

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]

* * * * *

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, Forth 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