

provide the remaining members of the board with a written opinion of counsel as to whether the conditions delineated in paragraph (a) of this section have been met. If independent legal counsel opines that said conditions have been met, the remaining members of the board of directors may rely on such opinion in authorizing the requested indemnification.

(d) In the event that all of the members of the board of directors are named as respondents in an administrative proceeding or civil action and request indemnification, the board shall authorize independent legal counsel to review the indemnification request and provide the board with a written opinion of counsel as to whether the conditions delineated in paragraph (a) of this section have been met. If independent legal counsel opines that said conditions have been met, the board of directors may rely on such opinion in authorizing the requested indemnification.

§ 1412.7 Filing instructions.

Requests to make excess nondiscriminatory severance plan payments and permitted golden parachute payments shall be submitted in writing to the FCA and the Corporation. The request shall be in letter form and shall contain all relevant factual information as well as the reasons why such approval should be granted.

§ 1412.8 Application in the event of receivership.

The provisions of this part or any consent or approval granted under the provisions of this part by the Corporation (in its corporate capacity), shall not in any way bind any receiver of a failed System institution. Any consent or approval granted under the provisions of this part by the Corporation or the FCA shall not in any way obligate such agency or receiver to pay any claim or obligation pursuant to any golden parachute, severance, indemnification or other agreement. Claims for employee welfare benefits or other benefits which are contingent, even if otherwise vested, when the Corporation is appointed as receiver for any System institution, including any contingency for termination of employment, are not provable claims or actual, direct compensatory damage claims against such receiver. Nothing in this part may be construed to permit the payment of salary or any liability or legal expense of any IRP contrary to 12 U.S.C. 2277a-10b(d).

Dated: February 7, 2006.

Roland E. Smith,

Secretary to the Board, Farm Credit System Insurance Corporation.

[FR Doc. 06-1299 Filed 2-10-06; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 71

[Docket No. FAA-2005-22398; Airspace Docket No. 05-ASO-7]

RIN 2120-AA66

Establishment of High Altitude Area Navigation Routes; South Central United States

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Final rule.

SUMMARY: This action establishes 16 high altitude area navigation (RNAV) routes in the South Central United States in support of the High Altitude Redesign (HAR) program. The FAA is taking this action to enhance safety and to facilitate the more flexible and efficient use of the navigable airspace. **EFFECTIVE DATE:** 0901 UTC, April 13, 2006.

FOR FURTHER INFORMATION CONTACT: Paul Gallant, Airspace and Rules, Office of System Operations Airspace and AIM, Federal Aviation Administration, 800 Independence Avenue, SW., Washington, DC 20591; telephone: (202) 267-8783.

SUPPLEMENTARY INFORMATION:

History

On September 27, 2005, the FAA published in the **Federal Register** a notice of proposed rulemaking to establish 16 RNAV routes in the South Central United States, within the airspace assigned to the Memphis Air Route Traffic Control Center (ARTCC) (70 FR 56391). The routes were proposed as part of the HAR program to enhance safety and facilitate the more flexible and efficient use of the navigable airspace for en route instrument flight rules (IFR) aircraft operations. Interested parties were invited to participate in this rulemaking effort by submitting written comments on this proposal to the FAA. One comment was received in response to the NPRM. The comment supported the proposal.

High altitude area navigation routes are published in paragraph 2006 of FAA

Order 7400.9N dated September 1, 2005 and effective September 15, 2005, which is incorporated by reference in 14 CFR 71.1. The area navigation routes listed in this document will be published subsequently in the order.

The Rule

This action amends Title 14 Code of Federal Regulations (14 CFR) part 71 by establishing 16 RNAV routes in the South Central United States, within the airspace assigned to Memphis ARTCC. The FAA is taking this action in support of the HAR program to enhance safety and to facilitate the more flexible and efficient use of the navigable airspace for en route instrument flight rules (IFR) operations. This rule includes several corrections to the route descriptions published in the NPRM. In route Q-26, the name of the fix "ABROC" is being changed to "DEVAC." In route Q-31, the name of the waypoint "TOROS" is changed to "JODOX," and in route Q-40, the waypoint name "SALVA" is changed to "WINAP." These changes affect only the fix or waypoint names; the latitude and longitude coordinates for these points remain the same as published in the NPRM. The name changes are necessary to avoid duplication with other fixes. Finally, the order of the points listed for routes Q-19 and Q-33 has been reversed to comply with policy that odd numbered routes be described with the points listed from South to North. This does not affect the actual alignment of routes Q-19 and Q-33. Except for these changes, the routes in this rule are the same as those proposed in the NPRM.

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.

