

DATES: *Effective Date:* 0901 UTC, August 5, 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) 305-5586.

SUPPLEMENTARY INFORMATION:

History

On April 13, 2004, the FAA proposed to amend part 71 of the Federal Aviation Regulations (14 CFR part 71) by amending Class D and E5 airspace at Goldsboro, AL, (69 FR 19359). This action provides adequate Class D and E5 airspace for IFR operations at Seymour Johnson AFB. Designations for Class D airspace areas extending upward from the surface of the earth and Class E airspace designations for airspace areas extending upward from 700 feet or more above the surface of the earth are published in Paragraphs 5000 and 6005 respectively, of FAA Order 7400.9L, dated September 2, 2004, and effective September 16, 2004, which is incorporated by reference in 14 CFR part 71.1. The Class D and E designations listed in this document will be published subsequently in the Order.

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) amends Class D and E5 airspace at Goldsboro, NC.

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. 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, 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 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 for part 71 continues to read as follows:

Authority: 49 U.S.C. 107(g), 40103, 40113, 40120, E.O. 10854, 24 FR 9565, 3 CFR, 1959–1963 Comp., p. 380.

§ 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, 2004, and effective September 16, 2004, is amended as follows:

Paragraph 5000 Class D Airspace

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ASO NC D Goldsboro, NC [Revised]

Goldsboro, Seymour Johnson AFB, NC
(Lat. 35°20'22"N., long. 77°57'38"W.)

That airspace extending upward from the surface to and including 2,600 feet MSL within a 5.7-mile radius of Seymour Johnson AFB.

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Paragraph 6005 Class E Airspace Designated as Surface Areas

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ASO NC E5 Goldsboro, NC [Revised]

Goldsboro, Seymour Johnson, AFB, NC
(Lat. 35°20'22"N., long. 77°57'38"W.)
Seymour Johnson TACAN
(Lat. 35°20'06"N., long. 77°58'18"W.)
Goldsboro-Wayne Municipal Airport
(Lat. 35°27'38"N., long. 77°57'54"W.)
Mount Olive Municipal Airport
(Lat. 35°13'20"N., long. 78°02'16"W.)

That airspace extending upward from 700 feet above the surface within a 6.6-mile radius of Seymour Johnson AFB and within 2.5 miles each side of the Seymour Johnson TACAN 265° radial extending from the 6.6-mile radius to 12 miles west of the TACAN; within a 5-mile radius of the Goldsboro-Wayne Municipal Airport and within a 5-mile radius of Mount Olive Municipal Airport.

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Issued in College Park, Georgia, on May 26, 2004.

Jeffrey U. Vincent,
Acting Manager, Air Traffic Division,
Southern Region.

[FR Doc. 04-12982 Filed 6-8-04; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 71

[Docket No. FAA-2004-17513; Airspace
Docket No. 04-AEA-04]

**Establishment of Class E Airspace;
Cooperstown, NY**

AGENCY: Federal Aviation
Administration (FAA) DOT.

ACTION: Final rule.

SUMMARY: This action establishes Class E airspace at Cooperstown, NY. Controlled airspace extending upward from 700 feet Above Ground Level (AGL) is needed to contain aircraft operating into Cooperstown-Westville Airport, Cooperstown, NY, under Instrument Flight Rules (IFR).

DATES: *Effective Date:* 0901 UTC
November 25, 2004.

FOR FURTHER INFORMATION CONTACT: Mr. Francis Jordan, Airspace Specialist, Airspace Branch, AEA-520, Air Traffic Division, Eastern Region, Federal Aviation Administration, 1 Aviation Plaza, Jamaica, New York 11434-4809, telephone: (718) 553-4521.

SUPPLEMENTARY INFORMATION:

History

On April 28, 2004, a notice proposing to amend part 71 of the Federal Aviation Regulations (14 CFR part 71) by establishing a Class E airspace area at Cooperstown, NY, was published in the **Federal Register** (69 FR 23161-23162). The proposed action would provide controlled airspace to accommodate Standard Instrument Approach Procedures (SIAP), based on area navigation (RNAV), to Cooperstown-Westville Airport. Interested parties were invited to participate in this rulemaking proceeding by submitting written comments on the proposal to the FAA on or before May 28, 2004. No comments to the proposal were received. The rule is adopted as proposed.

The coordinates for this airspace docket are based on North American Datum 83. Class E airspace area designations for airspace extending upward from 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 airspace designation listed in this document will be published in the Order.

The Rule

This amendment to part 71 of the Federal Aviation Regulations (14 CFR part 71) provides controlled Class E airspace extending upward from 700 feet above the surface for aircraft conducting IFR operations within an 8-mile radius of Cooperstown-Westville Airport, Cooperstown, NY.

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 will not have 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—[AMENDED]

■ 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.

§ 71.1 [Amended]

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.

* * * * *

AEA NY E5 Cooperstown, NY (New)

Cooperstown-Westville Airport,
Cooperstown, NY
(Lat. 42°37'45" N., long. 74°53'28" W.)

That airspace extending upward from 700 feet above the surface within an 8-mile radius of Cooperstown-Westville Airport, excluding that portion that coincides with the Oneonta, NY, Class E airspace area.

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Issued in Jamaica, New York, on June 1, 2004.

John G. McCartney,

*Assistant Manager, Air Traffic Division,
Eastern Region.*

[FR Doc. 04–12984 Filed 6–8–04; 8:45 am]

BILLING CODE 4910–13–M

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 71

[Docket No. FAA–2004–17429; Airspace
Docket No. 04–ACE–28]

Modification of Class E Airspace; Scottsbluff, NE

AGENCY: Federal Aviation
Administration (FAA), DOT.

ACTION: Direct final rule; request for
comments.

SUMMARY: This action amends Title 14 Code of Federal Regulations, part 71 (14 CFR 71) by revising Class E airspace areas at Scottsbluff, NE. William B. Heilig Field has been renamed Western Nebraska Regional Airport/William B. Heilig Field and its airport reference point (ARP) revised. The Scottsbluff Class E airspace surface area and Class E airspace area extending upward from 700 feet above the surface (AGL) are each expanded and the extensions to these airspace areas eliminated and/or redefined. The effect of this rule is to provide controlled airspace of appropriate dimensions for aircraft departing and executing instrument approach procedures (IAPs) at Western Nebraska Regional Airport/William B. Heilig Field, to replace "William B. Heilig Field" with "Western Nebraska Regional Airport/William B. Heilig Field" in the legal description of Scottsbluff, NE Class E airspace areas, to incorporate the correct ARP and to bring the Scottsbluff, NE Class E airspace areas and their legal descriptions into compliance with FAA Orders.

DATES: This direct final rule is effective on 0901 UTC, September 30, 2004. Comments for inclusion in the Rules Docket must be received on or before July 29, 2004.

ADDRESSES: Send comments on this proposal to the Docket Management System, U.S. Department of Transportation, Room Plaza 401, Seventh Street, SW., Washington, DC 20590–0001. You must identify the docket number FAA–2004–17429/ Airspace Docket No. 04–ACE–28, 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 Regional 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 surface area and the Class E airspace area extending upward from 700 feet AGL at Scottsbluff, NE. William B. Heilig Field has been renamed Western Nebraska Regional Airport/William B. Heilig Field and its ARP revised. Neither airspace area complies with airspace requirements for diverse departures as set forth in FAA Order 7400.2E, Procedures for Handling Airspace Matters. Extensions to both airspace area are eliminated and/or redefined in order to comply with FAA Order 8260.19C, Flight Procedures and Airspace. "William B. Heilig Field" is replaced with "Western Nebraska Regional Airport/William B. Heilig Field" in the legal descriptions of Scottsbluff, NE Class E airspace areas and the ARP amended to reflect current data. The Scottsbluff, NE Class E surface area is increased from a 4.5-mile radius to a 5.3-mile radius of Western Nebraska Regional Airport/William B. Heilig Field, thereby complying with requirements for diverse departures and eliminating the need for extensions.

The Class E airspace area extending upward from 700 feet above the surface is increased from a 6.8-mile radius to a 7.8-mile radius of Western Nebraska Regional Airport/William B. Heilig Field in order to comply with the criteria for 700 feet AGL airspace required for diverse departures. The east extension of this airspace area is redefined as extending 7 miles east of the Scottsbluff collocated very high frequency omni-directional radio range and tactical air navigational