.1. The Class E airspace designations listed in this document will be published subsequently in that Order.

##### **The Rule**

This action amends Title 14 Code of Federal Regulations (14 CFR) Part 71 by revising Class E airspace extending upward from 700 feet above the surface, at Anaktuvuk Pass Airport, to accommodate the creation of two standard instrument approach procedures. This action is necessary for the safety and management of IFR operations. This action also brings the coordinates for the Anaktuvuk Pass Airport into agreement with the FAA's aeronautical database.

The FAA has determined this regulation only involves an established body of technical regulations for which frequent and routine amendments are

necessary to keep them operationally current. Therefore, this regulation: (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 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 U.S. Code. Subtitle 1, Section 106 discusses 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 I, Section 40103. Under that section, the FAA is charged with prescribing regulations to assign the use of airspace necessary to ensure the safety of aircraft and the efficient use of airspace. This regulation is within the scope of that authority as it creates additional controlled airspace at Anaktuvuk Pass Airport, Anaktuvuk, AK.

#### **List of Subjects in 14 CFR Part 71**

Airspace, Incorporation by reference, Navigation (air).

#### **Adoption of the Amendment**

In consideration of the foregoing, the Federal Aviation Administration amends 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 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 Part 71.1 of the Federal Aviation Administration Order 7400.9V, Airspace Designations and Reporting Points, dated August 9, 2011, and effective September 15, 2011 is amended as follows:

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

\* \* \* \* \*

**AAL AK E5 Anaktuvuk Pass, AK**  
**[Amended]**

Anaktuvuk Pass Airport, AK

(Lat. 68°08'01" N., long. 151°44'36" W.)

Anaktuvuk Pass, NDB

(Lat. 68°08'12" N., long. 151°44'39" W.)

That airspace extending upward from 700 feet above the surface within a 9.3-mile radius of the Anaktuvuk Pass Airport, AK and within 8 miles northwest and 4 miles southeast of the Anaktuvuk Pass NDB 240° bearing extending from the 9.3-mile radius to 16.7 miles southwest of the Anaktuvuk Pass Airport, AK; and that airspace extending upward from 1,200 feet above the surface within a 66-mile radius of the Anaktuvuk Pass Airport, AK.

Issued in Seattle, Washington, on December 3, 2011.

**John Warner,**

Manager, Operations Support Group, Western Service Center.

[FR Doc. 2011-32210 Filed 12-15-11; 8:45 am]

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**DEPARTMENT OF TRANSPORTATION****Office of the Secretary****14 CFR Part 399****[Docket No. DOT-OST-2010-0140]**

RIN 2105-AD92

**Enhancing Airline Passenger Protections: Limited Extension of Effect Date for Full Fare Price Advertising****AGENCY:** Office of the Secretary (OST), Department of Transportation (DOT).**ACTION:** Direct final rule; request for comments.

**SUMMARY:** This direct final rule delays the effective date regarding the time period for compliance with a portion of the full fare and other advertising requirements from January 24, 2012, to January 26, 2012. The intended effect of this delay is to provide regulatory relief to petitioner American Airlines by allowing the carrier and any other similarly situated carriers or ticket agents to avoid having to update full fare information in on-line reservations systems on a day of the week that is the petitioner's, and may be other carriers' and ticket agents', heaviest on-line traffic and revenue day. This action is necessary to minimize the detrimental effects of any difficulties that may arise in the immediate aftermath of on-line implementation of programming necessary to comply with the new requirement that sellers of air transportation advertise the full fare, including all government-imposed taxes and fees. This delay is a minor

substantive change, in the public interest, and unlikely to result in adverse comment.

**DATES:** The effective date for the amendment to 14 CFR 399.84, published April 25, 2011, at 76 FR 23110, and delayed July 28, 2011, at 76 FR 45181, is further delayed until January 26, 2012. This delay is effective December 23, 2011, unless an adverse comment or a written notice of intent to submit an adverse comment is received by December 23, 2011. OST will publish in the **Federal Register** a timely document confirming the delayed effective date for the amendment to 14 CFR 399.84.

**ADDRESSES:** You may file comments identified by the docket number DOT-OST-2010-0140 by any of the following methods:

○ *Federal eRulemaking Portal:* go to <http://www.regulations.gov> and follow the online instructions for submitting comments.

○ *Mail:* Docket Management Facility, U.S. Department of Transportation, 1200 New Jersey Ave. SE., Room W12-140, Washington, DC 20590-0001.

○ *Hand Delivery or Courier:* West Building Ground Floor, Room W12-140, 1200 New Jersey Ave. SE., between 9 a.m. and 5 p.m. ET, Monday through Friday, except Federal Holidays

○ *Fax:* (202) 493-2251.

*Instructions:* You must include the agency name and docket number DOT-OST-2010-0140 or the Regulatory Identification Number (RIN) for the rulemaking at the beginning of your comment. All comments received will be posted without change to <http://www.regulations.gov>, including any personal information provided.

*Privacy Act:* Anyone is able to search the electronic form of all comments received in any of our dockets by the name of the individual submitting the comment (or signing the comment if submitted on behalf of an association, a business, a labor union, etc.). You may review DOT's complete Privacy Act statement in the **Federal Register** published on April 11, 2000 (65 FR 19477-78), or you may visit <http://DocketsInfo.dot.gov>.

*Docket:* For access to the docket to read background documents or comments received, go to <http://www.regulations.gov> or to the street address listed above. Follow the online instructions for accessing the docket.

**FOR FURTHER INFORMATION CONTACT:** Blane A. Workie, Deputy Assistant General Counsel, or Dayton Lehman Jr, Principal Deputy Assistant General Counsel, Office of the Assistant General Counsel for Aviation Enforcement and

Proceedings, U.S. Department of Transportation, 1200 New Jersey Ave. SE., Washington, DC 20590, (202) 366-9342 (phone), (202) 366-7152 (fax), [blane.workie@dot.gov](mailto:blane.workie@dot.gov) or [dayton.lehman@dot.gov](mailto:dayton.lehman@dot.gov) (email), respectively.

**SUPPLEMENTARY INFORMATION:****Background**

The Department of Transportation issued a rule requiring that all airlines and ticket agents that advertise airfares or air tours must advertise the full fare to be paid for the air transportation or air tour, including all government-imposed taxes and fees. This rule changes the Department's past policy of permitting government taxes and fees imposed on a per-person basis, such as passenger facility charges and segment fees, to be stated separately from the advertised fare. The first time carriers and ticket agents must provide the full fare information in all fare advertisements, including their on-line reservations systems, is January 24, 2012. (76 FR 45181, July 28, 2011)

On December 8, 2011, American Airlines (American) submitted a motion to the Department requesting a change of the effective date of the rule from the 24th to the 26th of January, because the 24th falls on a Tuesday, which it states is its busiest internet traffic and revenue day each week and may be the busiest for other sellers of air transportation as well. The carrier seeks to avoid having the complexities of rolling out the new pricing system when traffic and revenue activity is heaviest and any problems with the new system would be exacerbated. American points out that it is not feasible to implement the change earlier due to the extremely tight schedule necessary to complete its reprogramming and testing effort and that the requested 2-day extension will have no material negative effect on consumers. American asks that the requested relief apply to the Web sites of any party affected by the new rule, as well as to advertising that refers customers to Web sites for booking, such as that which appears on-line, in print, on television, and radio. American states that it informally canvassed several carriers and that the responses received were favorable. In addition, Department staff has informally heard from several organizations representing travel agencies and consumers which state they have no objection to the short extension requested.

Other carriers as well as ticket agents have in the past advised us that reprogramming their on-line