

*	*	*	*	*	*	*
Q-6 TKA to BRW [New]						
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.)				

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Q-8 ANC to GAL [New]						
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.)				

*	*	*	*	*	*	*
Q-10 ENM to ULL [New]						
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.)				

*	*	*	*	*	*	*
Q-12 OTZ to SCC [New]						
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.)				

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Q-14 ODK to JOH [New]						
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.)				

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Q-16 ODK to MDO [New]						
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.)				

Q-17 HOM to MDO [New]						
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.)				

Q-18 GAL to BRW [New]						
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.)				

Issued in Washington, DC, on June 16, 2005.
Edith V. Parish,
Acting Manager, Airspace and Rules.
 [FR Doc. 05-12360 Filed 6-21-05; 8:45 am]
BILLING CODE 4910-13-P

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

(SAAAR) criteria, and Wide Area Augmentation System (WAAS), and also suggests the need for pilot and controller education resources.

SAAAR will not be required to operate on the T and Q routes in Alaska. The routes will be public routes and published on charts with appropriate notation regarding required equipment. Special Federal Aviation Regulation No. 97 (SFAR 97) (68 FR 14072), which is applicable only in Alaska, allows navigation with GPS Technical Standard Order (TSO) 145/146 WAAS-compliant avionics without reference to ground based Navigational Aids (NAVAIDs). SFAR 97 allows development of Minimum Enroute Altitudes (MEAs) that are based upon communications and obstacle clearance criteria only, without regard to ground based NAVAID signal reception.

The Alaska region was granted an Air Traffic Control authorization to use GPS, including TSO C129 receivers, without radar monitoring to navigate from published waypoint to published waypoint within the state. This authorization does not allow use of MEAs below service volume that are allowed only by SFAR 97 to aircraft equipped with GPS TSO 145/146 WAAS-compliant avionics.

The T routes will be depicted only on low altitude charts. Routes developed above FL180 are designated with the letter Q and will appear on high altitude charts. Airway dimensions are 4 nautical miles either side of centerline.

Pilot education is ongoing to prepare pilots of technically advanced aircraft to navigate in the National Airspace System (NAS) as it evolves from ground-based navigation. The FAA/Industry Training Standards (FITS) program helps pilots of technically advanced aircraft, which have more automation and often have greater performance capabilities, develop the risk-management skills and in-depth systems knowledge needed to safely operate and maximize the capability of these aircraft within the NAS. The Alaska Capstone Program is providing individual pilot training to pilots flying aircraft equipped with Capstone avionics.

With the exception of editorial changes and the removal of six routes, 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, Area Navigation (RNAV) and Miscellaneous Amendments. The rule adopted and revised several definitions in FAA regulations, including Air Traffic Service Routes, to be in concert with International Civil Aviation Organization definitions; and reorganized the structure of FAA regulations concerning the designation of Class A, B, C, D, and E airspace areas; airways; 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 Area Navigation Routes (RNAV) rule in the **Federal Register** (68 FR 24864).

The Rule

The FAA amends Title 14 Code of Federal Regulations (14 CFR) part 71 and establishes 33 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 enroute instrument flight rules (IFR) operations within Alaska.

Low 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 low 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 proposed 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.

* * * * *

T-219 IIK to AIX [New]

IIK	VOR/DME	(Lat. 59°56'34" N., long. 164°02'04" W.)
AIX	NDB/DME	(Lat. 60°23'06" N., long. 166°12'53" W.)

T-222 FAI to ADK NDB [New]

FAI	VORTAC	(Lat. 64°48'00" N., long. 148°00'43" W.)
ENN	VORTAC	(Lat. 64°35'24" N., long. 149°04'22" W.)
MCG	VORTAC	(Lat. 62°57'04" N., long. 155°36'41" W.)
BET	VORTAC	(Lat. 60°47'05" N., long. 161°49'27" W.)

