

Upperville Airport, VA; Eastern West Virginia Regional/Shepherd Field Airport, WV. It consolidates those airspace areas into the amended Washington, DC description. The proliferation of airports with Instrument Flight Rule (IFR) operations within the Washington, DC metropolitan area has resulted in the overlap of numerous Class E airspace areas that complicate the chart depictions. This action clarifies the airspace and diminishes the scope and complexity of charting. The IFR airports within those areas will be incorporated into the Washington, DC Class E airspace area. Accordingly, since this action merely consolidates these airspace areas into one airspace designation and has inconsequential impact on aircraft operations in the area, notice and public procedure under 5 U.S.C. 553(b) are unnecessary.

Class E airspace designations for airspace 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 airspace 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. 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, Incorporated 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 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 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 6005 Class E airspace areas extending from 700 feet or more above the surface of the earth.*

*	*	*	*	*
AEA MD E5	Annapolis, MD [Removed]			
AEA MD E5	Baltimore, MD [Removed]			
AEA MD E5	College Park, MD [Removed]			
AEA MD E5	Edgewood, MD [Removed]			
AEA MD E5	Fort McHenry, MD [Removed]			
AEA MD E5	Fort Meade, MD [Removed]			
AEA MD E5	Frederick, MD [Removed]			
AEA MD E5	Friendly, MD [Removed]			
AEA MD E5	Gaithersburg, MD [Removed]			
AEA MD E5	Indian Head, MD [Removed]			
AEA MD E5	Mitchellville, MD [Removed]			
AEA MD E5	Stevensville, MD [Removed]			
AEA MD E5	University of Maryland, Baltimore, MD [Removed]			
AEA MD E5	Westminster Carroll County Airport, MD [Removed]			
AEA MD E5	Westminster Clearview Airpark, MD [Removed]			
AEA VA E5	Birch Hollow, VA [Removed]			
AEA VA E5	Chantilly, VA [Removed]			
AEA VA E5	Fairfax, VA [Removed]			
AEA VA E5	Upperville, VA [Removed]			
AEA WVA E5	Martinsburg, WV [Removed]			
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Issued in Jamaica, New York, on April 5, 2004.

**John G. McCartney,**

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

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**BILLING CODE 4910–13–M**

## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### 14 CFR Part 71

[Docket No. FAA 2003–16214; Airspace Docket 02–ANM–11]

#### Revision of Class E Airspace; Kalispell, MT

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

**ACTION:** Final rule.

**SUMMARY:** This final rule will revise Class E airspace at Kalispell, MT. An increase in Area Navigation (RNAV) Global Position System (GPS) Standard Instrument Approach procedures (SIAP) operations at Glacier Park International Airport, Kalispell, MT, makes it

necessary to increase the area controlled airspace. This additional controlled airspace extending upward from 1,200 feet above the surface of the earth is necessary for the containment and safety of Instrument Flight Rules (IFR) aircraft transitioning to/from the en route environment and executing these SIAP procedures.

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

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

#### SUPPLEMENTARY INFORMATION:

##### History

On October 21, 2003, the FAA proposed to amend Title 14 Code of Federal Regulations part 71 (CFR part 71) to modify Class E airspace at Kalispell, MT (68 FR 60049). An increase in RNAV GPS SIAP operations at Glacier Park International Airport, Kalispell, MT, makes it necessary to increase the area controlled airspace. This additional controlled airspace is necessary for the containment and safety of IFR aircraft transitioning to/from the en route environment and executing these SIAP procedures.

Interested parties were invited to participate in this rulemaking proceeding by submitting written comments on the proposal to the FAA. No comments were received. Class E airspace designations are published in paragraph 6005 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 E airspace designations listed in this document will be published subsequently in that Order.

##### The Rule

This amendment to 14 CFR part 71 revises Class E airspace at Kalispell, MT. An increase in RNAV GPS SIAP operations at Glacier Park International Airport, Kalispell, MT, makes it necessary to increase the area controlled airspace. This additional controlled airspace extending upward from 1,200 feet above the surface of the earth is for the containment and safety of IFR aircraft transitioning to/from the en route environment and executing these SIAP procedures.

