

**DEPARTMENT OF TRANSPORTATION**

**Federal Aviation Administration**

**14 CFR Part 71**

[Docket FAA 2005–20248; Airspace Docket 05–AWP–13]

**Established Class D Airspace; Front Range Airport, Denver, CO**

**AGENCY:** Federal Aviation Administration (FAA), DOT.

**ACTION:** Final rule; correction.

**SUMMARY:** This action corrects an error in the altitude description of a final rule that was published in the **Federal Register** on June 28, 2005, (70 FR 37028), Airspace Docket No. 05–AWP–1.

**EFFECTIVE DATE:** 0901 UTC, February 16, 2006.

**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 June 28, 2005, Airspace Docket No. 05–AWP–1 was published in **Federal Register** (70 FR 37028), establishing Class D airspace at Front Range Airport, Denver, CO. In that rule, the airspace altitude description was not correct. This action corrects that error.

**Correction to Final Rule**

■ Accordingly, pursuant to the authority delegated to me, the legal description for the airspace altitude for Class D airspace at Front Range Airport, Denver, CO, as published in the **Federal Register** on June 28, 2005, (70 FR 37028), and incorporated by reference in 14 CFR 71.1, is corrected as follows:

**PART 71—[AMENDED]**

**§ 71.1 [Amended]**

■ The incorporation by reference in 14 CFR part 71.1 of the Federal Aviation Administration Order 7400.9N, Airspace Designations and Reporting Points, dated September 1, 2005, and effective September 15, 2005, is amended as follows:

*Paragraph 5000 Class D Airspace area extending upward from the surface of the earth.*

\* \* \* \* \*

**ANM COD Front Range Airport, Denver, CO [NEW]**

Front Range Airport, Denver, CO  
(Lat. 39°47'07" N, long. 104°32'35" W)

That airspace extending upward from the surface to but not including 8,000 feet MSL within a 5.1 nautical mile radius of the Front Range Airport, Denver, CO, excluding the Denver International Airport Class B. This Class D airspace area is effective during the specific days and times established in advance by a Notice to Airmen. The effective days and times will thereafter be continuously published in the Airport/Facility Directory.

\* \* \* \* \*

Issued in Los Angeles, California on November 18, 2005.

**Tony DiBernardo,**

*Acting Area Director, Western Terminal Operations.*

[FR Doc. 05–23756 Filed 12–7–05; 8:45 am]

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**DEPARTMENT OF TRANSPORTATION**

**Federal Aviation Administration**

**14 CFR Part 71**

[Docket No. FAA–2003–22496; Airspace Docket No. 04–ANM–26]

**RIN 2120–AA66**

**Amendment to Jet Route J–158; ID**

**AGENCY:** Federal Aviation Administration (FAA), DOT.

**ACTION:** Final rule.

**SUMMARY:** This action revises a segment of Jet Route J–158 between the Malad City, ID, Very High Frequency Omni-directional Range/Distance Measuring Equipment (VOR/DME) and the Muddy Mountain, WY, Very High Frequency Omni-directional Range/Tactical Air Navigation (VORTAC). Specifically, the FAA is realigning the route from Malad City, ID, to Big Piney, WY, VOR/DME to Muddy Mountain, WY. This action replaces an airway segment taken out of service, reduces controller workload, and enhances the National Airspace System.

**EFFECTIVE DATE:** 0901 UTC, February 16, 2006.

**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 October 4, 2005, the FAA published in the **Federal Register** a notice of proposed rulemaking to revise J–158 between the Malad City, ID, VOR/DME and the Muddy Mountain, WY,

VORTAC (70 FR 57806). 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.

**The Rule**

This action amends Title 14 Code of Federal Regulations (14 CFR) part 71 to revise a segment of J–158. This amendment would insert a segment extending from Malad City, ID, VOR/DME to Big Piney, WY, VOR/DME to Muddy Mountain, WY, VORTAC, and restores the use of J–158 between Malad City and Muddy Mountain.

Domestic Jet Routes are published in paragraph 2004 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 domestic Jet Route listed in this document will be published subsequently in the order.

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).

**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 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.