IIK	VOR/DME	(Lat. 59°56'34" N., long. 164°02'04" W.)
SPY	NDB/DME	(Lat. 57°09'28" N., long. 170°13'51" W.)
ADK	NDB/DME	(Lat. 51°52'19" N., long. 176°40'34" W.)
T-223 ANC to EHM [New]		
ANC	VOR/DME	(Lat. 61°09'03" N., long. 150°12'24" W.)
BLUGA	WP	(Lat. 60°46'22" N., long. 151°55'07" W.)
NONDA	WP	(Lat. 60°19'15" N., long. 153°47'57" W.)
FAGIN	WP	(Lat. 59°51'56" N., long. 155°32'43" W.)
DLG	VOR/DME	(Lat. 58°59'39" N., long. 158°33'08" W.)
EHM	NDB	(Lat. 58°39'21" N., long. 162°04'33" W.)
T-225 HPB to FAI [New]		
HPB	VOR/DME	(Lat. 61°30'52" N., long. 166°08'04" W.)
UNK	VOR/DME	(Lat. 63°53'31" N., long. 160°41'04" W.)
GAL	VORTAC	(Lat. 64°44'17" N., long. 156°46'38" W.)
TAL	VOR/DME	(Lat. 65°10'38" N., long. 152°10'39" W.)
FAI	VORTAC	(Lat. 64°48'00" N., long. 148°00'43" W.)
T-226 JOH to FYU [New]		
JOH	VOR/DME	(Lat. 60°28'51" N., long. 146°35'58" W.)
FIDAL	WP	(Lat. 60°44'03" N., long. 146°26'00" W.)
ROBES	WP	(Lat. 61°05'51" N., long. 146°11'25" W.)
KLUNG	WP	(Lat. 61°45'32" N., long. 145°43'58" W.)
GKN	VOR/DME	(Lat. 62°09'09" N., long. 145°27'01" W.)
DOZEY	WP	(Lat. 62°25'04" N., long. 145°29'11" W.)
PAXON	WP	(Lat. 62°58'54" N., long. 145°33'56" W.)
DONEL	WP	(Lat. 63°40'22" N., long. 145°39'54" W.)
BIG	VORTAC	(Lat. 64°00'16" N., long. 145°43'02" W.)
HEXAX	WP	(Lat. 65°59'40" N., long. 145°23'01" W.)
FYU	VORTAC	(Lat. 66°34'27" N., long. 145°16'36" W.)
T-227 CD to SYA [New]		
CD	NDB	(Lat. 55°17'46" N., long. 162°47'21" W.)
CIPIM	WP	(Lat. 54°52'50" N., long. 165°03'15" W.)
DUT	NDB/DME	(Lat. 53°54'19" N., long. 166°32'57" W.)
ADK	NDB/DME	(Lat. 51°52'19" N., long. 176°40'34" W.)
JANNT	WP	(Lat. 52°04'18" N., long. 178°15'37" W.)
SYA	NDB	(Lat. 52°43'19" N., long. 174°03'37" W.)
T-228 EHM to SHH [New]		
EHM	NDB	(Lat. 58°39'21" N., long. 162°04'33" W.)
IIK	VOR/DME	(Lat. 59°56'34" N., long. 164°02'04" W.)
HPB	VOR/DME	(Lat. 61°30'52" N., long. 166°08'04" W.)
OME	VOR/DME	(Lat. 64°29'06" N., long. 165°15'11" W.)
HIKAX	WP	(Lat. 65°36'20" N., long. 165°44'44" W.)
SHH	NDB	(Lat. 66°15'29" N., long. 166°03'09" W.)
T-229 FAI to PHO [New]		
FAI	VORTAC	(Lat. 64°48'00" N., long. 148°00'43" W.)
TAL	VOR/DME	(Lat. 65°10'38" N., long. 152°10'39" W.)
HSL	VOR/DME	(Lat. 65°42'22" N., long. 156°22'14" W.)
WLK	VOR/DME	(Lat. 66°36'00" N., long. 159°59'30" W.)
OTZ	VOR/DME	(Lat. 66°53'08" N., long. 162°32'24" W.)
PHO	NDB	(Lat. 68°20'41" N., long. 166°47'51" W.)
T-230 AK to SPY [New]		
AK	NDB	(Lat. 58°44'14" N., long. 156°46'40" W.)
SPY	NDB/DME	(Lat. 57°09'28" N., long. 170°13'51" W.)
T-231 FAI to OTZ [New]		
FAI	VORTAC	(Lat. 64°48'00" N., long. 148°00'43" W.)
SIGME	WP	(Lat. 65°05'48" N., long. 149°30'00" W.)
ZUTUL	WP	(Lat. 66°28'24" N., long. 158°30'00" W.)
OTZ	VOR/DME	(Lat. 66°53'08" N., long. 162°32'24" W.)
T-232 OLARU to BRW [New]		
OLARU	WP	(Lat. 62°28'16" N., long. 141°00'00" W.)
ORT	VORTAC	(Lat. 62°56'50" N., long. 141°54'46" W.)
BIG	VORTAC	(Lat. 64°00'16" N., long. 145°43'02" W.)
FAI	VORTAC	(Lat. 64°48'00" N., long. 148°00'43" W.)
BTT	VOR/DME	(Lat. 66°54'18" N., long. 151°32'09" W.)
BRONX	WP	(Lat. 70°04'03" N., long. 155°06'34" W.)
BRW	VOR/DME	(Lat. 71°16'24" N., long. 156°47'17" W.)
T-233 EAV to AMF [New]		
EAV	NDB	(Lat. 66°53'36" N., long. 151°33'49" W.)
ENCOR	WP	(Lat. 66°55'58" N., long. 152°19'54" W.)
KORKY	WP	(Lat. 67°05'33" N., long. 157°00'01" W.)
AMF	NDB/DME	(Lat. 67°06'24" N., long. 157°51'29" W.)
T-234 FAI to RAMPA [New]		

