

**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 04-917, published on Thursday, January 15, 2004, (69 FR 2996) modified Class E3 and Class E5 airspace areas at Springfield, MO. The modification enlarged the controlled airspace area around Springfield-Branson Regional Airport to provide proper protection of diverse departures, corrected discrepancies in the Springfield-Branson Regional Airport airport reference point, redefined the location of the Springfield collocated very high frequency omni-directional radio range and tactical air navigational aid (VORTAC) and brought the legal descriptions of Springfield, MO, Class E airspace areas into compliance with FAA Order 7400.2E, Procedures for Handling Airspace Matters. However, the published comment period closing date did not provide sufficient time for public response.

Accordingly, pursuant to the authority delegated to me, the response date to the Springfield, MO, Class E airspace areas, as published in the **Federal Register** on Thursday, January 15, 2004, (69 FR 2996) [FR Doc. 04-917] is corrected as follows:

On page 2296, Column 2, paragraph headed **DATES**, fourth line, change "January 27" to read "February 27."

Issued in Kansas City, MO, on January 21, 2004.

**Paul J. Sheridan,**

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

[FR Doc. 04-2441 Filed 2-4-04; 8:45 am]

**BILLING CODE 4910-13-M**

**DEPARTMENT OF TRANSPORTATION**

**Federal Aviation Administration**

**14 CFR Part 71**

[Docket No. FAA-2003-16500; Airspace Docket No. 03-ACE-84]

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

**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 Oskaloosa, IA.

**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 2, 2003 (68 FR 67358). 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 adverse comment, were received with 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 21, 2004.

**Paul J. Sheridan,**

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

[FR Doc. 04-2442 Filed 2-4-04; 8:45 am]

**BILLING CODE 4910-13-M**

**DEPARTMENT OF TRANSPORTATION**

**Federal Aviation Administration**

**14 CFR Part 71**

[Docket No. FAA-2003-16503; Airspace Docket No. 03-ACE-87]

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

**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 Winterset, IA.

**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 3, 2003 (68 FR 67590) and subsequently published a correction to the direct final rule on December 15, 2003 (68 FR 69599). 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 21, 2004.

**Paul J. Sheridan,**

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

[FR Doc. 04-2443 Filed 2-4-04; 8:45 am]

**BILLING CODE 4910-4910-13-M**

**DEPARTMENT OF TRANSPORTATION**

**Federal Aviation Administration**

**14 CFR Part 71**

[Docket No. FAA-2003-16505; Airspace Docket No. 03-ACE-89]

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

**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 Cherokee, IA.

**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 12, 2003 (68 FR

69305). 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 23, 2004.

**Paul J. Sheridan,**

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

[FR Doc. 04-2515 Filed 2-4-04; 8:45 am]

**BILLING CODE 4910-13-M**

## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### 14 CFR Part 71

[Docket No. FAA-2002-14010; Airspace  
Docket No. 02-AAL-09]

**RIN 2120-AA66**

#### Modification and Revocation of Federal Airways; AK

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

**ACTION:** Final rule.

**SUMMARY:** This action revises Very High Frequency Omnidirectional Range (VOR) Federal airway Victor 317 (V-317); and revokes V-307 and V-362 in Alaska. The FAA is taking this action due to the decommissioning of the McInnes Nondirectional Radio Beacon (NDB) in Canada.

**EFFECTIVE DATES:** 0901 UTC, April 15, 2004.

**FOR FURTHER INFORMATION CONTACT:** Ken McElroy, Airspace and Rules Division, ATA-400, Office of Air Traffic Airspace Management, Federal Aviation Administration, 800 Independence Avenue, SW., Washington, DC 20591; telephone: (202) 267-8783.

#### SUPPLEMENTARY INFORMATION:

##### History

On January 30, 2003, the FAA published, in the **Federal Register**, a notice proposing to revise V-317 and Amber 15 (A-15); and revoke V-307 and V-362 in Alaska (68 FR 4742). The proposed revision to A-15 has been

removed from this action, since a flight inspection was not completed for that portion of the original proposal. Final action on A-15 will be addressed in future rulemaking. The FAA is taking this action due to the decommissioning of the McInnes NDB in Canada.

Interested parties were invited to participate in this rulemaking effort by submitting written comments on the proposal. No comments were received regarding this proposal. With the exception of the final action on A-15 and minor editorial changes, this amendment is the same as that proposed in the notice.

#### The Rule

This action amends title 14 Code of Federal Regulations (14 CFR) part 71 (part 71) by revising V-317, and revoking V-307 and V-362 in Alaska. The FAA is taking this action due to the decommissioning of the McInnes NDB in Canada.

Alaskan VOR Federal airways are published in paragraph 6010(b) 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 Alaska VOR Federal airways listed in this document would 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 Department of Transportation (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 proposed 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.

#### Environmental Review

The FAA has determined that this action qualifies for categorical exclusion under the National Environmental Policy Act in accordance with FAA Order 1050.1D, Policies and Procedures for Considering Environmental Impacts. This airspace action is not expected to cause any potentially significant environmental impacts, and no extraordinary circumstances exist that warrant preparation of an environmental assessment.

#### 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, B, C, D, AND E AIRSPACE AREAS; AIR TRAFFIC SERVICE 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 FAA Order 7400.9L, Airspace Designations and Reporting Points, dated September 2, 2003, and effective September 16, 2003, is amended as follows:

Paragraph 6010(b) Alaskan VOR Federal Airways

\* \* \* \* \*

V-307 (Revoked)

\* \* \* \* \*

V-362 (Revoked)

\* \* \* \* \*

V-317 (Revised)

From Vancouver, BC, Canada via Comox, BC, Canada; Port Hardy, BC, Canada; Sandspit, BC, Canada; Annette Island, AK; Level Island, AK; Sisters Island, AK; to INT Sisters Island 272° and Yakutat, AK, 139° radials. The airspace within Canada is excluded.

\* \* \* \* \*

Issued in Washington, DC, January 20, 2004.

**Reginald C. Matthews,**

*Manager, Airspace and Rules Division.*

[FR Doc. 04-2437 Filed 2-4-04; 8:45 am]

**BILLING CODE 4910-13-P**

## DEPARTMENT OF HOMELAND SECURITY

### Coast Guard

#### 33 CFR Part 117

[CGD08-04-001]

**RIN 1625-AA09**

#### Drawbridge Operation Regulation; Alabama River, Montgomery, AL

**AGENCY:** Coast Guard, DHS.

**ACTION:** Final rule.