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**Edith V. Parish,**

*Acting Manager, Airspace and Rules.*

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## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### 14 CFR Part 71

[Docket No. FAA-2005-20413; Airspace  
Docket No. 05-AAL-03]

RIN 2120-AA66

#### Establishment of Area Navigation (RNAV) Routes; AK

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

**ACTION:** Final rule.

**SUMMARY:** This action establishes eight high altitude area navigation (RNAV) routes in Alaska to support the Alaskan Region's Capstone Program. The Capstone Program is a Safety Program which seeks near term safety and efficiency gains by accelerating the implementation and use of modern technology. The FAA is taking this action to enhance safety and to improve the efficient use of the navigable airspace in Alaska.

**DATES:** 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 March 15, 2005, the FAA published in the **Federal Register** a notice of proposed rulemaking to establish high altitude RNAV Routes in Alaska (70 FR 12619). Interested parties were invited to participate in this rulemaking effort by submitting written comments on the proposal. Five comments were received.

Three commenters supported the proposal. Two other commenters supported the proposal but questioned the methodology used to determine the new routings. The comments critical of the proposal, involved concerns about the potential safety of the proposed routes and whether or not the proposed routes were up to FAA standards. The existing high altitude route structure has

evolved over several years to connect the populated areas of Alaska while taking into consideration the limited radar, communication and navigational aid infrastructure. These limitations often required aircraft to file circuitous routes that resulted in increased costs. The proposed RNAV routes were developed to allow properly equipped aircraft to navigate more directly without the need for radar vectors from air traffic control. The new routes allow direct point-to-point travel or a shorter route around special use airspace.

All comments were fully considered before proceeding with this final rule. With the exception of editorial changes, this amendment is the same as that proposed in the notice.

#### Related Rulemaking

On April 8, 2003, the FAA published the Designation of Class A, B, C, D, and E Airspace Areas; Air Traffic Service Routes, and Reporting Points rule in the **Federal Register** (68 FR 16943). This rule adopted certain amendments proposed in Notice No. 02-20, RNAV and Miscellaneous Amendments. The rule adopted and revised several definitions in FAA regulations, including Air Traffic Service Routes, to be in concert with ICAO definitions; and reorganized the structure of FAA regulations concerning the designation of Class A, B, C, D, and E airspace areas; Air Traffic Service Routes; and reporting points. The purpose of the rule was to facilitate the establishment of RNAV routes in the NAS for use by aircraft with advanced navigation system capabilities.

On May 9, 2003, the FAA published the Establishment of RNAV rule in the **Federal Register** (68 FR 24864).

#### The Rule

The FAA amends Title 14 Code of Federal Regulations (14 CFR) part 71 by establishing eight RNAV routes in Alaska within the airspace assigned to the Anchorage Air Route Control Center (ARTCC). These routes were developed as part of the Capstone Program. This action will enhance safety, and facilitate the more flexible and efficient use of the navigable airspace for en route instrument flight rules (IFR) operations within Alaska.

High altitude RNAV routes are published in paragraph 2006 of FAA Order 7400.9M dated August 30, 2004, and effective September 16, 2004, which is incorporated by reference in 14 CFR 71.1. The high altitude RNAV routes 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 proposed 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.

#### Environmental Review

The FAA has determined that this action qualifies for categorical exclusion under the National Environmental Policy Act in accordance with FAA Order 1050.1E, Policies and Procedures for Considering Environmental Impacts. This airspace action is not expected to cause any potentially significant environmental impacts, and no extraordinary circumstances exist that warrant preparation of an environmental assessment.

#### 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.

#### **§ 71.1 [Amended]**

■ 2. The incorporation by reference in 14 CFR 71.1 of FAA Order 7400.9M, Airspace Designations and Reporting Points, dated August 30, 2004, and effective September 16, 2004, is amended as follows:

*Paragraph 2006—Area Navigation Routes*

*	*	*	*	*	*	*
<b>Q-6 TKA to BRW [New]</b>						
TKA .....	VOR/DME .....	(Lat. 62°17'55" N., long. 150°06'20" W.)				
JOKAP .....	WP .....	(Lat. 63°54'46" N., long. 150°58'29" W.)				
KUTDE .....	WP .....	(Lat. 66°19'20" N., long. 152°29'01" W.)				
LACIL .....	WP .....	(Lat. 69°30'18" N., long. 155°00'34" W.)				
BRW .....	VOR/DME .....	(Lat. 71°16'24" N., long. 156°47'17" W.)				

