

unless the actions have already been done.

### Airplane Flight Manual (AFM) Revision

(f) Within 10 days after the effective date of this AD, revise the Limitations section of the A330/A340 AFM to include the information in the

applicable temporary revision (TR) listed in Table 1 of this AD. Thereafter, operate the airplane according to the limitations and procedures in the applicable TR.

TABLE 1.—AIRBUS AFM TEMPORARY REVISIONS

Affected airplane models/series	AFM TR	TR approval date
A330–201, –202, –203, –223, and –243 airplanes	4.02.00/31	October 19, 2005.
A330–301, –321, –322, –323, –341, –342, and –343 airplanes	4.02.00/32	October 19, 2005.
A340–211, –212, –213, –311, –312, and –313 airplanes	4.02.00/46	October 19, 2005.
A340–541 airplanes	4.02.00/48	October 19, 2005.
A340–642 airplanes	4.02.00/47	October 19, 2005.

**Note 1:** The action required by paragraph (f) of this AD may be done by inserting into the AFM a copy of the applicable TR listed in Table 1 of this AD. When this TR has been included in the general revisions of the AFM, the general revisions may be inserted into the AFM, provided the relevant information in the general revision is identical to that in the applicable TR listed in Table 1 of this AD.

### Alternative Methods of Compliance (AMOCs)

(g)(1) The Manager, International Branch, ANM–116, Transport Airplane Directorate, FAA, has the authority to approve AMOCs for this AD, if requested in accordance with the procedures found in 14 CFR 39.19.

(2) Before using any AMOC approved in accordance with § 39.19 on any airplane to which the AMOC applies, notify the appropriate principal inspector in the FAA Flight Standards Certificate Holding District Office.

### Related Information

(h) French airworthiness directives F–2005–195 and F–2005–196, both dated December 7, 2005, also address the subject of this AD.

### Material Incorporated by Reference

(i) You must use the documents listed in Table 2 of this AD to perform the actions that are required by this AD, unless the AD specifies otherwise. (The TR approval date is identified only on the first page of each TR; no other page of these documents contains the approval date.) The Director of the Federal Register approved the incorporation by reference of these documents in accordance with 5 U.S.C. 552(a) and 1 CFR part 51. Contact Airbus, 1 Rond Point Maurice Bellonte, 31707 Blagnac Cedex, France, for a copy of this service information. You may review copies at the Docket Management Facility, U.S. Department of Transportation, 400 Seventh Street SW., room PL–401, Nassif Building, Washington, DC; on the Internet at <http://dms.dot.gov>; or at the National Archives and Records Administration (NARA). For information on the availability of this material at the NARA, call (202) 741–6030, or go to [http://www.archives.gov/federal\\_register/code\\_federal\\_regulations/ibr\\_locations.html](http://www.archives.gov/federal_register/code_federal_regulations/ibr_locations.html).

TABLE 2.—MATERIAL INCORPORATED BY REFERENCE

Airbus temporary revisions to the Airbus A330/A340 airplane flight manual	Temporary revision approval date
4.02.00/31	October 19, 2005.
4.02.00/32	October 19, 2005.
4.02.00/46	October 19, 2005.
4.02.00/47	October 19, 2005.
4.02.00/48	October 19, 2005.

Issued in Renton, Washington, on January 9, 2006.

**Ali Bahrami,**

*Manager, Transport Airplane Directorate, Aircraft Certification Service.*

[FR Doc. 06–450 Filed 1–18–06; 8:45 am]

**BILLING CODE 4910–13–P**

## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### 14 CFR Part 71

[Docket FAA 2005–20417; Airspace Docket 05–ANM–06]

**RIN 2120–AA66**

### Amendment to Class E Airspace; Wenatchee, WA

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

**ACTION:** Final rule; correction.

**SUMMARY:** This action corrects an error in the effective date and the legal description listed in a final rule published in the **Federal Register** on December 5, 2005, Docket No. FAA–2005–20417, Airspace Docket No. 05–ANM–06.

**DATES:** *Effective Date:* The effective date for the final rule published at 70 FR 72371, December 5, 2005, is corrected to 0901 UTC, April 13, 2006.

**FOR FURTHER INFORMATION CONTACT:** Ed Haeseker, Federal Aviation

Administration, Western En Route and Oceanic Area Office, Airspace Branch, 1601 Lind Avenue, S.W., Renton, WA, 98055–4056; telephone (425) 227–2527.

### SUPPLEMENTARY INFORMATION:

#### History

On December 5, 2005, a final rule was published in the **Federal Register** (70 FR 72371), Docket No. FAA–2005–20417, Airspace Docket No. 05–ANM–06. This rule established an effective date of January 19, 2006. The effective date of this rule should have been April 13, 2006, to coincide with the en route charting dates. Also, the geographic coordinates of the legal description were incorrect. This action corrects those errors.

#### Correction to Final Rule

■ Accordingly, pursuant to the authority delegated to me, the effective date is changed to April 13, 2006, and the legal description as published in the **Federal Register** on December 5, 2005 (70 FR 72371), is corrected as follows:

#### § 71.1 [Amended]

\* \* \* \* \*

#### ANM WA E5 Wenatchee, WA [Corrected]

Wenatchee/Pangborn Municipal Airport, WA (Lat. 47°23′54″ N., long. 120°12′22″ W.)  
Wenatchee VOR/DME  
(Lat. 47°23′59″ N., long. 120°12′39″ W.)

