

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 71

[Docket No. FAA-2003-14933; Airspace
Docket No. 03-ACE-36]

Modification of Class E Airspace; Pratt,
KS

AGENCY: Federal Aviation
Administration, 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 Pratt,
KS.

EFFECTIVE DATE: 0901 UTC, September 4,
2003.

FOR FURTHER INFORMATION CONTACT:

Kathy Randolph, Air Traffic Division,
Airspace Branch, ACE-520C, DOT
Regional Headquarters Building, Federal
Aviation Administration, 901 Locust,
Kansas City, MO 64106; telephone:
(816) 329-2525.

SUPPLEMENTARY INFORMATION: The FAA
published this direct final rule with a
request for comments in the **Federal
Register** on May 5, 2003 (68 FR 23579).
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
September 4, 2003. 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 June 10,
2003.

David W. Hope,

*Acting Manager, Air Traffic Division, Central
Region.*

[FR Doc. 03-15681 Filed 6-19-03; 8:45 am]

BILLING CODE 4910-13-M

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 71

[Docket No. FAA-2003-14656; Airspace
Docket No. 03-ACE-25]

Establishment of Class E Airspace;
Brookfield, MO

AGENCY: Federal Aviation
Administration (FAA), DOT.

ACTION: Final rule.

SUMMARY: This action establishes a Class
E airspace area at Brookfield, MO. The
FAA has developed Standard
Instrument Approach Procedures
(SIAPs) to serve the North Central
Missouri Regional Airport, Brookfield,
MO. Controlled airspace is needed to
accommodate the SIAPs.

The effect of this proposal is to
provide controlled Class E airspace for
aircraft executing the SIAPs and to
segregate aircraft using instrument
approach procedures in instrument
conditions from aircraft operating in
visual conditions.

EFFECTIVE DATE: 0901 UTC, September 4,
2003.

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:**History**

On Monday, May 5, 2003, the FAA
proposed to amend Title 14 Code of
Federal Regulations, part 71 (14 CFR
part 71) by establishing a Class E
airspace area at Brookfield, MO (68 FR
23622). The FAA has developed an Area
Navigation (RNAV) Global Positioning
System (GPS) Runway (RWY) 18,
ORIGINAL SIAP and an RNAV (GPS)
RWY 36, ORIGINAL SIAP to serve
North Central Missouri Regional
Airport, Brookfield, MO. Controlled
airspace extending upward from 700
feet Above Ground Level (AGL) is
needed to accommodate the SIAPs. The
proposal was to establish a Class E
airspace area extending upward from
700 feet above the surface at Brookfield,
MO. Interested parties were invited to
participate in this rulemaking
proceeding by submitting written
comments on the proposal to the FAA.
No comments objecting to the proposal
were received.

Class E airspace areas extending
upward from 700 feet or more above the

surface of the earth are published in
Paragraph 6005 of FAA Order 7400.9K,
dated August 30, 2002, and effective
September 16, 2002, 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
establishes a Class E airspace area
extending upward from 700 feet above
the surface at Brookfield, MO. This
action provides controlled airspace to
accommodate aircraft executing newly
developed SIAPs serving North Central
Missouri Regional Airport, Brookfield,
MO. The area will be depicted on
appropriate aeronautical charts.

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 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.

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 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 Adminis-
tration Order 7400.9K, Airspace Designa-
tions and Reporting Points, dated August

30, 2002, and effective September 16, 2002, is amended as follows:

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

* * * * *

ACE MO E5 Brookfield, MO

Brookfield, North Central Missouri Regional Airport, MO.

(Lat. 39°46'12" N., long. 93°00'46" W.).

That airspace extending upward from 700 feet above the surface within a 6.4-mile radius of North Central Missouri Regional Airport.

Issued in Kansas City, MO, on June 10, 2003.

David W. Hope,

Acting Manager, Air Traffic Division, Central Region.

[FR Doc. 03-15678 Filed 6-19-03; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 71

**[Docket No. FAA-2003-14932-Airspace
Docket No. 03-ACE-35]**

Modification of Class E Airspace; Hays, KS

AGENCY: Federal Aviation Administration, 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 Hays, KS.

EFFECTIVE DATE: 0901 UTC, September 4, 2003.

FOR FURTHER INFORMATION CONTACT:

Kathy Randolph, Air Traffic Division, Airspace Branch, ACE-520C, DOT Regional Headquarters Building, Federal Aviation Administration, 901 Locust, Kansas City, MO 64106; telephone: (816) 329-2525.

SUPPLEMENTARY INFORMATION: The FAA published this direct final rule with a request for comments in the **Federal Register** on May 5, 2003 (68 FR 23581). 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 September 4, 2003. 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: June 10, 2003.

David W. Hope,

Acting Manager, Air Traffic Division, Central Region.

[FR Doc. 03-15679 Filed 6-19-03; 8:45 am]

BILLING CODE 4910-13-M

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 71

**[Docket No. FAA-2003-15257; Airspace
Docket No. 03-ACE-50]**

Modification of Class E Airspace; Cambridge, NE

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Direct final rules; request for comments.

SUMMARY: Area Navigation (RNAV) Global Positioning System (GPS) Standard Instrument Approach Procedures (SIAPs) have been developed to serve Cambridge Municipal Airport, Cambridge, NE. The Nondirectional Radio Beacon (NDB) Runway (RWY) 32 SIAP serving Cambridge Municipal Airport has been amended. This action modifies Class E airspace at Cambridge, NE to the appropriate dimensions for protecting aircraft executing the approaches. The Cambridge Municipal Airport airport reference point has been redefined and is incorporated into the legal description of Cambridge, NE Class E airspace.

DATES: This direct final rule is effective on 0901 UTC, October 30, 2003. Comments for inclusion in the Rules Docket must be received on or before July 31, 2003.

ADDRESSES: Send comments on this 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-2003-15257/ Airspace Docket No. 03-ACE-50, 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.

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: This amendment to 14 CFR 71 modifies the Class E airspace at Cambridge, NE. An RNAV (GPS) RWY 14, ORIGINAL SIAP and an RNAV (GPS) RWY 32, ORIGINAL SIAP have been developed to serve Cambridge Municipal Airport, Cambridge, NE. NDB RWY 32, AMENDMENT 4 SIAP, serving Cambridge Municipal Airport, has been developed. The Cambridge, NE controlled airspace must be tailored to contain aircraft executing the approach procedures. This action modifies Class E airspace extending upward from 700 feet above ground level (AGL) at Cambridge, NE. An examination of controlled airspace for Cambridge, NE revealed discrepancies in the Cambridge Municipal Airport, NE airport reference point used in the legal description for the Cambridge, NE Class E airspace area. The examination also revealed a misapplication of Magnetic Variation data in the legal description of bearings from the Harry Strunk NDB. Class E controlled airspace at Cambridge, NE is defined, in part, by the Cambridge Municipal Airport airport reference point and by bearings from the Harry Strunk NDB. This action corrects discrepancies between the previous and revised airport reference points and the miscalculated NDB bearings by modifying the Cambridge, NE Class E airspace area. It incorporates the revised Cambridge Municipal Airport airport reference point and the correct NDB bearings into the Class E airspace legal description and brings the airspace area into compliance with FAA Order 7400.2E, Procedures for Handling Airspace Matters. The area will be depicted on appropriate aeronautical charts. Class E airspace areas extending upward from 700 feet or more above the surface of the earth are published in paragraph 6005 of FAA Order 7400.9K, dated August 30, 2002, and effective September 16, 2002, 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.