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Issued in Washington, DC, on October 6, 2005.

Edith V. Parish,

Acting Manager, Airspace and Rules.

[FR Doc. 05-20627 Filed 10-13-05; 8:45 am]

BILLING CODE 4910-13-P

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 71

[Docket No. FAA-2005-21874; Airspace
Docket No. 05-ACE-28]

Modification of Class E Airspace; Dodge City Regional Airport, KS; Correction

AGENCY: Federal Aviation
Administration (FAA), DOT.

ACTION: Direct final rule; request for
comments; correction.

SUMMARY: This action corrects an error
in the legal description of a direct final
rule, request for comments that was
published in the **Federal Register** on
Friday, July 29, 2005 (70 FR 43744).

DATES: This direct final rule is effective
on 0901 UTC, October 27, 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:

History

Federal Register Document 2005-
21874 published on Friday, July 29,
2005 (70 FR 43744), modified Class E
Airspace at Dodge City, KS. The latitude
and longitude used in the airport
reference point was incorrect. This
action corrects that error.

■ Accordingly, pursuant to the authority
delegated to me, the errors for Class E
Airspace, Dodge City, KS as published
in the **Federal Register** Friday, July 29,
2005 (70 FR 43744), (FR Doc. 2005-
21874), are corrected as follows:

§ 71.1 [Corrected]

■ On page 43745, Column 2, change the
latitude and longitude of Dodge City
Regional Airport, KS to (Lat. 37°45'48"
N., long 99°57'56" W.) for ACE KS E2
and ACE KS E5.

Issued in Kansas City, MO, on September
28, 2005.

Elizabeth S. Wallis,

*Acting Area Director, Western Flight Services
Operations.*

[FR Doc. 05-20628 Filed 10-13-05; 8:45 am]

BILLING CODE 4910-13-M

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 71

[Docket No. FAA-2002-13994; Airspace
Docket No. 02-AAL-10]

RIN 2120-AA66

Establishment of Colored Federal Airways; AK

AGENCY: Federal Aviation
Administration (FAA), DOT.

ACTION: Final rule.

SUMMARY: This action establishes two
colored Federal airways, Amber-5 (A-5)
and Blue 1 (B-1), in Alaska. This action
adds to the instrument flight rules (IFR)
airway and route structure in Alaska.
The FAA is taking this action to
enhance safety and the management of
aircraft operations in Alaska.

EFFECTIVE DATE: 0901 UTC, December
22, 2005.

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

SUPPLEMENTARY INFORMATION:

History

On January 30, 2003, the FAA
published in the **Federal Register** a
notice of proposed rulemaking to
establish Colored Federal Airways (68
FR 4741). Interested parties were invited
to participate in this rulemaking effort
by submitting written comments on the
proposal. No comments were received.
With the exception of editorial changes,
this amendment is the same as that
proposed in the notice.

Colored Federal airways are
published in paragraph 6009 of FAA
Order 7400.9N dated September 1, 2005,
and effective September 15, 2005, which
is incorporated by reference in 14 CFR
71.1. The colored Federal airways listed
in this document would be published
subsequently in the order.

The Rule

This action amends Title 14 Code of
Federal Regulations (14 CFR) part 71 by

establishing two colored Federal
airways, A-5 and B-1, in Alaska.
Presently there are several uncharted
non-regulatory routes that use the same
routing as the new colored Federal
airways. These uncharted non-
regulatory routes are used daily by
commercial and general aviation
aircraft. However, the air traffic control
(ATC) management of aircraft
operations is limited on these routes.
The FAA is converting these uncharted
non-regulatory routes to the colored
Federal airways. This action adds to the
IFR airway and route structure in
Alaska.

Additionally, adoption of these
Federal airways: (1) Provide pilots with
minimum en route altitudes and
minimum obstruction clearance
altitudes information; (2) establishes
controlled airspace thus eliminating
some of the commercial IFR operations
in uncontrolled airspace; and (3)
improves the management of air traffic
operations and thereby enhances safety.

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 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 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).

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 CLASS 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.