

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 71

[Docket No. FAA-2003-16498; Airspace
Docket No. 03-ACE-82]

**Modification of Class E Airspace;
Mount Pleasant, IA**

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 Mount
Pleasant, IA.

EFFECTIVE DATE: 0901 UTC, February 19,
2004.

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 December 2, 2003 (68 FR
67357) and subsequently published a
correction to the direct final rule in the
Federal Register on December 8, 2003
(68 FR 68449). 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
February 19, 2004. 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 January 5,
2004.

Elizabeth S. Wallis,

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

[FR Doc. 04-916 Filed 1-14-04; 8:45 am]

BILLING CODE 4910-13-M

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 71

[Docket No. FAA-2003-16763; Airspace
Docket No. 03-ACE-100]

**Modification of Class E Airspace;
Springfield, MO**

AGENCY: Federal Aviation
Administration (FAA), DOT.

ACTION: Direct final rule; request for
comments.

SUMMARY: New and amended Area
Navigation (RNAV) Global Positioning
System (GPS) Standard Instrument
Approach Procedures (SIAPs) have been
developed to serve Springfield-Branson
Regional Airport, Springfield, MO. The
Springfield-Branson Regional Airport
airport reference point (ARP) has been
redefined. These actions require
modifications to Springfield, MO
controlled airspace in order to provide
airspace required for diverse departures
and to protect aircraft executing SIAPs
to Springfield-Branson Regional Airport.
An examination of controlled airspace
for Springfield, MO revealed
discrepancies in the legal descriptions
for the Springfield, MO Class E3 and
Class E5 airspace areas. The intended
effect of this rule is to provide
controlled airspace of appropriate
dimensions to protect aircraft departing
from and executing SIAPs to
Springfield-Branson Regional Airport.
The Class E5 area is enlarged,
discrepancies in the legal descriptions
of Springfield, MO Class E3 and Class
E5 airspace areas are corrected and the
airspace areas and their legal
descriptions are brought into
compliance with FAA Orders.

DATES: This direct final rule is effective
on 0901 UTC, April 15, 2004. Comments
for inclusion in the Rules Docket must
be received on or before January 27,
2004.

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-2003-16763/
Airspace Docket No. 03-ACE-100, 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
Municipal 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 area extending upward
from the surface designated as an
extension to the Class C airspace surface
area (Class E3) and the Class E airspace
area extending upward from 700 feet
above the surface (Class E5) at
Springfield, MO. RNAV (GPS) RWY 2,
ORIGINAL SIAP; RNAV (GPS) RWY 20,
ORIGINAL SIAP; RNAV (GPS) RWY 14,
Amendment 1 SIAP; and RNAV (GPS)
RWY 32, Amendment 1 SIAP have been
developed to serve Springfield-Branson
Regional Airport. The Springfield-
Branson Regional Airport ARP has been
redefined. The Springfield, MO Class E5
airspace area must be enlarged from a
6.7-mile radius of Springfield-Branson
Regional Airport to a 6.9-mile radius in
order to comply with the criteria for 700
feet Above Ground Level (AGL) airspace
required for diverse departures and to
contain aircraft executing SIAPs. An
examination of controlled airspace for
Springfield, MO revealed discrepancies
in the legal descriptions for the
Springfield, MO class E3 and Class E5
airspace areas. The Springfield-Branson
Regional Airport ARP and the location
of the Springfield collocated very high
frequency omni-directional radio range
and tactical air navigational aid
(VORTAC) must be amended in the
Springfield, MO Class E3 and Class E5
legal descriptions to reflect current data.
This action corrects the discrepancies
and brings the airspace areas and their
legal descriptions into compliance with
FAA Order 7400.2E, Procedures for
Handling Airspace Matters. The areas
will be depicted on appropriate
aeronautical charts. class E airspace
areas consisting of airspace extending
upward from the surface and designated
as an extension to a Class C surface area
are published in paragraph 6003 of FAA
Order 7400.9L, dated September 2,
2003, and effective September 16, 2003,
which is incorporated by reference in 14
CFR 71.1. Class E airspace areas
extending upward from 700 feet or more
above the surface of the earth are
published in paragraph 6005 of the
same FAA Order. The Class E airspace
designations listed in this document

will be published subsequently in the Order.

