

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

[Docket No. FAA-2003-14933; Airspace
Docket No. 03-ACE-36]

Modification of Class E Airspace; Pratt, KS

AGENCY: Federal Aviation
Administration, 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 Pratt,
KS.

EFFECTIVE DATE: 0901 UTC, September 4,
2003.

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 May 5, 2003 (68 FR 23579).
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
September 4, 2003. 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 June 10,
2003.

David W. Hope,

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

[FR Doc. 03-15681 Filed 6-19-03; 8:45 am]

BILLING CODE 4910-13-M

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

[Docket No. FAA-2003-14656; Airspace
Docket No. 03-ACE-25]

**Establishment of Class E Airspace;
Brookfield, MO**

AGENCY: Federal Aviation
Administration (FAA), DOT.

ACTION: Final rule.

SUMMARY: This action establishes a Class
E airspace area at Brookfield, MO. The
FAA has developed Standard
Instrument Approach Procedures
(SIAPs) to serve the North Central
Missouri Regional Airport, Brookfield,
MO. Controlled airspace is needed to
accommodate the SIAPs.

The effect of this proposal is to
provide controlled Class E airspace for
aircraft executing the SIAPs and to
segregate aircraft using instrument
approach procedures in instrument
conditions from aircraft operating in
visual conditions.

EFFECTIVE DATE: 0901 UTC, September 4,
2003.

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**

On Monday, May 5, 2003, the FAA
proposed to amend Title 14 Code of
Federal Regulations, part 71 (14 CFR
part 71) by establishing a Class E
airspace area at Brookfield, MO (68 FR
23622). The FAA has developed an Area
Navigation (RNAV) Global Positioning
System (GPS) Runway (RWY) 18,
ORIGINAL SIAP and an RNAV (GPS)
RWY 36, ORIGINAL SIAP to serve
North Central Missouri Regional
Airport, Brookfield, MO. Controlled
airspace extending upward from 700
feet Above Ground Level (AGL) is
needed to accommodate the SIAPs. The
proposal was to establish a Class E
airspace area extending upward from
700 feet above the surface at Brookfield,
MO. 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.

Class E airspace areas extending
upward from 700 feet or more above the

surface of the earth are published in
Paragraph 6005 of FAA Order 7400.9K,
dated August 30, 2002, and effective
September 16, 2002, 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 Rule

This amendment to 14 CFR Part 71
establishes a Class E airspace area
extending upward from 700 feet above
the surface at Brookfield, MO. This
action provides controlled airspace to
accommodate aircraft executing newly
developed SIAPs serving North Central
Missouri Regional Airport, Brookfield,
MO. The area will be depicted on
appropriate aeronautical charts.

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 Adminis-
tration Order 7400.9K, Airspace Designa-
tions and Reporting Points, dated August