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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.