

**ACE NE E5 Gothenburg, NE**

Gothenburg, Quinn Field, NE  
(Lat. 40°55'35" N., long. 100°08'54" W.)

That airspace extending upward from 700 feet above the surface within a 6.5-mile radius of Quinn Field.

\* \* \* \* \*

Issued in Kansas City, MO, on April 20, 2004.

**Elizabeth S. Wallis,**

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

[FR Doc. 04-9915 Filed 4-30-04; 8:45 am]

BILLING CODE 4910-13-M

**DEPARTMENT OF TRANSPORTATION****Federal Aviation Administration****14 CFR Part 71**

[Docket No. FAA-2004-17152; Airspace  
Docket No. 04-ACE-18]

**Modification of Class E Airspace;  
Cassville, 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  
Cassville, MO.

**DATES:** *Effective Date:* 0901 UTC, June  
10, 2004.

**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 March 12, 2004 (69 FR  
11795). 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  
June 10, 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 April 21,  
2004.

**Paul J. Sheridan,**

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

[FR Doc. 04-9914 Filed 4-30-04; 8:45 am]

BILLING CODE 4910-13-M

**DEPARTMENT OF TRANSPORTATION****Federal Aviation Administration****14 CFR Part 71**

[Docket No. FAA-2004-17150; Airspace  
Docket No. 04-ACE-16]

**Modification of Class E Airspace;  
Gideon, 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  
Gideon, MO.

**DATES:** *Effective Date:* 0901 UTC, June  
10, 2004.

**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 March 12, 2004 (69 FR  
11794). 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  
June 10, 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 April 20,  
2004.

**Elizabeth S. Wallis,**

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

[FR Doc. 04-9913 Filed 4-30-04; 8:45 am]

BILLING CODE 4910-13-M

**DEPARTMENT OF TRANSPORTATION****Federal Aviation Administration****14 CFR Part 71**

[Docket No. FAA-2003-17042; Airspace  
Docket No. 04-AAL-03]

**Revision of Class E Airspace;  
Platinum, AK**

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

**ACTION:** Final rule.

**SUMMARY:** This action revises Class E  
airspace at Platinum, AK to provide  
adequate controlled airspace to contain  
aircraft executing a new Standard  
Instrument Approach Procedures  
(SIAP). This Rule results in new Class  
E airspace upward from 700 feet (ft.)  
above the surface at Platinum, AK.

**EFFECTIVE DATE:** 0901 UTC, August 5,  
2004.

**FOR FURTHER INFORMATION CONTACT:**  
Jesse Patterson, 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:  
*Jesse.ctr.Patterson@faa.gov*. Internet  
address: *http://www.alaska.faa.gov/at*.

**SUPPLEMENTARY INFORMATION:****History**

On Wednesday, February 25, 2004,  
the FAA proposed to revise part 71 of  
the Federal Aviation Regulations (14  
CFR part 71) to add to the Class E  
airspace upward from 700 ft. above the  
surface at Platinum, AK (69 FR 8585).  
The action was proposed in order to add  
Class E airspace sufficient in size to  
contain aircraft while executing a new  
SIAP for the Platinum Airport. The new  
approach is Area Navigation-Global  
Positioning System (RNAV GPS)  
Runway 13, original. Additional Class E  
controlled airspace extending upward  
from 700 feet above the surface within  
a 6.3-mile radius of the Platinum  
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 foot transition areas are  
published in paragraph 6005 of FAA  
Order 7400.9L, *Airspace Designations*

and Reporting Points, dated September 2, 2003, and effective September 16, 2003, 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 revision to 14 CFR part 71 revises Class E airspace at Platinum, Alaska. Additional Class E airspace is being created to accommodate aircraft executing a new SIAP and will be depicted on aeronautical charts for pilot reference. The intended effect of this rule is to provide adequate controlled airspace for IFR operations at Platinum Airport, Platinum, 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.

### 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 7400.9L, *Airspace Designations and Reporting Points*, dated September 2, 2003, and effective

September 16, 2003, 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 Platinum, AK [Revised]

Platinum Airport, AK  
(Lat. 59°00'41" N., long. 161°49'11" W.)

That airspace extending upward from 700 feet above the surface within a 6.3-mile radius of the Platinum Airport.

\* \* \* \* \*

Issued in Anchorage, AK, on April 22, 2004.

**Anthony M. Wylie,**

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

[FR Doc. 04–9911 Filed 4–30–04; 8:45 am]

BILLING CODE 4910–13–P

## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### 14 CFR Part 71

[Docket No. FAA–2004–17019; Airspace Docket No. 04–AAL–02]

#### Establishment of Class E Airspace; Wales, AK

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

**ACTION:** Final rule.

**SUMMARY:** This action establishes Class E airspace at Wales, AK to provide adequate controlled airspace to contain aircraft executing two new Standard Instrument Approach Procedures (SIAP) and a new Textual Departure Procedure. This Rule results in new Class E airspace upward from 700 feet (ft.) and 1,200 feet above the surface at Wales, AK.

**DATES:** *Effective Date:* 0901 UTC, August 5, 2004.

**FOR FURTHER INFORMATION CONTACT:** Jesse Patterson, AAL–538G, Federal Aviation Administration, 222 West 7th Avenue, Box 14, Anchorage, AK 99513–7587; telephone number (907) 271–5898; fax: (907) 271–2850; email: [Jesse.ctr.Patterson@faa.gov](mailto:Jesse.ctr.Patterson@faa.gov). Internet address: <http://www.alaska.faa.gov/at>.

#### SUPPLEMENTARY INFORMATION:

#### History

On Wednesday, February 25, 2004, the FAA proposed to revise part 71 of the Federal Aviation Regulations (14 CFR part 71) to create new Class E airspace upward from 700 ft. and 1,200 ft. above the surface at Wales, AK (69 FR

8586). The action was proposed in order to add Class E airspace sufficient in size to contain aircraft while executing two new Standard Instrument Approach Procedures and a new Departure Procedure for the Wales Airport. The new approaches are (1) Area Navigation-Global Positioning System (RNAV GPS) RWY 18 original and RNAV GPS RWY 36, original. New Class E controlled airspace extending upward from 700 feet and 1,200 feet above the surface in the Wales 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 foot transition areas are published in paragraph 6005 of FAA Order 7400.9L, *Airspace Designations and Reporting Points*, dated September 2, 2003, and effective September 16, 2003, 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 revision to 14 CFR part 71 establishes Class E airspace at Wales, Alaska. This additional Class E airspace was created to accommodate aircraft executing new SIAPs and will be depicted on aeronautical charts for pilot reference. The intended effect of this rule is to provide adequate controlled airspace for IFR operations at Wales Airport, Wales, 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.