

weather roadmaps and to surface issues or concerns with those products. The meetings will also include information on program and policy updates and on-going research. The industry review sessions will be announced in the **Federal Register** and open to all interested parties.

This meeting in the industry session focused on in-flight icing products, roadmaps and research activities.

Meeting Procedures

(a) The meeting will be informal in nature and will be conducted by representatives of the FAA Headquarters.

(b) The meeting will be open to all persons on a space-available basis. Every effort was made to provide a meeting site with sufficient seating capacity for the expected participation. There will be neither admission fee nor other charge to attend and participate. Attendees must present themselves to the security guard at the Northrop Grumman office, 475 School Street, SW., Washington, DC 20024 to obtain a visitor pass and adhere to security instructions for the Northrop Grumman facility.

(c) FAA personnel will conduct overview briefings on the user input process, weather products, aviation weather roadmaps and programs and policies. Research leads from the inflight icing product development team will conduct an overview briefing on the status of research efforts in the icing domain. Questions may be asked during the presentation and FAA personnel will clarify any part of the process that is not clear.

(d) FAA personnel will lead a session intended to elicit user views on the inflight icing products and any issues surrounding those products. Any person present may offer comment or feedback in the session. Comments and feedback will be captured through discussion between FAA personnel and those persons attending the meeting.

(e) FAA will not take any action items from this meeting nor make any commitments to accept specific user suggestions. An official verbatim transcript of the meeting will not be made. However, a list of the attendees and a digest of discussions during the meeting will be produced and posted on a web site Instructions to access the web site will be provide to all persons attending the meeting and provided to any who desire it.

(f) Every reasonable effort will be made to hear each person's feedback consistent with a reasonable closing time for the meeting. Written feedback is also solicited and may be submitted

to FAA personnel for the period July 14–August 13, 2005.

Agenda

- (a) Opening Remarks.
- (b) Review of AWTT weather products, roadmaps and research efforts.
- (c) Inflight icing Products and Issues Session.
- (d) Closing Comments.

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Issued in Washington, DC, on June 20, 2005.

Richard J. Heuwinkel,
Manager, Aviation Weather Policy and Standards.

[FR Doc. 05–12558 Filed 6–23–05; 8:45 am]

BILLING CODE 4910–13–M

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 71

[Docket No. FAA–2005–21447; **Airspace**
Docket No. 05–AAL–17]

Proposed Revision of Class E Airspace; Cordova, AK

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Notice of proposed rulemaking.

SUMMARY: This action proposes to revise the Class E airspace at Cordova, AK. New and revised Standard Instrument Approach Procedures (SIAPs) are being published for Cordova, AK. Additional Class E airspace is needed to contain aircraft executing instrument approaches at Merle K. (Mudhole) Smith Airport. Adoption of this proposal would result in additional Class E surface area and Class E airspace upward from 700 feet (ft.) and 1,200 ft. above the surface at Cordova, AK.

DATES: Comments must be received on or before August 8, 2005.

ADDRESSES: Send comments on the 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–2005–21447/ Airspace Docket No. 05–AAL–17, 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.

An informal docket may also be examined during normal business hours at the office of the Manager, Safety, Alaska Flight Services Operations, Federal Aviation Administration, 222 West 7th Avenue, Box 14, Anchorage, AK 99513–7587.

FOR FURTHER INFORMATION CONTACT:

Derril Bergt, Federal Aviation Administration, 222 West 7th Avenue, Box 14, Anchorage, AK 99513–7587; telephone number (907) 271–5898; fax: (907) 271–2850; e-mail: Derril.Bergt@faa.gov. Internet address: <http://www.alaska.faa.gov/at>.

SUPPLEMENTARY INFORMATION:

Comments Invited

Interested parties are invited to participate in this proposed 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–2005–21447/Airspace Docket No. 05–AAL–17.” The postcard will be date/time stamped and returned to the commenter.

All communications received on or before the specified closing date for comments will be considered before taking action on the proposed rule. The proposal contained in this notice may be changed in light of comments received. All comments submitted will be available for examination in the public docket both before and after the closing date for comments. A report summarizing each substantive public contact with FAA personnel concerned with this rulemaking will be filed in the docket.