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; 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 part 71.1 of the Federal Aviation Administration Order 7400.9L, Airspace Designations and Reporting Points, dated September 02, 2003, and effective September 16, 2003, is amended as follows:

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

\* \* \* \* \*

#### ANM MT E5 Kalispell, MT [Revised]

Kalispell/Glacier Park International Airport, MT

(Lat. 48°18'41"N., long. 114°15'18"W.);  
Smith Lake Non Directional Beacon (NDB)  
(Lat. 48°06'30"N., long. 114°27'40"W.)

That airspace extending upward from 700 feet above the surface of the earth within a 7 mile radius of Kalispell/Glacier Park International Airport, and within 4.8 miles each side of the 035° and 215° bearings from the Smith Lake NDB extending from the 7 mile radius to 10.5 miles southwest of the NDB; that airspace extending upward from 1,200 feet above the surface of the earth bounded by a line from lat. 47°30'00"N., long. 112°37'30"W.; to lat. 47°43'30"N., long. 112°37'30"W.; to lat. 48°07'30"N., long. 113°30'00"W.; to lat. 48°30'00"N., long. 113°30'00"W.; to lat. 48°30'00"N., long. 116°03'35"W.; to lat. 47°30'00"N., long. 114°54'23"W.; thence to point of origin; excluding Kalispell/Glacier Park

International Airport Class D airspace, Class E2 airspace, and that airspace within Federal Airways.

\* \* \* \* \*

Issued in Seattle, Washington, on April 2, 2004.

**Carla J. Mawhorter,**

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

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**BILLING CODE 4910–13–M**

## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### 14 CFR Part 71

[Docket No. FAA–2003–16266; Airspace  
Docket 01–ANM–11]

#### Amendment to Class E Airspace; Yakima, WA

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

**ACTION:** Final rule.

**SUMMARY:** This amendment modifies the Class E airspace at Yakima, WA. New radar directed missed approach procedures have been developed at Yakima Air Terminal/McAllister Field, Yakima, WA, making it necessary to increase the area of controlled airspace. This additional controlled airspace extending upward from the surface of the earth is necessary for the safety of Instrument Flight Rules (IFR) aircraft executing new radar detected missed approach procedures.

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

**FOR FURTHER INFORMATION CONTACT:** Ed Haeseker, Air Traffic Division, Federal Aviation Administration, 1601 Lind Avenue, SW., Renton, Washington 98055-4556; telephone (425) 227-2527.

**SUPPLEMENTARY INFORMATION:** On August 23, 2001, the FAA proposed to amend Title 14 Code of Federal Regulations, part 71 (14 CFR part 71) by modifying the airspace at Yakima, WA (66 FR 44327). This proposal would modify controlled airspace extending upward from the surface of the earth to contain IFR operations within controlled airspace when executing radar missed approach procedures. The published missed approach procedure for Instrument Landing System (ILS) Runway 27 at the Yakima Air Terminal/McAllister Field Airport requires a course reversal. Application of radar missed approach procedures introduces alternative radar directed courses and will eliminate conflicts with subsequent Runway 27 arrivals. Radar vector

missed approach procedures will increase airport efficiency during peak arrival periods.

Interested parties were invited to participate in this rule making proceeding by submitting written comments on the proposal to the FAA. No comments were received. Class E airspace designations are published in 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 E airspace designations listed in this document will be published subsequently in that Order.

#### The Rule

This amendment to 14 CFR part 71 will modify the Class E airspace at Yakima, WA, to accommodate aircraft executing the radar missed approach procedures. The radar missed approach procedures for ILS Runway 27 requires a course reversal that makes it necessary to increase the area of controlled airspace at the Yakima Air Terminal/McAllister Field Airport, Yakima, WA. This additional Class E airspace extending upward from the surface of the earth is necessary for the containment and safety of aircraft executing these procedures.

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: