

The coordinates for this airspace docket are based on North American Datum 83. The Class E airspace areas designated as 700/1200 ft. transition 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 designation listed in this document will be published subsequently in the Order. The Proposed Rulemaking document included an error incorrectly listing the airport coordinates. This Final Rule also corrects the airport coordinates.

### The Rule

This amendment to 14 CFR part 71 revises Class E airspace at Prospect Creek, Alaska. This Class E airspace is revised to accommodate aircraft executing SIAPs at the airport and will be depicted on aeronautical charts for pilot reference. The intended effect of this rule is to provide adequate controlled airspace for Instrument Flight Rule (IFR) operations at Prospect Creek Airport, Prospect Creek, Alaska.

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. 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 a routine matter that will only affect air traffic procedures and air navigation, it is certified that this rule 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 creates Class E airspace sufficient in size to contain aircraft

executing instrument procedures for the Prospect Creek 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).

### 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, 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 amended as follows:

\* \* \* \* \*

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

\* \* \* \* \*

#### AAL AK E5 Prospect Creek, AK [Revised]

Prospect Creek Airport, AK

(Lat. 66°48’51” N., long. 150°38’37” W.)

That airspace extending upward from 700 feet above the surface within a 4.2-mile radius of the Prospect Creek Airport, and that airspace extending 4 miles either side of the 279° bearing from the Prospect Creek Airport from the 4.2 mile radius to 8 miles west of the airport.

\* \* \* \* \*

Issued in Anchorage, AK, on September 1, 2005.

**Joseph Rollins,**

*Acting Director, Alaska Flight Services Area Office.*

[FR Doc. 05–18153 Filed 9–12–05; 8:45 am]

**BILLING CODE 4910–13–P**

## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### 14 CFR Part 71

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

#### Revision of Class E Airspace; Cordova, AK

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

**ACTION:** Final rule.

**SUMMARY:** This action revises Class E airspace at Cordova, AK to provide adequate controlled airspace to contain aircraft executing new and revised Standard Instrument Approach Procedures (SIAPs). This rule results in a revised Class E surface area and Class E airspace upward from 700 feet (ft.) and 1,200 ft. above the surface at Cordova, AK.

**EFFECTIVE DATE:** This Final rule is effective September 13, 2005.

**FOR FURTHER INFORMATION CONTACT:** Gary Rolf, 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: [gary.ctr.rolf@faa.gov](mailto:gary.ctr.rolf@faa.gov). Internet address: <http://www.alaska.faa.gov/at>.

#### SUPPLEMENTARY INFORMATION:

#### History

On Friday, June 24, 2005, the FAA proposed to amend part 71 of the Federal Aviation Regulations (14 CFR part 71) to revise the Class E surface area and the Class E airspace upward from 700 ft. and 1,200 ft. above the surface at Cordova, AK (70 FR 36540). The action was proposed in order to create Class E airspace sufficient in size to contain aircraft while executing SIAPs at the Cordova Airport. Revised Class E controlled airspace extending upward from the surface, and from 700 ft. and 1,200 ft. above the surface in the Cordova Airport area is established by this action. Interested parties were invited to participate in this rulemaking proceeding by submitting written comments on the proposal to the FAA. No public comments have been received; thus the rule is adopted as proposed.

The area will 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 ft. transition 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 designation listed in this document will be published subsequently in the Order.

### The Rule

This amendment to 14 CFR part 71 revises Class E airspace at Cordova, Alaska. This Class E airspace is revised to accommodate aircraft executing SIAPs at the airport and will be depicted on aeronautical charts for pilot reference. The intended effect of this rule is to provide adequate controlled airspace for Instrument Flight Rule (IFR) operations at Cordova Airport, Cordova, Alaska.

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. 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 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 creates Class E airspace sufficient in size to contain aircraft executing instrument procedures for the Cordova 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).

### 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, 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 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°28’40” W.)  
Glacier River Non-Directional Beacon (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.

\* \* \* \* \*

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

\* \* \* \* \*

#### AAL AK E5 Cordova, AK [Revised]

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

(Lat. 60°29’31” N., long. 145°28’40” 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 a 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 Area 1487L and more than 12 miles from the shoreline.

\* \* \* \* \*

Issued in Anchorage, AK, on September 1, 2005.

**Joseph Rollins,**

*Acting Director, Alaska Flight Services Area Office.*

[FR Doc. 05–18154 Filed 9–12–05; 8:45 am]

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## DEPARTMENT OF STATE

### 22 CFR Part 51

**RIN 1400–AC11**

**[Public Notice: 5186]**

### New Passport Amendment Policy

**AGENCY:** Department of State.

**ACTION:** Final rule.

**SUMMARY:** This rule amends the passport regulations to abolish the U.S. passport amendment process, except for the convenience of the U.S. Government, and broadens the reasons for issuing a replacement passport at no additional cost to the applicant. The rule also adds unpaid fees as a ground for invalidating a passport.

**DATES:** This rule will become effective on September 26, 2005.

**FOR FURTHER INFORMATION CONTACT:** Sharon Palmer-Royston, Office of Passport Policy, Planning and Advisory Services, Bureau of Consular Affairs, telephone 202–663–2662.

### SUPPLEMENTARY INFORMATION:

#### Analysis of Comments

The proposed rule was published on February 18, 2005. Comments were accepted from the public for 45 days. We received only 2 comments in response to the portion of the proposed rule that we are now publishing in final. Neither comment objected to the proposed change in the amendment process. Rather, both comments asked for greater detail as to how the new procedures will work. The process is discussed below. The comments are available for review at <http://www.travel.state.gov>, under the passport section, or at the State Department reading room.

### Rule Change

This rule was originally published in the **Federal Register** on February 18,