FAI	VORTAC	(Lat. 64°48'00" N., long. 148°00'43" W.)
TOLLO	WP	(Lat. 65°06'12" N., long. 148°58'34" W.)
RAMPA	WP	(Lat. 65°21'55" N., long. 149°50'41" W.)
T-235 ATK to UQS [New]		
ATK	NDB	(Lat. 70°28'09" N., long. 157°25'39" W.)
UQS	NDB	(Lat. 70°12'45" N., long. 151°00'00" W.)
T-236 ENN to RAMPA [New]		
ENN	VORTAC	(Lat. 64°35'24" N., long. 149°04'22" W.)
RAMPA	WP	(Lat. 65°21'55" N., long. 149°50'41" W.)
T-237 HOM to MDO [New]		
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°25'18" N., long. 146°21'00" W.)
T-238 RAMPA to BTT [New]		
RAMPA	WP	(Lat. 65°21'55" N., long. 149°50'41" W.)
BTT	VOR/DME	(Lat. 66°54'18" N., long. 151°32'09" W.)
T-239 GAM to ULL [New]		
GAM	NDB/DME	(Lat. 63°46'55" N., long. 171°44'12" W.)
ULL	VOR/DME	(Lat. 63°41'32" N., long. 170°28'12" W.)
T-240 BTT to SCC [New]		
EAV	NDB	(Lat. 66°53'36" N., long. 151°33'49" W.)
NAMRE	WP	(Lat. 69°06'29" N., long. 149°34'00" W.)
SCC	VOR/DME	(Lat. 70°11'57" N., long. 148°24'58" W.)
T-241 LATCH to LVD [New]		
LATCH	WP	(Lat. 56°00'45" N., long. 134°35'54" W.)
LVD	VOR/DME	(Lat. 56°28'04" N., long. 133°04'59" W.)
T-242 TKA to BRW [New]		
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.)
T-244 ANC to OME [New]		
ANC	VOR/DME	(Lat. 61°09'03" N., long. 150°12'24" W.)
CAKAD	WP	(Lat. 61°18'24" N., long. 150°43'12" W.)
CEXIX	WP	(Lat. 61°29'52" N., long. 151°21'58" W.)
BETPE	WP	(Lat. 62°21'01" N., long. 154°29'43" W.)
CHEFF	WP	(Lat. 63°02'10" N., long. 157°22'49" W.)
CONFI	WP	(Lat. 63°49'03" N., long. 161°13'59" W.)
OME	VOR/DME	(Lat. 64°29'06" N., long. 165°15'11" W.)
T-246 ANC to GAL [New]		
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.)
T-248 ENM to ULL [New]		
ENM	VOR/DME	(Lat. 62°47'00" N., long. 164°29'16" W.)
BICAP	WP	(Lat. 63°37'23" N., long. 169°55'52" W.)
ULL	VOR/DME	(Lat. 63°41'32" N., long. 170°28'12" W.)
T-250 BET to ULL [New]		
BET	VOR/DME	(Lat. 60°47'05" N., long. 161°49'27" W.)
BANAT	WP	(Lat. 62°12'49" N., long. 165°40'01" W.)
ULL	VOR/DME	(Lat. 63°41'32" N., long. 170°28'12" W.)
T-252 OTZ to SCC [New]		
OTZ	VOR/DME	(Lat. 66°53'08" N., long. 162°32'24" W.)
PERCI	WP	(Lat. 67°01'16" N., long. 162°06'40" W.)
WARRT	WP	(Lat. 69°21'10" N., long. 153°00'00" W.)
SCC	VOR/DME	(Lat. 70°11'57" N., long. 148°24'58" W.)
T-256 GAL to BRW [New]		
GAL	VORTAC	(Lat. 64°44'17" N., long. 156°46'38" W.)
MEESE	WP	(Lat. 66°00'01" N., long. 156°46'44" W.)
NITTI	WP	(Lat. 67°00'01" N., long. 156°46'49" W.)
PANNT	WP	(Lat. 68°30'01" N., long. 156°46'58" W.)
OSSON	WP	(Lat. 69°35'59" N., long. 156°47'05" W.)
BRW	VOR/DME	(Lat. 71°16'24" N., long. 156°47'17" W.)
T-258 SHH to PHO [New]		
SHH	NDB	(Lat. 66°15'29" N., long. 166°03'09" W.)
PHO	NDB	(Lat. 68°20'41" N., long. 166°47'51" W.)
T-260 TNC to PHO [New]		
TNC	NDB/DME	(Lat. 65°33'43" N., long. 167°55'27" W.)

