PART 95—SANITARY CONTROL OF ANIMAL BYPRODUCTS (EXCEPT CASINGS), AND HAY AND STRAW, OFFERED FOR ENTRY INTO THE UNITED STATES

■ Accordingly, the interim rule amending 9 CFR parts 93, 94 and 95 that was published at 69 FR 25820–25826 on May 10, 2004, as amended by the June 23, 2005, technical amendment that was published at 70 FR 36332–36333, is adopted as a final rule without change.

Done in Washington, DC, this 14th day of July 2005 .

Kevin Shea,

Acting Administrator, Animal and Plant Health Inspection Service.

[FR Doc. 05–14262 Filed 7–19–05; 8:45 am]

BILLING CODE 3410–34–P

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Parts 36 and 91

[Docket No. FAA–2003–16523]

RIN 2120–AH99

Stage 4 Aircraft Noise Standards; Correction

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Final rule; correction.

SUMMARY: This document makes corrections to the final rule published in the **Federal Register** on July 5, 2005 (70 FR 38742). This document adds two assigned amendment numbers. It also clarifies the Flight Manual Statement of Chapter for equivalency required by § 36.105.

DATES: This correction is effective July 20, 2005.

FOR FURTHER INFORMATION CONTACT: Laurette Fisher, Office of Environment and Energy (AEE–100), Federal Aviation Administration, 800 Independence Avenue, SW., Washington, DC 20591; telephone (202) 267–3561; facsimile (202) 267–5594.

Correction

■ In the final rule ''Stage 4 Aircraft Noise Standards'' published in the **Federal Register** on July 5, 2005 (70 FR 38742), make the following corrections:

■ 1. On page 38742, in the first column, in the fourth line of the heading, add amendment numbers as follows: [Docket No. FAA–2003–16526; Amendment Nos. 36–26, 91–288]

§ 36.105 [Corrected]

■ 2. On page 38749, in the second column, in the paragraph entitled ''§ 36.105 Flight Manual Statement of Chapter 4 equivalency'', eleventh line, change ''part 36 Amendment (insert part 36 amendment number)'' to read ''part 36, Amendment 36 (insert part 36 amendment to which the airplane was certificated)''.

Issued in Washington, DC on July 14, 2005.

Anthony F. Fazio,

Director, Office of Rulemaking.

[FR Doc. 05–14248 Filed 7–19–05; 8:45 am]

BILLING CODE 4910–13–P

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 71

[Docket No. FAA–2005–21706; Airspace Docket No. 05–ACE–23]

Modification of Class E Airspace; Washington, MO

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Direct final rule; request for comments.

SUMMARY: This action amends Title 14 Code of Federal Regulations, part 71 (14 CFR part 71) by revising Class E airspace at Washington, MO. A review of the Class E airspace area extending upward from 700 feet above ground level (AGL) at Washington, MO revealed its legal description is not in proper format and it is not in compliance with established airspace criteria. This airspace area is enlarged and modified to conform to FAA Orders. The intended effect of this rule is to provide controlled airspace of appropriate dimensions to protect aircraft departing from and executing standard instrument approach procedures (SIAPs) to Washington Memorial Airport. This rule also amends the Airport Reference Point (ARP) in the legal description to reflect current data.

DATES: This direct final rule is effective on 0901 UTC, October 27, 2005. Comments for inclusion in the Rules Docket must be received on or before August 19, 2005.

ADDRESSES: Send comments on this proposal 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–2005–21706/ Airspace Docket No. 05–ACE–23, at the beginning of your comments. You may also submit comments on the Internet at *http://dms.dot.gov.* You may review the public docket containing the proposal, any comments received, and any final disposition in person in 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 on the plaza level of the Department of Transportation NASSIF Building at the above address.

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: This amendment to 14 CFR 71 modifies the Class E airspace area extending upward from 700 feet above the surface at Washington, MO. An examination of the Class E airspace area at Washington, MO revealed it does not comply with airspace requirements for recently developed Standard Instrument Approach Procedures (SIAP). Enlargements to this airspace area are necessary in order to comply with airspace requirements set forth in FAA Orders 7400.2E, Procedures for Handling Airspace Matters, and 8260.19C, Flight Procedures and Airspace. The Washington Memorial Airport Airport Reference Point (ARP) is amended to reflect current data and the reference to the Foristell VORTAC is removed. The airspace area is expanded from a 6.3-mile to a 6.4-mile radius of Washington Memorial Airport and extensions are established within 4 miles each side of the 334° bearing from the airport extending from the 6.4-mile radius to 10.8 miles northwest of the airport and within 4 miles each side of the 154° bearing from the airport extending from the 6.4-mile radius to 10.6 miles southeast of the airport. These modifications provide controlled airspace of appropriate dimensions to protect aircraft departing from and executing SIAPs to Washington Memorial Airport. This area will be depicted on appropriate aeronautical charts. Class E airspace areas extending upward from 700 feet or more above the surface of the earth are published in paragraph 6005 of FAA Order 7400.9M, Airspace Designations and Reporting Points, dated August 30, 2004, and effective September 16, 2004, which is incorporated by reference in 14 CFR 71.1. The Class E airspace designation listed in this document will be published subsequently in the Order.