Environmental Review

The FAA has determined that this action qualifies for categorical exclusion under the National Environmental

Policy Act in accordance with Paragraph 311(a) of FAA Order 1050.1E, Environmental Impacts: Policies and Procedures. This airspace action is not expected to cause any potentially significant 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).

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 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 7400.9N, Airspace Designations and Reporting Points, dated September 1, 2005, and effective September 15, 2005, is amended as follows:

Paragraph 2006—Area Navigation Routes.

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Q-19 BNA to PLESS [New]

BNA
PLESS

VORTAC
Fix

(Lat. 36°08'13"N., long. 86°41'05"W.)
(Lat. 37°48'35"N., long. 88°57'48"W.)

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Q-21 JONEZ to RZC [New]

JONEZ
RZC

Fix
VORTAC

(Lat. 34°30'57"N., long. 95°27'34"W.)
(Lat. 36°14'47"N., long. 94°07'17"W.)

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Q-23 FSM to RZC [New]

FSM
RZC

VORTAC
VORTAC

(Lat. 35°23'18"N., long. 94°16'18"W.)
(Lat. 36°14'47"N., long. 94°07'17"W.)

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Q-25 MEEOW to PXV [New]

MEEOW
ARG
WLSUN
PXV

Fix
VORTAC
WP
VORTAC

(Lat. 34°19'05"N., long. 93°31'25"W.)
(Lat. 36°06'36"N., long. 90°57'13"W.)
(Lat. 37°35'00"N., long. 88°08'00"W.)
(Lat. 37°55'42"N., long. 87°45'45"W.)

Q-26 ARG to DEVAC [New]

ARG
DEVAC

VORTAC
Fix

(Lat. 36°06'36"N., long. 90°57'13"W.)
(Lat. 34°37'05"N., long. 87°26'07"W.)

Q-27 FSM to ZALDA [New]

FSM
ZALDA

VORTAC
WP

(Lat. 35°23'18"N., long. 94°16'18"W.)
(Lat. 36°04'55"N., long. 93°37'37"W.)

Q-28 GRAZN to PXV [New]

GRAZN
PYRMD
HAKAT
ESTEE
PXV

WP
WP
WP
WP
VORTAC

(Lat. 34°15'00"N., long. 94°21'29"W.)
(Lat. 34°34'00"N., long. 93°44'00"W.)
(Lat. 36°17'00"N., long. 91°04'00"W.)
(Lat. 37°41'00"N., long. 88°17'00"W.)
(Lat. 37°55'42"N., long. 87°45'45"W.)

Q-29 HARES to PXV [New]

HARES
MEM
SIDAE
PXV

WP
VORTAC
WP
VORTAC

(Lat. 33°00'00"N., long. 91°44'00"W.)
(Lat. 35°00'54"N., long. 89°59'00"W.)
(Lat. 37°20'00"N., long. 87°50'00"W.)
(Lat. 37°55'42"N., long. 87°45'45"W.)

Q-30 SQS to VUZ [New]

SQS
VUZ

VORTAC
VORTAC

(Lat. 33°27'50"N., long. 90°16'38"W.)
(Lat. 33°40'13"N., long. 86°53'59"W.)

Q-31 DHART to PXV [New]

DHART
JODOX
UJM
TIIDE
PXV

Fix
WP
VOR/DME
WP
VORTAC

(Lat. 33°23'52"N., long. 92°25'10"W.)
(Lat. 33°40'00"N., long. 92°10'00"W.)
(Lat. 34°34'30"N., long. 90°40'28"W.)
(Lat. 37°28'00"N., long. 87°59'00"W.)
(Lat. 37°55'42"N., long. 87°45'45"W.)

Q-32 ELD to SWAPP [New]

ELD
GAGLE
CRAMM
BNA
SWAPP

VORTAC
WP
Fix
VORTAC
Fix

(Lat. 33°15'22"N., long. 92°44'38"W.)
(Lat. 34°08'00"N., long. 90°17'00"W.)
(Lat. 34°38'11"N., long. 88°53'55"W.)
(Lat. 36°08'13"N., long. 86°41'05"W.)
(Lat. 36°36'50"N., long. 85°10'56"W.)

Q-33 DHART to PROWL [New]

DHART
LIT
PROWL

Fix
VORTAC
WP

(Lat. 33°23'52"N., long. 92°25'10"W.)
(Lat. 34°40'40"N., long. 92°10'50"W.)
(Lat. 37°02'00"N., long. 91°15'00"W.)

Q-34 TXK to SWAPP [New]

TXK
MATIE

VORTAC
Fix

(Lat. 33°30'50"N., long. 94°04'24"W.)
(Lat. 34°05'42"N., long. 92°33'02"W.)

