

**§ 71.1 [Corrected]**

■ On page 1664, Column 3, paragraph headed "ACE KS E5 Marysville, KS," first line, change "Marysville Municipal Airport, IA" to read "Marysville Municipal Airport, KS." In the next to the last line of the same paragraph, change "6.6-mile radius" to read "6.5-mile radius."

Issued in Kansas City, MO, on January 13, 2004.

**Elizabeth S. Wallis,**

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

[FR Doc. 04-2183 Filed 2-2-04; 8:45 am]

**BILLING CODE 4910-13-M**

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

[Docket No. FAA-2003-16504; Airspace Docket No. 03-ACE-88]

**Modification of Class E Airspace; Greenfield, IA**

**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, December 9, 2003 (68 FR 68507) (FR Doc. 03-30456). It corrects an error in the Greenfield, IA Class E airspace area legal description.

**DATES:** This direct final rule is effective on 0901 UTC, April 15, 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:****History**

**Federal Register** document 03-30456, published on Tuesday, December 9, 2003 (68 FR 68507), modified Class E airspace at Greenfield, IA. The modification enlarged the controlled airspace area around Greenfield Municipal Airport to provide proper protection of diverse departures, corrected a discrepancy in the extension of controlled airspace and brought the Greenfield, IA Class E airspace area legal description into compliance with FAA Order 7400.2E, Procedures for Handling Airspace Matters. However, the Greenfield, IA Class E airspace area

legal description was published incorrectly.

■ Accordingly, pursuant to the authority delegated to me, the Greenfield, IA Class E airspace, as published in the **Federal Register** on Tuesday, December 9, 2003 (68 FR 68507) (FR Doc. 03-30456), is corrected as follows:

**§ 71.1 [Corrected]**

■ On page 68508, Column 2, paragraph headed "ACE IA E5 Greenfield, IA," next to the last line, change "northwest" to read "southeast."

Issued in Kansas City, MO, on January 14, 2004.

**Elizabeth S. Wallis,**

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

[FR Doc. 04-2184 Filed 2-2-04; 8:45 am]

**BILLING CODE 4910-13-M**

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

[Docket No. FAA-2003-16081; Airspace Docket No. 03-ACE-73]

**Modification of Class E Airspace; Kingman, KS**

**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 Kingman, KS.

**EFFECTIVE DATE:** 0901 UTC, April 15, 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 9, 2003 (68 FR 68506). 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 15, 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 15, 2004.

**Elizabeth S. Wallis,**

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

[FR Doc. 04-2185 Filed 2-2-04; 8:45 am]

**BILLING CODE 4910-13-M**

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

[Docket No. FAA-2003-16749; Airspace Docket No. 03-ACE-93]

**Modification of Class E Airspace; Beloit, KS**

**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 Monday, January 12, 2004 (69 FR 1661) [FR Doc. 04-483]. It corrects an error in the Beloit, KS Class E airspace area legal description.

**DATES:** This direct final rule is effective on 0901 UTC, April 15, 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:****History**

**Federal Register** Document 04-483, published on Monday, January 12, 2004 (69 FR 1661) modified Class E airspace at Beloit, KS. The modification was to change the name of the airport at Beloit, KS from Beloit Municipal Airport to Moritz Memorial Airport, to enlarge the controlled airspace area around Moritz Memorial Airport for proper protection of diverse departures and to bring the Beloit, KS Class E airspace area legal description into compliance with FAA Order 7400.2E, Procedures for Handling Airspace Matters. However, the Beloit, KS Class E airspace area legal description was published incorrectly.

■ Accordingly, pursuant to the authority delegated to me, the Beloit, KS Class E airspace, as published in the **Federal Register** on Monday, January 12, 2004

(69 FR 1661) (FR Doc. 04-483) is corrected as follows:

#### **§ 71.1 [Corrected]**

■ On page 1662, Column 2, paragraph headed "ACE E5 Beloit, KS," first line, change "Moritz Memorial Airport, IA" to read "Beloit, Moritz Memorial Airport, KS."

Issued in Kansas City, MO, on January 13, 2004.

Elizabeth S. Wallis,

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

[FR Doc. 04-2186 Filed 2-2-04; 8:45 am]

BILLING CODE 4910-13-M

## **DEPARTMENT OF TRANSPORTATION**

### **Federal Aviation Administration**

#### **14 CFR Part 71**

[Docket No. FAA-2003-16080; Airspace Docket No. 03-ACE-72]

#### **Modification of Class E Airspace; Great Bend, KS**

**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 Great Bend, KS.

**EFFECTIVE DATE:** 0901 UTC, April 15, 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 9, 2003 (68 FR 68505). 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 15, 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 13, 2004.

Elizabeth S. Wallis,

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

[FR Doc. 04-2187 Filed 2-2-04; 8:45 am]

BILLING CODE 4910-13-M

## **DEPARTMENT OF TRANSPORTATION**

### **Federal Aviation Administration**

#### **14 CFR Part 71**

[Docket No. FAA-2003-16623; Airspace Docket No. 03-ASO-22]

#### **Removal of Class E Airspace; New Port Richey, FL**

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

**ACTION:** Final rule.

**SUMMARY:** This action removes the Class E5 Airspace at New Port Richey, FL, as there is no longer a Standard Instrument Approach Procedure (SIAP) for New Port Richey Tampa Bay Executive Airport requiring Class E5 airspace. **EFFECTIVE DATE:** 0901 UTC, April 15, 2004.

**FOR FURTHER INFORMATION CONTACT:** Walter R. Cochran, Manager, Airspace Branch, Air Traffic Division, Federal Aviation Administration, P.O. Box 20636, Atlanta, Georgia 30320; telephone (404) 305-5627.

#### **SUPPLEMENTARY INFORMATION:**

##### **History**

On April 23, 1998, the Global Positioning System (GPS) Runway (RWY) 8 SIAP for Tampa Bay Executive Airport was canceled.

##### **The Rule**

This amendment to part 71 of the Federal Aviation Regulations (14 CFR part 71) removes Class E5 airspace at New Port Richey, FL, as the SIAP to Tampa Bay Executive Airport was canceled. Therefore, the Class E5 airspace areas must be removed. The rule will become effective on the date specified in the **DATE** section. Since this action eliminates the impact of controlled airspace on users of the airspace in the vicinity of the Tampa Bay Executive Airport, notice and public procedure under 5 U.S.C. 553(b) are unnecessary. Class E airspace designations for airspace areas extending upward from 700 feet or more above the surface of the earth are published in Paragraph 6005 of FAA Order 7400.9L, dated September 2, 2003, and effective September 16, 2003, which is incorporated by reference in 14

CFR 71.1. The Class E designation listed in this document will be published subsequently in the Order.

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 is 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; EO 10854, 24 FR 9565, 3 CFR, 1959-1963 Comp., p. 389; 14 CFR 11.69.

#### **§ 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 Areas Extending Upward from 700 feet or More Above the Surface of the Earth.*

\* \* \* \* \*

**ASO FL E5 New Port Richey, FL [REMOVE]**

\* \* \* \* \*

Issued in College Park, Georgia, January 9, 2004.

Jeffrey U. Vincent,

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

[FR Doc. 04-2189 Filed 2-2-04; 8:45 am]

BILLING CODE 4910-13-M