

maintained either indefinitely or until the work is repeated. Records of the piece-part inspections are not required under § 121.380(a)(2)(vi) of the Federal Aviation Regulations (14 CFR 121.380(a)(2)(vi)). All other operators must maintain the records of mandatory inspections required by the applicable regulations governing their operations.

**Note 3:** The requirements of this AD have been met when the engine manual changes are made and air carriers have modified their continuous airworthiness maintenance plans to reflect the requirements in the Engine Manuals.

#### Effective Date

(f) This amendment becomes effective on July 23, 2004.

Issued in Burlington, Massachusetts, on June 8, 2004.

**Francis A. Favara,**

*Acting Manager, Engine and Propeller Directorate, Aircraft Certification Service.*

[FR Doc. 04-13698 Filed 6-17-04; 8:45 am]

**BILLING CODE 4910-13-P**

## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### 14 CFR Part 71

[Docket No. FAA 2004-17493; Airspace Docket 04-ANM-04]

#### Amendment to Class D Airspace; Ogden, Hill Air Force Base, UT

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

**ACTION:** Final rule.

**SUMMARY:** This action amends the Class D airspace at Ogden, Hill Air Force Base, UT (Hill AFB) by clarifying the description of the Class D Airspace. The current airspace description could be confusing thereby making it difficult to interpret. This modification does not change the current boundaries or use of the affected airspace.

**EFFECTIVE DATE:** September 02, 2004.

**FOR FURTHER INFORMATION CONTACT:** Ed Haeseker, Air Traffic Division, Federal Aviation Administration, 1601 Lind Avenue SW., Renton, Washington 98055-4056; telephone (425) 227-2527.

#### SUPPLEMENTARY INFORMATION:

#### History

Current Class D airspace as described in Airspace Designations and Reporting Points Document 7400.9L dated September 02, 2003, and effective September 16, 2003, has been found to be confusing and is difficult to interpret. This clarifies that airspace description.

#### The Rule

This action amends Title 14 Code of Federal Regulations, part 71 (14 CFR part 71) by clarifying the description of the Class D airspace at Ogden, Hill AFB. The current airspace description is difficult to interpret. This modification does not change the current boundaries or the use of the affected airspace.

Class D airspace designations are published in paragraph 5000 of FAA Order 7400.9L dated September 02, 2003, and effective September 16, 2003, which is incorporated by reference in 14 CFR 71.1. The Class D airspace designation listed in this document will be published subsequently in this Order.

The FAA has determined that this proposed regulation only involves an established body of technical regulations for which frequent and routine amendments are necessary to keep them operationally current. Therefore, this proposed 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 11013; 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 would 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 Amendment

■ Accordingly, pursuant to the authority delegated to me, the Federal Aviation Administration proposes to amend 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 of 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 part 71 of the 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 5000 Class D Airspace Area.

#### ANM UT D Ogden, Hill AFB, UT [Amended]

Ogden, Hill AFB, UT

(Lat. 41°07'25" N., long. 111°58'23" W.)

Ogden-Hinckley Airport, UT

(Lat. 41°11'46" N., long. 112°00'44" W.)

That airspace extending upward from the surface to, but not including 7,800 feet MSL beginning east of the airport at the intersection of the 4.3 mile radius of the airport and the Ogden-Hinckley Airport 4.3 mile radius, extending west to the intersection of the 4.3 mile radius of the airport and the Ogden-Hinckley Airport 4.3 mile radius, thence counter clockwise to the point of beginning; excluding that airspace within the Ogden Hinckley Airport, UT, Class D airspace area when it is effective.

\* \* \* \* \*

Issued in Seattle, Washington, on June 8, 2004.

**John Warner,**

*Acting Manager, Air Traffic Division, Northwest Mountain Region.*

[FR Doc. 04-13827 Filed 6-17-04; 8:45 am]

**BILLING CODE 4910-13-M**

## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### 14 CFR Part 71

[Docket No. FAA-2004-17423; Airspace Docket No. 04-ACE-24]

#### Modification of Class E Airspace; Gothenburg, NE

**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 Gothenburg, NE.

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

**FOR FURTHER INFORMATION CONTACT:** Brenda Mumper, Air Traffic Division, Airspace Branch, ACE-502A, 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 May 3, 2004 (69 FR 24065). 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 August 5, 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 June 7, 2004.

**Elizabeth S. Wallis,**

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

[FR Doc. 04-13822 Filed 6-17-04; 8:45 am]

BILLING CODE 4910-13-M

## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### 14 CFR Part 71

[Docket No. FAA-2004-17432; Airspace Docket No. 04-ACE-30]

#### Modification of Class E Airspace; Superior, NE

**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 Superior, NE.

**EFFECTIVE DATE:** 0901 UTC, August 5, 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 May 11, 2004 (69 FR 26033). 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 August 5, 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 June 8, 2004.

**Elizabeth S. Wallis,**

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

[FR Doc. 04-13823 Filed 6-17-04; 8:45 am]

BILLING CODE 4910-13-M

## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### 14 CFR Part 71

[Docket No. FAA-2004-17431; Airspace Docket No. 04-ACE-29]

#### Modification of Class E Airspace; Tekamah, NE

**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 Tekamah, NE.

**EFFECTIVE DATE:** 0901 UTC, August 5, 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 May 11, 2004 (69 FR 26030). 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 August 5, 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 June 8, 2004.

**Elizabeth S. Wallis,**

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

[FR Doc. 04-13824 Filed 6-17-04; 8:45 am]

BILLING CODE 4910-13-M

## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### 14 CFR Part 71

[Docket No. FAA-2004-17427; Airspace Docket No. 04-ACE-27]

#### Modification of Class E Airspace; Oshkosh, NE

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

**ACTION:** Direct final rule; request for comments; correction.

**SUMMARY:** This action corrects a direct final rule; request for comments that was published in the **Federal Register** on Tuesday, May 11, 2004, (69 FR 26029) [FR Doc. 04-10636] and subsequently corrected in the **Federal Register** on Tuesday, May 25, 2004, (69 FR 29653) [FR Doc. 04-11787]. It corrects an error in the legal description.

**DATES:** This direct final rule is effective on 0901 UTC, August 5, 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:**

#### History

**Federal Register** Document 04-10636, published on Tuesday, May 11, 2004, (69 FR 26029) modified the Class E airspace area at Oshkosh, NE. The modification emended discrepancies in the dimensions and legal description of controlled airspace around Garden County Airport at Oshkosh, NE. A format error in this airspace change was later corrected in **Federal Register** Document 04-11787, published on Tuesday, May 25, 2004, (69 FR 29653). Since the above actions two area navigation (RNAV) global positioning system (GPS) standard instrument approach procedures (SIAPs) and one nondirectional radio beacon (NDB) SIAP have been developed to serve Garden County Airport. These SIAPs necessitate a further correction to Class E airspace area at Oshkosh, NE as published in the **Federal Register** on Tuesday, May 11, 2004.

■ Accordingly, pursuant to the authority delegated to me, the legal description of Oshkosh, NE Class E airspace, as published in the **Federal Register** on Tuesday, May 11, 2004, (69 FR 26029) [FR Doc. 04-10636] is corrected as follows: