

DEPARTMENT OF TRANSPORTATION
Federal Aviation Administration

14 CFR Part 71

[Docket No. FAA-2005-21873; Airspace
Docket No. 05-ACE-27]

Modification of Class D and Class E
Airspace; Salina Municipal Airport, KS;
Correction

AGENCY: Federal Aviation
Administration (FAA), DOT.

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

SUMMARY: This action corrects an
omission in the legal description of
Class E2 airspace in a direct final rule,
request for comments correction that
was published in the **Federal Register**
on Thursday, October 13, 2005 (70 FR
59651).

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-
21873 published on Friday, July 29,
2005 (70 FR 43742), modified Class D
and Class E Airspace at Salina
Municipal Airport, KS. A subsequent
correction to that document was
published on Thursday, October 13,
2005 (70 FR 59651). That correction
omitted the complete description of the
Class E2 Surface Area. This action
corrects that omission.

■ Accordingly, pursuant to the authority
delegated to me, the omission in the
legal description of airspace at Salina
Municipal Airport, KS as published in
the **Federal Register** Thursday, October
13, 2005 (70 FR 59651), is corrected as
follows:

§ 71.1 [Amended]

■ 2. The incorporation by reference in
14 CFR 71.1 of Federal Aviation
Administration Order 7400.9N, dated
September 1, 2005, and effective
September 16, 2005, is amended as
follows:

* * * * *

*Paragraph 6002 Class E airspace designated
as surface areas.*

* * * * *

ACE KS E2 Salina, KS

Salina Municipal Airport, KS
(Lat. 38°47'27" N., long. 97°39'08" W.)

Within a 5.4-mile radius of Salina
Municipal Airport. This Class E airspace area
is effective during the specific dates and
times established in advance of a Notice to
Airmen. The effective date and time will
thereafter be continuously published in the
Airport/Facility Directory.

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Issued in Kansas City, MO, on November
7, 2005.

Paul J. Sheridan,

*Area Director, Western Flight Services
Operations.*

[FR Doc. 05-23018 Filed 11-21-05; 8:45 am]

BILLING CODE 4910-13-M

DEPARTMENT OF TRANSPORTATION
Federal Aviation Administration

14 CFR Part 71

[Docket No. FAA-2005-22845; Airspace
Docket No. 05-ANM-14]

Revocation of Class E Airspace; Eagle,
CO

AGENCY: Federal Aviation
Administration (FAA), DOT.

ACTION: Final rule.

SUMMARY: This action revokes Class E
airspace, Eagle, Colorado published in
the **Federal Register** October 13, 2005
(70 FR 59652). The FAA is taking this
action due to errors in the effective date,
airspace description, and geographic
coordinates.

DATES: *Effective Date:* November 22,
2005.

FOR FURTHER INFORMATION CONTACT: Ed
Haeseker, Federal Aviation
Administration, Western En Route and
Oceanic Area Office, Airspace Branch,
1601 Lind Avenue, SW., Renton, WA
98055-4056; telephone: (425) 227-2527.

SUPPLEMENTARY INFORMATION:

History

On October 13, 2005, a final rule was
published in the **Federal Register**
establishing Class E airspace at Eagle
County Regional Airport, Eagle, CO (70
FR 59652), **Federal Register** Docket No.
FAA-2005-21078. Subsequent to
further review by the charting office, it
was found that there were numerous
errors in the airspace description. As a
result, the FAA has decided to revoke
the Class E airspace area.

Class E airspace descriptions are
published in paragraph 6002 of FAA
Order 7400.9N dated September 1, 2005
and effective September 15, 2005, which

is incorporated by reference in 14 CFR
part 71.1.

The Rule

This action amends Title 14 Code of
Federal Regulations (14 CFR) part 71 by
revoking the Class E airspace area at
Eagle County Regional Airport, Eagle,
CO. The FAA is taking this action due
to errors in the airspace description.

In consideration of the errors in the
original rule, the FAA finds good cause,
pursuant to 5 U.S.C. 553(d), for making
this amendment effective in less than 30
days in order to promote the safe and
efficient handling of air traffic in the
area.

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: (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).

The 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 FAA Order 7400.9N,
Airspace Designations and Reporting
Points, dated September 1, 2005, and
effective September 15, 2005, is
amended as follows:

* * * * *

ANM WA E Eagle, CO [Removed]

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Issued in Seattle, Washington, on November 4, 2005.

Raul C. Treviño,

Area Director, Western En Route and Oceanic Operations.

[FR Doc. 05-23017 Filed 11-21-05; 8:45am]

BILLING CODE 4910-13-M

DEPARTMENT OF TRANSPORTATION**Federal Aviation Administration****14 CFR Part 71**

[Docket No. FAA-2005-22998; Airspace Docket No. 2005-ASW-19]

Establishment to Class E Airspace; Hillsboro, TX

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Direct final rule; request for comments.