That airspace extending upward from 700 feet above the surface within 4.3 miles south and 9.5 miles north of the 299° radial from the Wenatchee VOR/DME to 17 miles northwest of the VOR/DME, and within 4.3 miles southwest and 8 miles northeast of the 124° radial from the VOR/DME to 21 miles southeast of the VOR/DME, excluding that portion within the Moses Lake, Grant County, and Quincy Airport, WA Class E airspace areas; that airspace extending upward from 1,200 feet above the surface bounded by a line beginning at: Lat. 47°36′00″ N., long. 120°43′00″ W.; to lat. 47°36′00″ N., long. 119°39′30″ W.; to lat. 47°07′00″ N., long. 119°39′30″ W.; to lat. 47°07′00″ N., long. 120°43′00″ W.; to the point of beginning. Excluding that portion

within the Moses Lake, Grant County Airport, WA, Class E airspace area.

\* \* \* \* \*

Issued in Seattle, Washington, on January 12, 2006.

**John Warner,**

*Acting Area Director, Western En Route and Oceanic Operations.*

[FR Doc. 06-491 Filed 1-18-06; 8:45 am]

BILLING CODE 4910-13-M

## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### 14 CFR Part 71

[Docket No. FAA-2005-22746; Airspace Docket No. 05-ACE-32]

#### Modification of Class E Airspace; Kennett, MO

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

**ACTION:** Direct final rule; confirmation of effective date.

**SUMMARY:** This document confirms the effective date of the direct final rule which revises Class E airspace at Kennett, MO.

**EFFECTIVE DATE:** 0901 UTC, April 13, 2006.

#### FOR FURTHER INFORMATION CONTACT:

Brenda Mumper, Air Traffic Division, Airspace Branch, ACE-520A, DOT Regional Headquarters Building, Federal Aviation Administration, 901 Locust, Kansas City, MO 64106; telephone (816) 329-2524.

**SUPPLEMENTARY INFORMATION:** The FAA published this direct final rule with a request for comments in the **Federal Register** on November 10, 2005 (70 FR 68329). The FAA uses the direct final rulemaking procedure for a non-controversial rule where the FAA believes that there will be no adverse public comment. This direct final rule advised the public that no adverse comments were anticipated, and that unless a written adverse comment, or a written notice of intent to submit such an adverse comment, were received within the comment period, the regulation would become effective on April 13, 2006. No adverse comments were received, and thus this notice confirms that this direct final rule will become effective on that date.

Issued in Kansas City, MO, on December 14, 2005.

**Paul J. Sheridan,**

*Area Director, Western Flight Services Operations.*

[FR Doc. 06-494 Filed 1-18-06; 8:45 am]

BILLING CODE 4910-13-M

## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### 14 CFR Part 95

[Docket No. 30477; Amdt. No. 459]

#### IFR Altitudes; Miscellaneous Amendments

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

**ACTION:** Final rule.

**SUMMARY:** This amendment adopts miscellaneous amendments to the required IFR (instrument flight rules) altitudes and changeover points for certain Federal airways, jet routes, or direct routes for which a minimum or maximum en route authorized IFR altitude is prescribed. This regulatory action is needed because of changes occurring in the National Airspace System. These changes are designed to provide for the safe and efficient use of the navigable airspace under instrument conditions in the affected areas.

**EFFECTIVE DATE:** 0901 UTC, February 16, 2006.

#### FOR FURTHER INFORMATION CONTACT:

Donald P. Pate, Flight Procedure Standards Branch (AMCAFS-420), Flight Technologies and Programs Division, Flight Standards Service, Federal Aviation Administration, Mike Monroney Aeronautical Center, 6500 South MacArthur Blvd., Oklahoma City, OK 73169 (Mail Address: P.O. Box 25082, Oklahoma City, OK 73125) telephone: (405) 954-4164.

**SUPPLEMENTARY INFORMATION:** This amendment to part 95 of the Federal Aviation Regulations (14 CFR part 95) amends, suspends, or revokes IFR altitudes governing the operation of all aircraft in flight over a specified route or any portion of that route, as well as the changeover points (COPs) for Federal airways, jet routes, or direct routes as prescribed in part 95.

#### The Rule

The specified IFR altitudes, when used in conjunction with the prescribed changeover points for those routes, ensure navigation aid coverage that is adequate for safe flight operations and free of frequency interference. The reasons and circumstances that create the need for this amendment involve matters of flight safety and operational efficiency in the National Airspace System, are related to published aeronautical charts that are essential to the user, and provide for the safe and efficient use of the navigable airspace. In addition, those various reasons or

circumstances require making this amendment effective before the next scheduled charting and publication date of the flight information to assure its timely availability to the user. The effective date of this amendment reflects those considerations. In view of the close and immediate relationship between these regulatory changes and safety in air commerce, I find that notice and public procedure before adopting this amendment are impracticable and contrary to the public interest and that good cause exists for making the amendment effective in less than 30 days.

#### Conclusion

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. For the same reason, the FAA certifies that this amendment will not have a significant economic impact on a substantial number of small entities under the criteria of the Regulatory Flexibility Act.

#### List of Subjects in 14 CFR Part 95

Airspace, Navigation (air).

Issued in Washington, DC on January 13, 2006.

**James J. Ballough,**

*Director, Flight Standards Service.*

#### Adoption of the Amendment

■ Accordingly, pursuant to the authority delegated to me by the Administrator, part 95 of the Federal Aviation Regulations (14 CFR part 95) is amended as follows effective at 0901 UTC, February 16, 2006.

■ 1. The authority citation for part 95 continues to read as follows:

**Authority:** 49 U.S.C. 106(g), 40103, 40106, 40113, 40114, 40120, 44502, 44514, 44719, 44721.

■ 2. Part 95 is amended to read as follows: