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Effective Date

(e) This amendment becomes effective on August 2, 2005.

Issued in Renton, Washington, on June 21, 2005.

Ali Bahrami,

Manager, Transport Airplane Directorate,
Aircraft Certification Service.

[FR Doc. 05-12635 Filed 6-27-05; 8:45 am]

BILLING CODE 4910-13-P

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. FAA-2005-21357; Directorate Identifier 2005-CE-29-AD; Amendment 39-14136; AD 2005-12-20]

RIN 2120-AA64

Airworthiness Directives; The Lancair Company Model LC41-550FG Airplanes

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Final rule; correction

SUMMARY: This document makes a correction to Airworthiness Directive (AD) 2005-12-20, which was published in the *Federal Register* on June 20, 2005 (70 FR 35370), and applies to certain The Lancair Company (Lancair) Model LC41-550FG airplanes. We incorrectly referenced the affected airplane model as LC41-550F in the applicability section. The correct airplane model is LC41-550FG. This action corrects the regulatory text.

DATES: The effective date of this AD remains June 21, 2005.

FOR FURTHER INFORMATION CONTACT: Mr. Jeffrey Morfitt, Program Manager, FAA, Seattle Aircraft Certification Office (ACO), 1601 Lind Avenue, SW., Renton, Washington 98055-4065; telephone: (425) 917-6405; facsimile: (425) 917-6590.

SUPPLEMENTARY INFORMATION:

Discussion

On June 10, 2005, FAA issued AD 2005-12-20, Amendment 39-14136 (70 FR 35370, June 20, 2005), which applies to certain The Lancair Company (Lancair) Model LC41-550FG airplanes.

We incorrectly referenced the affected airplane model as LC41-550F. The correct airplane model is LC41-550FG. This action corrects the regulatory text.

This AD requires both visual and dye penetrant inspections of the elevator torque tube assembly for cracks. If a crack is found, this AD requires replacement with a modified assembly that incorporates a steel doubler. This AD also requires replacement of the modified elevator torque tube assembly every 300 hours time-in-service or 18 months (whichever occurs first).

Need for the Correction

This correction is needed to ensure that the affected airplane model is correct and to eliminate misunderstanding in the field.

Correction of Publication

■ Accordingly, the publication of June 20, 2005 (70 FR 35370), of Amendment 39-14136; AD 2005-12-20, which was the subject of FR Doc. 05-11880, is corrected as follows:

§ 39.13 [Corrected]

On page 35371, in section 39.13 [Amended], in paragraph (c), replace Model LC41-550F with Model LC41-550FG.

Action is taken herein to correct this reference in AD 2005-12-20 and to add this AD correction to section 39.13 of the Federal Aviation Regulations (14 CFR 39.13).

The effective date remains June 21, 2005.

Issued in Kansas City, Missouri, on June 20, 2005.

Kim Smith,

Acting Manager, Small Airplane Directorate,
Aircraft Certification Service.

[FR Doc. 05-12676 Filed 6-27-05; 8:45 am]

BILLING CODE 4910-13-P

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 71

[Docket FAA 2005-20248; Airspace Docket 05-AWP-1]

Establish Class D Airspace; Front Range Airport, Denver, CO

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Final rule.

SUMMARY: This rule will establish Class D airspace at Front Range Airport, Denver, CO. An Airport Traffic Control Tower (ATCT) is being constructed at Front Range Airport, Denver, CO, which will meet criteria for Class D airspace. Class D airspace is required when the ATCT is open, and to contain and protect Standard Instrument Approach

Procedures (SIAPs) and other Instrument Flight Rules (IFR) operations at the airport. This action would establish Class D airspace extending upward from the surface to 8,000 feet Mean Sea Level (MSL) within a 5.1 nautical mile radius of the airport.

DATES: *Effective Date:* 0901 UTC, August 4, 2005.

FOR FURTHER INFORMATION CONTACT:

Larry Tonish, Federal Aviation Administration, Western Terminal Operations, 15000 Aviation Boulevard, Lawndale, CA 90261; telephone (310) 725-6539.

SUPPLEMENTARY INFORMATION:

History

On March 11, 2005, the FAA proposed to amend Title 14 Code of Federal Regulations part 71 (CFR part 71) to establish Class D airspace at Front Range Airport, Denver, CO, (70 FR 12161). An Airport Traffic Control Tower (ATCT) is under construction at Front Range Airport, Denver CO, which will meet criteria for Class D airspace. The Class D airspace area will be effective during periods that the ATCT is open.

Interested parties were invited to participate in this rule making proceeding by submitting written comments on the proposal to the FAA. No comments were received. Class D airspace designations are published in paragraph 5000 of FAA Order 7400.9M dated August 30, 2004, and effective September 16, 2004, which is incorporated by reference in 14 CFR part 71.1. The Class D airspace designation listed in this document will be published subsequently in that Order.

The Rule

This amendment to 14 CFR part 71 establishes Class D airspace at Front Range Airport, Denver CO. An Airport Traffic Control Tower (ATCT) is under construction at Front Range Airport, Denver, CO, which will meet criteria for Class D airspace.

The FAA has determined that 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 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