COGNUM	WP	(Lat. 65°48'29" N., long. 167°50'06" W.)
PHO	NDB	(Lat. 68°20'41" N., long. 166°47'51" W.)
T-262 ODK to JOH [New]		
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.)
T-264 ODK to MDO [New]		
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°25'18" N., long. 146°21'00" W.)
T-266 CGL to FPN [New]		
CGL	NDB	(Lat. 58°21'33" N., long. 134°41'58" W.)
FPN	NDB	(Lat. 56°47'32" N., long. 132°49'15" W.)
T-268 FPN to ICK [New]		
FPN	NDB	(Lat. 56°47'32" N., long. 132°49'15" W.)
ICK	NDB	(Lat. 55°04'15" N., long. 131°36'18" W.)

* * * * *

Issued in Washington, DC, on June 16, 2005.
Edith V. Parish,
Acting Manager, Airspace and Rules.
 [FR Doc. 05-12366 Filed 6-21-05; 8:45 am]
BILLING CODE 4910-13-P

DEPARTMENT OF TRANSPORTATION
Federal Aviation Administration

14 CFR Part 71

[Docket No. FAA-2004-19851; Airspace
 Docket No. 04-AAL-13]

RIN 2120-AA66

**Modification and Revocation of Federal
 Airways; AK**

AGENCY: Federal Aviation
 Administration (FAA), DOT.

