

# Corrections

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This section of the FEDERAL REGISTER contains editorial corrections of previously published Presidential, Rule, Proposed Rule, and Notice documents. These corrections are prepared by the Office of the Federal Register. Agency prepared corrections are issued as signed documents and appear in the appropriate document categories elsewhere in the issue.

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## DEPARTMENT OF DEFENSE

### Department of the Army

#### Performance Review Board Membership

##### *Correction*

In notice document 05–23033 beginning on page 70062 in the issue of Monday, November 21, 2005, make the following corrections:

1. On page 70062, in the third column, under the heading **SUPPLEMENTARY INFORMATION**, in paragraph 8, in the first line, “Jucretia” should read “Lucretia.”

2. On page 70064, in the first column, in paragraph 11, in the first line, “Malinda” should read “Melinda.”

[FR Doc. C5–23033 Filed 11–23–05; 8:45 am]

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## ENVIRONMENTAL PROTECTION AGENCY

### 40 CFR Part 87

[OAR–2002–0030; FRL–7997–3]

RIN 2060–AK01

#### Control of Air Pollution From Aircraft and Aircraft Engines; Emission Standards and Test Procedures

##### *Correction*

In rule document 05–22704 beginning on page 69664 in the issue of Thursday, November 17, 2005 make the following corrections:

1. On page 69679, the following text which should have made up footnote 90’s second and third paragraphs was mistakenly inserted in the first and second columns:

(The above reference for the fleet fraction is BACK Aviation Solutions, [http://www.backaviation.com/Information\\_Services/default.htm](http://www.backaviation.com/Information_Services/default.htm). The domestic flight information is based on SAGE, the System for Assessing Aviation Emissions. SAGE is an FAA model that estimates aircraft emissions through the full flight profile using non-proprietary input data, such as BACK, FAA’s Enhanced Traffic Management System (ETMS), and the Official Airline

Guide (OAG). The year 2000 air traffic movements database portion of SAGE was used to estimate the number of flights using the subject engines.)

2. On page 69680, the following footnotes were omitted from the table:

<sup>a</sup>119 out of 159 (75 percent) of the in-production engines have greater than 10 percent margin to the proposed (or CAEP/4) NO<sub>x</sub> standards. 78 (49 percent) of the engines have more than 20 percent margin. 24 (15 percent) of the engines have greater than 30 percent margin. (120 of 159 (75 percent) of the in-production engines have margin to the CAEP/6 NO<sub>x</sub> standards, which generally represent about a 12 percent increase in stringency from today’s standards.)

<sup>b</sup>Source: International Civil Aviation Organization (ICAO), Aircraft Engine Exhaust Emissions Data Bank, July 26 2004. This data bank is available at <http://www.caa.co.uk/default.aspx?categoryid=702&pagetype=90>. In addition, a copy of tables including data of engine NO<sub>x</sub> emissions from the ICAO data bank and their margin to today’s NO<sub>x</sub> standards and the CAEP/6 NO<sub>x</sub> standards can be found in Docket OAR-2002-0030.

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