The Direct Final Rule Procedure

The FAA anticipates that this regulation will not result in adverse or negative comment and, therefore, is issuing it as a direct final rule. Previous actions of this nature have not been controversial and have not resulted in adverse comments or objections. Unless written adverse or negative comment, or a written notice of intent to submit an adverse or negative comment is received within the comment period, the regulation will become effective on the date specified above. After the close of the comment period, the FAA will publish a document in the **Federal Register** indicating that no adverse or negative comments were received and confirming the date on which the final rule will become effective. If the FAA does receive, within the comment period, an adverse or negative comment, or written notice of intent to submit such a comment, a document withdrawing the direct final rule will be published in the **Federal Register**, and a notice of proposed rulemaking may be published with a new comment period.

Comments Invited

Interested parties are invited to participate in this 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-2003-16763/Airspace Docket No. 03-ACE-100." The postcard will be date/time stamped and returned to the commenter.

Agency Findings

The regulations adopted herein will not have a substantial direct effect on the States, on the relationship between the national Government and the States, or on the distribution of power and responsibilities among the various levels of government. Therefore, it is determined that this final rule does not

have federalism implications under Executive Order 13132.

The FAA has determined that this regulation is noncontroversial and unlikely to result in adverse or negative comments. For the reasons discussed in the preamble, I certify that 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) if promulgated, will not have a significant economic impact, positive or negative, 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

Accordingly, 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 Administration Order 7400.9L, dated September 2, 2003, and effective September 16, 2003, is amended as follows:

* * * * *

Paragraph 6003 Class E airspace areas designated as an extension.

The Class E airspace area listed below consists of airspace extending upward from the surface designated as an extension to a Class C surface area.

* * * * *

ACE MO E3 Springfield, MO

Springfield-Branson Regional Airport, MO (Lat. 37°14'44" N., long. 93°23'19" W.)
Springfield VORTAC (Lat. 37°21'21" N., long. 93°20'03" W.)

That airspace extending upward from the surface within 1.8 miles west and 2.2 miles east of the Springfield VORTAC 200° radial extending from the 5-mile radius of Springfield-Branson Regional Airport to the VORTAC.

* * * * *

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

* * * * *

ACE MO E5 Springfield, MO

Springfield-Branson Regional Airport, MO (Lat. 37°14'44" N., long. 93°23'19" W.)
Springfield VORTAC (Lat. 37°21'21" N., long. 93°20'03" W.)
Springfield-Branson Regional Localizer (Lat. 37°15'21" N., long. 93°22'45" W.)
Willard NDB (Lat. 37°17'58" N., long. 93°26'27" W.)

That airspace extending upward from 700 feet above the surface within a 6.9-mile radius of Springfield-Branson Regional Airport and within 3 miles each side of the 020° radial of the Springfield VORTAC extending from the 6.9-mile radius of the airport to 8 miles north of the VORTAC and within 1.8 miles each side of the 324° bearing from the Willard NDB extending from the 6.9-mile radius of the airport to 7 miles northwest of the NDB and within 4 miles each side of the Springfield-Branson ILS localizer south course extending from the 6.9-mile radius of the airport to 14.5 miles south of the airport.

* * * * *

Issued in Kansas City, MO, on January 5, 2004.

Elizabeth S. Wallis,

Acting Manager, Air Traffic Division, Central Region.

[FR Doc. 04–917 Filed 1–14–04; 8:45 am]

BILLING CODE 4910–13–M

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 71

[Docket No. FAA–2003–16497; Airspace Docket No. 03–ACE–81]

Modification of Class E Airspace; Milford, IA

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 Milford, IA.

EFFECTIVE DATE: 0901 UTC, February 19, 2004.

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