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Issued in Washington, DC, on May 25, 2005.

Edith V. Parish,

Acting Manager, Airspace and Rules.

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BILLING CODE 4910-13-P

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 71

[Docket No. FAA-2005-20577; Airspace
Docket No. 05-ACE-14]

Modification of Class E Airspace; Harper, KS; Correction

AGENCY: Federal Aviation
Administration (FAA), DOT.

ACTION: Direct final rule; confirmation of
effective date; correction.

SUMMARY: This document confirms the
effective date and corrects the legal
description of the direct final rule;
request for comments published in the
Federal Register on Monday, April 11,
2005 (70 FR 18297) which revises Class
E airspace at Harper, KS.

DATES: Effective: 0901 UTC, July 7,
2005.

FOR FURTHER INFORMATION CONTACT:

Brenda Mumper, Air Traffic Division,
Airspace Branch, ACE-520A, DOT
Regional Headquarters Building, Federal
Aviation Administration, 901 Locust,
Kansas City, MO 64106; telephone:
(816) 329-2524.

SUPPLEMENTARY INFORMATION: The FAA
published this direct final rule with a
request for comments in the **Federal
Register** on April 11, 2005 (70 FR
18297). The FAA uses the direct final
rulemaking procedure for a non-
controversial rule where the FAA
believes that there will be no adverse
public comment. This direct final rule
advised the public that no adverse
comments were anticipated, and that
unless a written adverse comment, or a
written notice of intent to submit such
an adverse comment, were received
within the comment period, the
regulation would become effective on
July 7, 2005. A comment with merit
indicating a need to correct the legal
description was received. This notice
confirms that this direct final rule will
become effective on July 7, 2005 with a
correction made to the legal description
for the Class E Airspace, Harper, KS.

Correction of Publication

■ Accordingly, the publication of April
11, 2005 (70 FR 18297) is corrected as
follows:

§ 71.1 [Corrected]

ACE KS E5 Harper, KS [Corrected]

■ On page 18299, column 1, change the
Class E legal description as follows:

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“VORTAC 040° radial extending from the
7.4-mile radius of the airport to the VORTAC,
excluding that airspace east of long. 98° 00’
00”.”

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Issued in Kansas City, MO, on May 17,
2005.

Elizabeth S. Wallis,

*Acting Area Director, Western Flight Services
Operations.*

[FR Doc. 05-10906 Filed 6-1-05; 8:45 am]

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DEPARTMENT OF HOMELAND SECURITY

Coast Guard

33 CFR Part 110

[CGD13-05-001]

RIN 1625-AA01

Anchorage Grounds; Anacortes General Anchorage and Cap Sante and Hat Island Tug and Barge General Anchorages, Anacortes, WA

AGENCY: Coast Guard, DHS.

ACTION: Final rule.

SUMMARY: The Coast Guard is
establishing three general anchorages
and two tug and barge general
anchorages in the vicinity of Anacortes,
Washington. These anchorages will
reduce the risk of collisions, provide a
more orderly movement of tanker traffic
in and out of near by oil refineries, and
keep the approaches to Guemes Channel
open to transiting traffic while
providing ample room for barge
operations.

DATES: This rule is effective on July 5,
2005.

ADDRESSES: Comments and material
received from the public, as well as
documents indicated in this preamble as
being available in the docket, are part of
public docket [CGD13-05-001] and are
available for inspection or copying at
Sector Seattle between 8 a.m. and 4
p.m., Monday through Friday, except
Federal holidays.

FOR FURTHER INFORMATION CONTACT:
LTJG J. L. Hagen, Sector Seattle, 1519

Alaskan Way South, Seattle, WA 98134,
(206) 217-6231.

SUPPLEMENTARY INFORMATION:

Regulatory Information

On March 1, 2005, we published a
notice of proposed rulemaking (NPRM)
entitled Anacortes General Anchorage
and Cap Sante and Hat Island Tug and
Barge General Anchorages, Anacortes,
WA in the **Federal Register** (70 FR
9892). We received no letters
commenting on the proposed rule. No
public meeting was requested, and none
was held.

Background and Purpose

The Guemes Channel and the waters
near Cap Sante and March Point are
used by oil tank ships and tugs and
barges and recreational vessels. In April
2000 the Captain of the Port (COTP)
Puget Sound, Port Angeles Pilots and
representatives from the local oil
industry and tug boat companies met to
discuss efforts to minimize conflicts
between vessels which transit Guemes
Channel and vessels which anchor near
Cap Sante and March Point. As a result
of this meeting, the Coast Guard
identified certain areas where vessels
may anchor without presenting an
unacceptably high risk of danger to
navigation. Because these anchorages
were not formally established, they are
not included on nautical charts nor
referenced in the Coast Pilot. Hence,
vessels transiting the area may not know
where vessels may be anchoring. This
final rule designates anchorage grounds
for certain vessels. These anchorages are
managed by Vessel Traffic Service (VTS)
Puget Sound on behalf of Sector Seattle
and the COTP Puget Sound.
Management of these anchorages will
reduce the risk of collisions and provide
a more orderly movement of tanker
traffic in and out of oil refineries at
March Point.

Discussion of Comments and Changes

No comments were received by the
Coast Guard as a result of our request for
comments in our NPRM. However, since
publication of our NPRM the Coast
Guard has stood-up Sector Seattle.
Sector Seattle is an internal
reorganization that combines Group
Seattle, Vessel Traffic Service Puget
Sound and Marine Safety Office Puget
Sound into a single command. The
Coast Guard has established a
continuity of operations whereby all
previous practices and procedures will
remain in effect until superseded by an
authorized Coast Guard official or
document. Effective May 10, 2005, all
existing missions and functions
performed by Group Seattle, Vessel