Availability of Notice of Proposed Rulemaking's (NPRM's)

An electronic copy of this document may be downloaded through the Internet at <http://dms.dot.gov>. Recently published rulemaking documents can also be accessed through the FAA's Web

page at <http://www.faa.gov> or the Superintendent of Document's Web page at <http://www.access.gpo.gov/nara>.

Additionally, any person may obtain a copy of this notice by submitting a request to the Federal Aviation Administration, Office of Air Traffic Airspace Management, ATA-400, 800 Independence Avenue, SW., Washington, DC 20591 or by calling (202) 267-8783. Communications must identify both docket numbers for this notice. Persons interested in being placed on a mailing list for future NPRM's should contact the FAA's Office of Rulemaking, (202) 267-9677, to request a copy of Advisory Circular No. 11-2A, Notice of Proposed Rulemaking Distribution System, which describes the application procedure.

The Proposal

The FAA is considering an amendment to the Code of Federal Regulations (14 CFR Part 71), by adding Class E airspace at Cordova, AK. The intended effect of this proposal is to revise the Class E surface area and Class E airspace upward from 700 ft. and 1,200 ft above the surface to contain Instrument Flight Rules (IFR) operations at Cordova, AK.

The FAA Instrument Flight Procedures Production and Maintenance Branch has developed new and revised SIAPs for the Merle K. (Mudhole) Smith Airport. The approaches are (1) Area Navigation (Global Positioning System) (RNAV (GPS)) Runway (RWY) 27, original; (2) RNAV (GPS) -B, Amendment 1; and (3) Non-directional Beacon /Distance Measuring Equipment (NDB/DME) -A, original. Revised Class E surface area and Class E controlled airspace extending upward from 700 ft. and 1,200 ft. above the surface of the Cordova Airport would be created by this action. The proposed airspace is sufficient to contain aircraft executing the new and revised instrument procedures for the Merle K. (Mudhole) Smith Airport.

The area would be depicted on aeronautical charts for pilot reference. The coordinates for this airspace docket are based on North American Datum 83. The Class E airspace areas designated as surface areas are published in paragraph 6002, and the Class E airspace areas designated as 700/1200 foot transition areas are published in paragraph 6005 in 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 would be published subsequently in the Order.

The FAA has determined that this proposed regulation only involves an established body of technical regulations for which frequent and routine amendments are necessary to keep them operationally current. It, therefore—(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.

The FAA's authority to issue rules regarding aviation safety is found in Title 49 of the United States Code. Subtitle 1, Section 106 describes the authority of the FAA Administrator. Subtitle VII, Aviation Programs, describes in more detail the scope of the agency's authority.

This rulemaking is promulgated under the authority described in Subtitle VII, Part A, Subpart 1, Section 40103, Sovereignty and use of airspace. Under that section, the FAA is charged with prescribing regulations to ensure the safe and efficient use of the navigable airspace. This regulation is within the scope of that authority because it proposes to revise Class E airspace sufficient to contain aircraft executing instrument procedures at Merle K. (Mudhole) Smith Airport and represents the FAA's continuing effort to safely and efficiently use the navigable airspace.

List of Subjects in 14 CFR Part 71

Airspace, Incorporation by reference, Navigation (air).

The Proposed Amendment

■ In consideration of the foregoing, the Federal Aviation Administration proposes to amend 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 14 CFR 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 Federal Aviation Administration Order 7400.9M, *Airspace Designations and Reporting Points*, dated August 30, 2004, and effective September 16, 2004, is to be amended as follows:

* * * * *

Paragraph 6002 Class E airspace Designated as Surface Areas.

* * * * *

AAL AK E2 Cordova, AK [Revised]

Cordova, Merle K. (MUDHOLE) Smith Airport, AK

(Lat. 60°29'31" N., Long. 145°28'39" W.)

Glacier River NDB

(Lat. 60°29'56" N., Long. 145°28'28" W.)

Within a 4.1-mile radius of the Merle K. (Mudhole) Smith Airport and within 2 miles each side of the 115° bearing from the Glacier River NDB extending from the 4.1-mile radius to 6 miles southeast of the airport, and within 2 miles each side of the 124° bearing from the Glacier River NDB extending from the 4.1-mile radius to 10.4 miles southeast of the airport, and within 3.2 miles northwest and 2.1 miles southeast of the 222° bearing from the Glacier River NDB extending from the 4.1-mile radius to 10 miles southwest of the airport, excluding that airspace north of a line from lat. 60°31'03" N., long. 145°20'59" W. to lat. 60°32'45" N., long. 145°33'43" W.