ACTION: Final rule; correction.

SUMMARY: This action corrects an error
 in the airspace description of a notice of
 a final rule that was published in the
Federal Register on May 6, 2005 (70 FR
 23934), Airspace Docket No. 04-AAL-
 13.

DATES: *Effective Date:* 0901 UTC, July 7,
 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 May 6, 2005, Airspace Docket No.
 04-AAL-13, was published in the
Federal Register (70 FR 23934), revising
 Jet Route 133 (J-133), AK. In that rule,
 the airspace description was
 incomplete. This action corrects that
 error.

Correction to Final Rule

■ Accordingly, pursuant to the authority
 delegated to me, the legal description for
 J-133, as published in the **Federal
 Register** on May 6, 2005 (70 FR 23934),
 on page 23934 and incorporated by
 reference in 14 CFR 71.1, is corrected as
 follows:

PART 71—[AMENDED]

§ 71.1 [Amended]

Paragraph 2004—Jet Airways

* * * * *

J-133 [Corrected]

J-133: From Sitka, AK NDB; via INT
 Sitka, AK NDB 308° and Orca Bay, AK,
 NDB 114°; Orca Bay, AK; Johnstone
 Point, AK; Anchorage, AK; to Galena
 AK.

* * * * *

Issued in Washington, DC, on June 10,
 2005.

Edith V. Parish,
Acting Manager, Airspace and Rules.
 [FR Doc. 05-12126 Filed 6-21-05; 8:45 am]
BILLING CODE 4910-13-P

DEPARTMENT OF TRANSPORTATION
Federal Aviation Administration

14 CFR Parts 121 and 135

[Docket No. FAA-2004-18477; Amendment
 Nos. 121-312; 135-98]

**Aircraft Assembly Placard
 Requirements**

AGENCY: Federal Aviation
 Administration, DOT.

ACTION: Final rule; Notice of Office of
 Management and Budget approval for
 information collection and addition of
 amendment numbers.

SUMMARY: This notice announces the
 Office of Management and Budget's

(OMB) approval of the information
 collection requirement in the final rule
 published on June 29, 2004 (FR 69
 39292). This notice also provides the
 amendment numbers for the final rule
 that were absent when it was published.

DATES: Final rule; Aircraft Assembly
 Placard Requirement was published in
 the **Federal Register** on June 29, 2004.
 FAA received OMB approval for the
 information collection requirement on
 November 8, 2004. The final rule
 becomes effective June 22, 2005.

FOR FURTHER INFORMATION CONTACT: Gary
 Davis, Flight Standards Service, Air
 Transportation Division, AFS-201A,
 Federal Aviation Administration, 800
 Independence Avenue SW.,
 Washington, DC 20591; telephone (202)
 267-8166; facsimile (202) 267-5229; e-
 mail: gary.davis@faa.gov.

SUPPLEMENTARY INFORMATION:

Background

On June 29, 2004, the FAA published
 the Final Rule, Aircraft Assembly
 Placard Requirements, as instructed by
 an act of Congress. The rule instructed
 affected air carriers to display a placard
 with information on where the aircraft
 was assembled. We instructed air
 carriers to provide that information in
 one sentence on the seat-pocket cards
 that inform passengers of emergency
 procedures.

As noted in the preamble, the final
 rule would not become effective until
 the FAA received approval from OMB
 for the information collection that was
 required in the rule. In the **DATES** section
 of the final rule, we said that when that
 approval was received we would
 publish a notice in the **Federal Register**
 announcing the effective date.

In accordance with the Paperwork
 Reduction Act, OMB approved the
 FAA's request for new information
 collection on November 8, 2004. Please
 note that an agency may not conduct or
 sponsor, and a person is not required to