

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

\* \* \* \* \*

**ACE KS E5 Great Bend, KS**

Great Bend Municipal Airport, KS  
(Lat. 38°20'39" N., long. 98°51'33" W.)

That airspace extending upward from 700 feet above the surface within a 6.9-mile radius of Great Bend Municipal Airport and within 4 miles each side of the 302° bearing from the airport extending from the 6.9-mile radius to 15.6 miles northwest of the airport.

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Issued in Kansas City, MO, on November 24, 2003.

**Paul J. Sheridan,**

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

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

[Docket No. FAA-2003-16081-; Airspace Docket No. 03-ACE-73]

**Modification of Class E Airspace; Kingman, KS**

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

**ACTION:** Direct final rule; request for comments.

**SUMMARY:** Kingman Municipal Airport, Kingman, KS, has been renamed Kingman Airport—Clyde Cessna Field. Area Navigation (RNAV) Global Positioning System (GPS) Standard Instrument Approach Procedures (SIAPs) have been developed to serve Kingman Airport—Clyde Cessna Field. Also, an existing SIAP serving Kingman Airport—Clyde Cessna Field has been amended. An examination of controlled airspace for Kingman, KS revealed discrepancies in the legal description of the Class E airspace area.

This action modifies the Kingman, KS Class E airspace area, replaces "Kingman Municipal Airport" in the legal description of Kingman, KS Class E airspace area with "Kingman Airport—Clyde Cessna Field," provides controlled airspace of appropriate

dimensions to protect aircraft executing SIAPs to Kingman Airport—Clyde Cessna Field and brings the Class E airspace area and legal description into compliance with FAA Orders.

**DATES:** This direct final rule is effective on 0901 UTC, April 15, 2004. Comments for inclusion in the Rules Docket must be received on or before January 14, 2004.

**ADDRESSES:** Send comments on this proposal to the Docket Management System, U.S. Department of Transportation, Room Plaza 401, 400 Seventh Street, SW., Washington, DC 20590-0001. You must identify the docket number FAA-2003-16081/Airspace Docket No. 03-ACE-73, at the beginning of your comments. You may also submit comments on the Internet at <http://www.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:** 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:** This amendment to 14 CFR 71 modifies the Class E airspace area extending upward from 700 feet above the surface at Kingman, KS. It replaces "Kingman Municipal Airport," the former name of the airport, with "Kingman Airport—Clyde Cessna Field," the new name of the airport, in the legal description. A review of controlled airspace at Kingman, KS indicates existing 700 feet Above Ground Level (AGL) airspace does not meet criteria for diverse departures as specified in FAA Order 7400.2E, Procedures for Handling Airspace Matters. The criteria in FAA Order 7400.2E for an aircraft to reach 1200 feet AGL is based on a standard climb gradient of 200 feet per mile plus the distance from the Airport Reference Point (ARP) to the end of the outermost runway. Any fractional part of a mile is converted to the next higher tenth of a mile. The area is enlarged to conform to the criteria in FAA Order 7400.2E. An amendment to the Very High Frequency Omni-Directional Range (VOR)/Distance Measuring Equipment (DME) Runway (RWY) 18 SIAP raises the final approach fix crossing altitude and thereby

eliminates the need for the north extension of the Kingman, KS Class E airspace area. This action brings the legal description of this airspace area into compliance with FAA Order 7400.2E. The area will be depicted on appropriate aeronautical charts. 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 7400.9L, 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 Direct Final Rule Procedure**

The FAA anticipates that this regulation will not result in adverse or negative comment and, therefore, is issuing it as a direct final rule. Previous actions of this nature have not been controversial and have not resulted in adverse comments or objections. Unless a written adverse or negative comment, or a written notice of intent to submit an adverse or negative comment is received within the comment period, the regulation will become effective on the date specified above. After the close of the comment period, the FAA will publish a document in the **Federal Register** indicating that no adverse or negative comments were received and confirming the date on which the final rule will become effective. If the FAA does receive, within the comment period, an adverse or negative comment, or written notice of intent to submit such a comment, a document withdrawing the direct final rule will be published in the **Federal Register**, and a notice of proposed rulemaking may be published with a new comment period.

**Comments Invited**

Interested parties are invited to participate in this rulemaking by submitting such written data, views, or arguments, as they may desire. Comments that provide the factual basis supporting the views, and suggestions presented are particularly helpful in developing reasoned regulatory decisions on the proposal. Comments are specifically invited on the overall regulatory, aeronautical, economic, environmental, and energy-related aspects of the proposal. Communications should identify both docket numbers and be submitted in triplicate to the address listed above. Commenters wishing the FAA to acknowledge receipt of their comments on this notice must submit with those comments a self-addressed, stamped postcard on which the following statement is made: "Comments to