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

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AAL AK E5 Cordova, AK [Revised]

Cordova, Merle K. (MUDHOLE) Smith Airport, AK

(Lat. 60°29'31" N., Long. 145°28'39" W.)

Glacier River NDB

(Lat. 60°29'56" N., Long. 145°28'28" W.)

That airspace extending upward from 700 feet above the surface within an 6.6-mile radius of the Merle K. (Mudhole) Smith Airport and within 4 miles each side of the 222° bearing from the Glacier River NDB extending from the 6.6-mile radius to 20 miles southwest of the airport; and that airspace extending upward from 1,200 feet above the surface within a 30-mile radius of the airport and within 6 miles each side of the 115° bearing from the Glacier River NDB extending from the 30-mile radius to 45 miles east of the airport, excluding that airspace within Control 1487L. and more than 12-miles from the shoreline.

* * * * *

Issued in Anchorage, AK, on June 16, 2005.

Michael A. Tarr,

Acting Area Director, Alaska Flight Services Area Office.

[FR Doc. 05-12562 Filed 6-23-05; 8:45 am]

BILLING CODE 4910-13-P

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 71

[Docket No. FAA-2005-21529; Airspace Docket No. 05-AAL-19]

Proposed Revision of Class E Airspace; Yakutat, AK

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Notice of proposed rulemaking.

SUMMARY: This action proposes to revise the Class E airspace at Yakutat, AK. Three new Standard Instrument Approach Procedures (SIAPs) are being published for Yakutat, AK. Additional Class E airspace is needed to contain aircraft executing instrument approaches at Yakutat Airport. Adoption of this proposal would result in additional Class E airspace upward from 1,200 feet (ft.) above the surface at Yakutat, AK.

DATES: Comments must be received on or before August 8, 2005.

ADDRESSES: Send comments on the 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-2005-21529/ Airspace Docket No. 05-AAL-19, 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.

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FOR FURTHER INFORMATION CONTACT: Derril Bergt, Federal Aviation Administration, 222 West 7th Avenue, Box 14, Anchorage, AK 99513-7587;

telephone number (907) 271-5898; fax: (907) 271-2850; e-mail:

Derril.Bergt@faa.gov. Internet address: <http://www.alaska.faa.gov/at>.

SUPPLEMENTARY INFORMATION:

Comments Invited

Interested parties are invited to participate in this proposed 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-2005-21529/Airspace Docket No. 05-AAL-19." The postcard will be date/time stamped and returned to the commenter.

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NPRM's should contact the FAA's Office of Rulemaking, (202) 267-9677, to request a copy of Advisory Circular No. 11-2A, Notice of Proposed Rulemaking Distribution System, which describes the application procedure.

The Proposal

The FAA is considering an amendment to the Code of Federal Regulations (14 CFR Part 71), by adding Class E airspace at Yakutat, AK. The intended effect of this proposal is to revise Class E airspace upward from 1,200 ft. above the surface to contain Instrument Flight Rules (IFR) operations at Yakutat, AK.

The FAA Instrument Flight Procedures Production and Maintenance Branch has developed three new SIAPs for the Yakutat Airport. The new approaches are (1) Area Navigation (Global Positioning System) (RNAV (GPS)) Runway (RWY) 2, original; (2) RNAV (GPS) RWY 11, original; and (3) RNAV (GPS) RWY 29, original. Revised Class E controlled airspace extending upward from 1,200 ft above the surface would be created by this action. The proposed airspace is sufficient to contain aircraft executing the new instrument procedures for the Yakutat Airport.

The area would be depicted on aeronautical charts for pilot reference. The coordinates for this airspace docket are based on North American Datum 83. The Class E airspace areas designated as 700/1200 foot transition areas are published in paragraph 6005 in 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 would be published subsequently in the Order.

The FAA has determined that this proposed regulation only involves an established body of technical regulations for which frequent and routine amendments are necessary to keep them operationally current. It, therefore—(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