

**ASO FL E5 New Smyrna Beach, FL  
[Revised]**

New Smyrna Beach Municipal Airport, FL  
(Lat. 29°03'21" N, Long. 80°56'54" W)  
Massey Ranch Airpark Airport  
(Lat. 28°58'44" N, Long. 80°55'30" W)  
New Smyrna Beach NDB, FL  
(Lat. 29°03'16" N, Long. 80°56'28" W)

That airspace extending upward from 700 feet above the surface within a 6.6-mile radius of New Smyrna Beach Municipal Airport and within 4 miles northeast and 8 miles southwest of the 124° bearing from the New Smyrna Beach NDB extending from the 6.6-mile radius to 16 miles southeast of the airport and within a 6.5-mile radius of Massey Ranch Airpark Airport.

\* \* \* \* \*

Issued in College Park, Georgia, on April 1, 2004.

**Jeffrey U. Vincent,**

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

[FR Doc. 04-8816 Filed 4-16-04; 8:45 am]

**BILLING CODE 4910-13-M**

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

[Docket No. FAA-2004-16985; Airspace  
Docket No. 04-ACE-3]

**Establishment of Class E2 Airspace;  
and Modification of Class E5 Airspace;  
Muscatine, IA**

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

**ACTION:** Final rule.

**SUMMARY:** This rule establishes a Class E surface area at Muscatine, IA. It also modifies the Class E airspace area extending upward from 700 feet above the surface at Muscatine, IA by correcting discrepancies in the Muscatine Municipal Airport airport reference point.

The effect of this rule is to provide appropriate controlled Class E airspace for aircraft executing instrument approach procedures to Muscatine Municipal Airport and to segregate aircraft using instrument approach procedures in instrument conditions from aircraft operating in visual conditions.

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

On Wednesday, February 25, 2004, the FAA proposed to amend 14 CFR part 71 to establish a Class E surface area and to modify other Class E airspace at Muscatine, IA (69 FR 8582). The proposal was to establish a Class E surface area at Muscatine, IA. It was also to modify the Muscatine, IA Class E5 airspace area and its legal description. 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.

**The Rule**

This amendment to part 71 of the Federal Aviation Regulations (14 CFR part 71) establishes Class E airspace designated as a surface area for an airport at Muscatine, IA. Controlled airspace extending upward from the surface of the earth is needed to contain aircraft executing instrument approach procedures. Weather observations will be provided by an Automatic Weather Observing/Reporting System (AWOS) and communications would be direct with Quad City Approach Control for those times when the airspace area is in effect.

This rule also revises the Class E airspace area extending upward from 700 feet above the surface at Muscatine, IA. Airspace required for diverse departures is expanded from a 6.5 to a 6.6-mile radius of Muscatine Municipal Airport. An examination of this Class E airspace area for Muscatine, IA revealed discrepancies in the Port City Very High Frequency Omni-directional Range (VOR)/Distance Measuring Equipment (DME) radials used to define the airspace area extensions and in the descriptions of these extensions. This action corrects these discrepancies. The areas will be depicted on appropriate aeronautical charts.

Class E airspace areas designated as surface areas are published in Paragraph 6002 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. 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 Order. The Class E airspace designations 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. 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 Administration Order 7400.9L, dated September 2, 2003, and effective September 16, 2003, is amended as follows:

*Paragraph 6002 Class E Airspace  
Designated as Surface Areas.*

\* \* \* \* \*

**ACE IA E2 Muscatine, IA**

Muscatine Municipal Airport, IA  
(Lat. 41°22'04" N., long. 91°08'54" W.)

Within a 3.9-mile radius of Muscatine Municipal Airport. This Class E airspace area is effective during specific dates and times established in advance by a Notice to Airmen. The effective date and time will thereafter be continuously published in the Airport/Facility Directory.

\* \* \* \* \*

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

\* \* \* \* \*

**ACE IA E5 Muscatine, IA**

Muscatine Municipal Airport, IA

(Lat. 41°22'04" N., long. 91°08'54" W.)  
Port City VOR/DME  
(Lat. 41°21'59" N., long. 91°08'58" W.)

That airspace extending upward from 700 feet above the surface within a 6.6-mile radius of Muscatine Municipal Airport and within 2.6 miles each side of the 063° radial of the Port City VOR/DME and within 2.6 miles each side of the 233° radial of the VOR/DME extending from the 6.6-mile radius of the airport to 7 miles southwest of the VOR/DME.

\* \* \* \* \*

Issued in Kansas City, MO, on March 30, 2004.

**Paul J. Sheridan,**

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

[FR Doc. 04-8815 Filed 4-16-04; 8:45 am]

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## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### 14 CFR Part 71

[Docket No. FAA-2004-16984; Airspace  
Docket No. 04-ACE-2]

#### Modification of Class E Airspace; Clinton, 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  
Clinton, MO.

**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 February 25, 2004 (69 FR  
8556) and subsequently published a  
correction in the direct final rule on  
March 3, 2004 (69 FR 10103). 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 March 30,  
2004.

**Paul J. Sheridan,**

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

[FR Doc. 04-8814 Filed 4-16-04; 8:45 am]

BILLING CODE 4910-13-M

## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### 14 CFR Part 71

[Docket No. FAA-2004-16986; Airspace  
Docket No. 04-ACE-4]

#### Modification of Class E Airspace; Parsons, 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  
Parsons, KS.

**EFFECTIVE DATE:** 0901 UTC, June 10,  
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 February 25, 2004  
(69 FR 8558). 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 6,  
2004.

**Paul J. Sheridan,**

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

[FR Doc. 04-8813 Filed 4-16-04; 8:45 am]

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## DEPARTMENT OF THE TREASURY

### Alcohol and Tobacco Tax and Trade Bureau

#### 27 CFR Part 9

[T.D. TTB-10; Re: ATF Notice No. 958]

RIN 1513-AA40

#### Temecula Valley Viticultural Area (2001R-280P)

**AGENCY:** Alcohol and Tobacco Tax and  
Trade Bureau (TTB), Treasury.

**ACTION:** Final rule; Treasury decision.

**SUMMARY:** This Treasury decision  
renames the "Temecula" viticultural  
area in southern California as the  
"Temecula Valley" viticultural area. The  
size and boundaries of the Temecula  
viticultural area remain unchanged.

**EFFECTIVE DATE:** This final rule is  
effective on June 18, 2004. Approved  
labels using the former name for the  
area may continue to be used until June  
19, 2006.

**FOR FURTHER INFORMATION CONTACT:**

N. A. Sutton, Specialist, Regulations and  
Procedures Division (Colorado), Alcohol  
and Tobacco Tax and Trade Bureau,  
6660 Delmonico Drive, No. D422,  
Colorado Springs, CO 80919; telephone  
415-271-1254.

**SUPPLEMENTARY INFORMATION:**

#### Effect of Homeland Security Act

Effective January 24, 2003, the  
Homeland Security Act of 2002 (Public  
Law 107-296, 116 Stat. 2135 (2002))  
divided the Bureau of Alcohol, Tobacco  
and Firearms (ATF) into two new  
agencies, the Alcohol and Tobacco Tax  
and Trade Bureau (TTB) in the  
Department of the Treasury and the  
Bureau of Alcohol, Tobacco, Firearms  
and Explosives in the Department of  
Justice. The regulation of alcohol  
beverage labels, including viticultural  
area designations, remains the  
responsibility of the Treasury  
Department and is a function of TTB.  
References to ATF and TTB in this  
document reflect the time frame, before  
or after January 24, 2003, of the  
viticultural area petition process.