SUMMARY: This action establishes the Class E airspace area at Hillsboro Municipal Airport, Hillsboro, TX (INJ), to provide adequate controlled airspace for the area navigation (RNAV) global positioning system (GPS) standard instrument approach procedure (SIAP).
DATES: Effective 0901 UTC, February 16, 2006.

Comments for inclusion in the Rules Docket must be received on or before January 16, 2006.

ADDRESSES: Send comments on the rule to the Docket Management System, U.S. Department of Transportation, Room Plaza 401, 400 Seventh Street, SW., Washington, DC 20590-0001. You must identify the docket number, FAA-2005-22998/Airspace Docket No. 2005-ASW-20, at the beginning of your comments. You may also submit comments on the Internet at <http://dms.dot.gov>. Anyone can find and read the comments received in this docket, including the name, address and any other personal information placed in the docket by a commenter. You may review the public docket containing any comments received and this direct final rule in person at the Dockets Office between 9 a.m. and 5 p.m., Monday through Friday, except Federal holidays. The Docket Office (telephone 1-800-647-5527) is located on the plaza level of the Department of Transportation NASSIF Building at the street address stated previously.

An informal docket may also be examined during normal business hours at the office of the Air Traffic Division, Airspace Branch, Federal Aviation

Administration, Southwest Region, 2601 Meacham Boulevard, Fort Worth, TX. Call the manager, Airspace Branch, ASW-520, telephone (817) 222-5520; fax (817) 222-5981, to make arrangements for your visit.

FOR FURTHER INFORMATION CONTACT:

Joseph R. Yadouga, Air Traffic Division, Airspace Branch, Federal Aviation Administration, Southwest Region, Fort Worth, TX 76193-0520; telephone (817) 222-5597.

SUPPLEMENTARY INFORMATION: This amendment to 14 CFR part 71 establishes a Class D airspace designation for an airspace area from the surface up to but not including, 3,900 feet MSL at Rogers Municipal/Carter Field, Rogers, AR, and will be published in paragraph 5000 of FAA Order 7400.9N, dated September 1, 2004, and effective September 16, 2005, which is incorporated by reference in 14 CFR 71.1.

This amendment to 14 CFR part 71 also modifies the Class E airspace area extending upward from the surface at Rogers Municipal/Carter Field, Rogers, AR, and will be published in paragraph 6000 of FAA Order 7400.9N, dated September 1, 2005, and effective September 16, 2005, which is incorporated by reference in 14 CFR 71.1.

The Direct Final Rule Procedure

The FAA anticipates that this regulation will not result in an adverse or negative comment, and, therefore, issues it as a direct final rule. 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. Unless a written adverse or negative comment, or a written notice of intent to submit an adverse or negative comment is received within the comment period, the regulation will become effective on the date specified. After the close of the comment period, the FAA will publish a document in the **Federal Register** indicating that no adverse or negative comments were received and confirming the date on which the final rule will become effective. If the FAA does receive, within the comment period, an adverse or negative comment, or written notice of intent to submit such a comment, a document withdrawing the direct final rule will be published in the **Federal Register**, and a notice of proposed rulemaking may be published with a new comment period.

Comments Invited

Although this action is in the form of a direct final rule, and was not preceded by a notice of proposed rulemaking, interested persons are invited to comment on this rule by submitting such written data, views, or arguments as they may desire. Communications must identify both docket numbers. All communications received on or before the closing date for comments will be considered, and this rule may be amended or withdrawn in light of the comments received. Factual information that supports the commenter's ideas and suggestions is extremely helpful in evaluating the effectiveness of this action and determining whether additional rulemaking action would be needed.

Comments are specifically invited on the overall regulatory, economic, environmental, and energy aspects of the rule that might suggest a need to modify the rule. All comments submitted will be available, both before and after the closing date for comments, in the Rules Docket for examination by interested persons. A report that summarizes each FAA-public contact concerned with the substance of this action will be filed in the Rules Docket.

Agency Findings

This rule does not have federalism implications, as defined in Executive Order No. 13132, because it does not have a substantial direct effect on the States, on the relationship between the national government and the States, or on the distribution of power and responsibilities among the various levels of government. Accordingly, the FAA has not consulted with state authorities prior to publication of this rule.

The FAA has determined that this regulation is noncontroversial and unlikely to result in adverse or negative comments. For the reasons discussed, I certify that this 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 these routine matters will only affect air traffic procedures and air navigation. I certify that this rule will not have a significant economic impact on a substantial number of small entities under the criteria of the Regulatory Flexibility Act.

Authority for This Rulemaking

The FAA authority to issue rules regarding aviation safety is found in