*	*	*	*	*	*	*
<b>Q-8 ANC to GAL [New]</b>						
ANC .....	VOR/DME .....	(Lat. 61°09'03" N., long. 150°12'24" W.)				
WEBIK .....	WP .....	(Lat. 63°07'48" N., long. 155°29'18" W.)				
GAL .....	VORTAC .....	(Lat. 64°44'17" N., long. 156°46'38" W.)				

*	*	*	*	*	*	*
<b>Q-10 ENM to ULL [New]</b>						
ENM .....	VOR/DME .....	(Lat. 62°47'00" N., long. 164°29'16" W.)				
ULL .....	VOR/DME .....	(Lat. 63°41'32" N., long. 170°28'12" W.)				

*	*	*	*	*	*	*
<b>Q-12 OTZ to SCC [New]</b>						
OTZ .....	VOR/DME .....	(Lat. 66°53'08" N., long. 162°32'24" W.)				
SCC .....	VOR/DME .....	(Lat. 70°11'57" N., long. 148°24'58" W.)				

*	*	*	*	*	*	*
<b>Q-14 ODK to JOH [New]</b>						
ODK .....	VORTAC .....	(Lat. 57°46'30" N., long. 152°20'23" W.)				
WUXAN .....	WP .....	(Lat. 59°53'00" N., long. 149°00'00" W.)				
JOH .....	VOR/DME .....	(Lat. 60°28'51" N., long. 146°35'58" W.)				

*	*	*	*	*	*	*
<b>Q-16 ODK to MDO [New]</b>						
ODK .....	VORTAC .....	(Lat. 57°46'30" N., long. 152°20'23" W.)				
ZAXUM .....	WP .....	(Lat. 58°41'15" N., long. 147°53'26" W.)				
MDO .....	VOR/DME .....	(Lat. 59°25'19" N., long. 146°21'00" W.)				

<b>Q-17 HOM to MDO [New]</b>						
HOM .....	VOR/DME .....	(Lat. 59°42'34" N., long. 151°27'24" W.)				
WUXAN .....	WP .....	(Lat. 59°53'00" N., long. 149°00'00" W.)				
MDO .....	VOR/DME .....	(Lat. 59°25'19" N., long. 146°21'00" W.)				

<b>Q-18 GAL to BRW [New]</b>						
GAL .....	VORTAC .....	(Lat. 64°44'17" N., long. 156°46'38" W.)				
BRW .....	VOR/DME .....	(Lat. 71°16'24" N., long. 156°47'17" W.)				

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**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.

**SUMMARY:** This action establishes 33 low  
 altitude area navigation (RNAV) routes

in Alaska to support the Alaskan  
 Capstone Program. The FAA initially  
 proposed 39 RNAV routes; however, 6  
 routes subsequently have been canceled  
 to reduce chart clutter. The FAA is  
 taking this action to enhance safety and  
 improve the efficient use of the  
 navigable airspace in Alaska.

**DATES:** *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 March 14, 2005, the FAA  
 published in the **Federal Register** a  
 notice of proposed rulemaking to  
 establish 39 low altitude RNAV routes  
 in Alaska (70 FR 12423). Interested

parties were invited to participate in  
 this rulemaking effort by submitting  
 written comments on the proposal.  
 Three comments were received.

Two commenters were concerned  
 about chart clutter from the additional  
 route structure published on the low  
 altitude IFR charts.

The FAA agrees with the comment.  
 To reduce chart clutter, six routes from  
 the proposal that overlaid existing  
 airways have been canceled due to the  
 close proximity of new waypoints to  
 existing intersections.

The Aircraft Owners and Pilots  
 Association (AOPA) raised several  
 issues concerning aircrew/pilot  
 qualifications and navigation systems  
 that will support the new RNAV routes  
 in Alaska. Specifically, AOPA has  
 concerns regarding Special Aircraft and  
 Aircrew Authorization Required