Issued in Washington, DC, on July 13, 2005.

Edith V. Parish,

Acting Manager, Airspace and Rules.

[FR Doc. 05–14254 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–2005–20450; Airspace Docket No. 05–AAL–07]

Establishment of Class E Airspace; Chalkyitsik, AK

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Final rule; correction.

SUMMARY: This action corrects an error in the airport coordinates contained in a Final Rule that was published in the **Federal Register** on Friday, June 24, 2005 (70 FR 36492). Airspace Docket No. 05–AAL–07.

EFFECTIVE DATE: July 20, 2005.

FOR FURTHER INFORMATION CONTACT: Jesse Patterson, AAL–538G, Federal Aviation Administration, 222 West 7th Avenue, Box 14, Anchorage, AK 99513–7587; telephone number (907) 271–5898; fax: (907) 271–2850; e-mail: *Jesse.CTR.Patterson@faa.gov.* Internet address: *http://www.alaska.faa.gov/at.*

SUPPLEMENTARY INFORMATION:

History

Federal Register Document 05–12564, Airspace Docket No. 05–AAL–07, published on Friday, June 24, 2005 (70 FR 36492), established the Class E airspace at Chalkyitsik, AK. The longitude used for the airport coordinates in the airspace description in the Final Rule was incorrect. This action corrects that error.

Correction to Final Rule

■ Accordingly, pursuant to the authority delegated to me, the airspace description of the Class E airspace extending upward from 700 feet or more above the surface of the earth published in the **Federal Register**, Friday, June 24, 2005 (70 FR 36493), (FR Doc 05–15264; page 36493, column 2) is corrected as follows:

§ 71.1 [Corrected]

* * * * *

AAL AK E5 Chalkyitsik, AK [Corrected]

By changing the airport coordinates (Lat. 66°38′42″ N., Long. 143°44′20″ W.) to read (Lat. 66°38′42″ N., Long. 143°44′24″ W.)

Issued in Anchorage, AK, on July 12, 2005.

Anthony M. Wylie,

Acting Area Director, Alaska Flight Services Area Office.

[FR Doc. 05–14251 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–2005–20555; Airspace Docket No. 05–AAL–08]

Revision of Class E Airspace; Emmonak, AK

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Final rule; correction.

SUMMARY: This action corrects a error in the airport coordinates contained in a Final Rule that was published in the **Federal Register** on Friday, June 24, 2005 (70 FR 36490). Airspace Docket No. 05–AAL–08.

DATES: Effective July 20, 2005.

FOR FURTHER INFORMATION CONTACT: Jesse Patterson, AAL–538G, Federal Aviation Administration, 222 West 7th Avenue, Box 14, Anchorage, AK 99513–7587; telephone number (907) 271–5898; fax: (907) 271–2850; e-mail: *Jesse.CTR.Patterson@faa.gov.* Internet address: *http://www.alaska.faa.gov/at.*

SUPPLEMENTARY INFORMATION:

History

Federal Register Document 05–12566, Airspace Docket No. 05–AAL–08, published on Friday, June 24, 2005 (70 FR 36490), revised the Class E airspace at Emmonak, AK. The latitude used for the airport coordinates in the airspace description in the Final Rule was incorrect. This action corrects that error.

Correction to Final Rule

■ Accordingly, pursuant to the authority delegated to me, the airspace description of the Class E airspace extending upward from 700 feet or more above the surface of the earth published in the **Federal Register**, Friday, June 24, 2005 (70 FR 36490), (FR Doc 05–15266; page 36491, column 2) is corrected as follows:

§ 71.1 [Corrected]

* * * * *

AAL AK E5 Emmonak, AK [Corrected]

By changing the airport coordinates (Lat. 62°47′0758″ N., long. 164°29′28″ W.) to read (Lat. 62°47′07″ N., long. 164°29′28″ W.)

Issued in Anchorage, AK, on July 12, 2005.

Anthony M. Wylie,

Acting Area Director, Alaska Flight Services Area Office.

[FR Doc. 05–14257 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–2005–21783; Airspace Docket No. 05–ACE–24]

Modification of Class E Airspace; Meade Municipal Airport, KS

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Direct final rule; request for comments.

SUMMARY: An examination of the controlled airspace for Meade Municipal Airport, KS has revealed a discrepancy in the size of the Class E airspace area. In addition, the Meade, KS Non Directional Beacon (NDB) was decommissioned on June 29, 2004 and subsequently the NDB Runway 17 Instrument Approach Procedure was cancelled effective June 8, 2005. This action modifies the Class E5 airspace area beginning at 700 feet above the surface by removing the reference to the Meade, KS NDB from the legal description, deleting the airspace area extension and increasing the radius from a 6.5-mile radius to a 7.5 mile radius of the airport. This actions brings the Class E5 airspace area into compliance with FAA directives.

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–2005–21783/ Airspace Docket No. 05–ACE–24, 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 beginning at 700 feet above the surface at Meade Municipal Airport, KS to contain Instrument Flight Rule (IFR) operations in controlled airspace. The area will be depicted on appropriate aeronautical charts. Class E airspace areas 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 designations 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 an adverse or negative comment is received within 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 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–2005–21783/Airspace Docket No. 05–ACE–24.'' 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 13132.

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, 2479); 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 Meade Municipal 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, 40113, 40120; E.O. 10854, 24 FR 9565, 3 CFR, 2459–2463 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 KS E5 Meade, KS

Meade Municipal Airport, KS
(Lat. 37°16′37″ N., long. 100°21′23″ W.)

That airspace extending upward from 700 feet above the surface within a 7.5-mile radius of Meade Municipal Airport.

* * * * *

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

Elizabeth S. Wallis,

Acting Area Director, Western Flight Services Operations.

[FR Doc. 05–14256 Filed 7–19–05; 8:45 am]

BILLING CODE 4910–13–M

DEPARTMENT OF HOMELAND SECURITY

Coast Guard

33 CFR Parts 155 and 156

[USCG–2001–9046]

RIN 1625–AA94

Tank Level or Pressure Monitoring Devices on Single-Hull Tank Ships and Single-Hull Tank Barges Carrying Oil or Oil Residue as Cargo

AGENCY: Coast Guard, DHS.

ACTION: Final rule; suspension of regulations and request for public comment.

SUMMARY: The Coast Guard is suspending for three years the regulations in Title 33 Code of Federal Regulations Parts 155 and 156 for tank level or pressure monitoring (TLPM) devices published in the **Federal Register** of September 17, 2002 (67 FR 58515). Furthermore, we are seeking