The Direct Final Rule Procedure

The FAA anticipates that this regulation will not result in adverse or negative comment and, therefore, is issuing it as a direct final rule. Previous actions of this nature have not been controversial and have not resulted in adverse comments or objections. Unless a written adverse or negative comment or a written notice of intent to submit and adverse or negative comment is received with the comment period, the regulation will become effective on the date specified above. 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 not 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

Interested parties are invited to participate in this rulemaking by submitting such written data, views, or arguments, as they may desire. Comments that provide the factual basis supporting the views and suggestions presented are particularly helpful in developing reasoned regulatory decisions on the proposal. Comments are specifically invited on the overall regulatory, aeronautical, economic, environmental, and energy-related aspects of the proposal. Communications should identify both docket numbers and be submitted in triplicate to the address listed above. Commenters wishing the FAA to acknowledge receipt of their comments on this notice must submit with those comments a self-addressed, stamped postcard on which the following statement is made: ''Comments to Docket No. FAA–2005–21706/Airspace Docket No. 05–ACE–23.'' The postcard will be date/time stamped and returned to the commenter.

Agency Findings

The regulations adopted herein will 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. Therefore, it is determined that this final rule does not have federalism implications under Executive Order 23232.

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 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.

This rulemaking is promulgated under the authority described in Subtitle VII, Part A, Subpart I, Section 40103. Under that section, the FAA is charged with prescribing regulations to assign the use of the airspace necessary to ensure the safety of aircraft and the efficient use of airspace. This regulation is within the scope of that authority since it contains aircraft executing instrument approach procedures to Washington Memorial Airport.

List of Subjects in 14 CFR Part 71

Airspace, Incorporation by reference, Navigation (air).

Adoption of the Amendment

■ Accordingly, the Federal Aviation Administration amends 14 CFR part 71 as follows:

PART 71—DESIGNATION OF CLASS A, CLASS B, CLASS C, CLASS D, AND CLASS E AIRSPACE AREAS; AIRWAYS; ROUTES; AND REPORTING POINTS

■ 1. The authority citation for part 71 continues to read as follows:

Authority: 49 U.S.C. 106(g), 40103, 40123, 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 71.1 of Federal Aviation Administration Order 7400.9M, dated August 30, 2004, and effective September 16, 2004, is amended as follows:

Paragraph 6005 Class E airspace areas extending upward from 700 feet or more above the surface of the earth.

* * * * *

ACE MO E5 Washington, MO

Washington Memorial Airport, MO

(Lat. 38°35′15″ N., long. 90°59′38″ W.)

That airspace extending upward from 700 feet above the surface within a 6.4-mile radius of Washington Memorial Airport, and within 4 miles each side of the 334° bearing from the airport extending from the 6.4-mile radius to 10.8 miles northwest of the airport, and within 4 miles each side of the 154° bearing from the airport extending from the 6.4-mile radius to 10.6 miles southeast of the airport.

* * * * *

Dated: Issued in Kansas City, MO, on July 11, 2005.

Elizabeth S. Wallis,

Acting Area Director, Western Flight Services Operations.

[FR Doc. 05–14255 Filed 7–19–05; 8:45 am]

BILLING CODE 4910–23–M

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 71

[Docket No. FAA–2005–20446; Airspace Docket No. 05–AAL–04]

RIN 2120–AA66

Establishment of Area Navigation (RNAV) Routes; AK

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Final rule; correction.

SUMMARY: This action corrects several errors in the airspace descriptions of a final rule published in the **Federal Register** on June 22, 2005 (70 FR 36016), Airspace Docket No. 05–AAL–04.

EFFECTIVE DATE: 0901 UTC, September 1, 2005.

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

SUPPLEMENTARY INFORMATION:

History

On June 22, 2005, Airspace Docket No. 05–AAL–04 was published in the **Federal Register** (70 FR 36016), establishing 33 low altitude area navigation routes in Alaska. In that rule, the airspace descriptions contained several data points that were in error. This action corrects those errors.

Correction to Final Rule

■ Accordingly, pursuant to the authority delegated to me, the legal description for T–223, T–226, T–227, T–229, T–232, and T–250 as published in the **Federal**