

Airport to Homestead Air Reserve Base (ARB). As a result of an evaluation, it has been determined a modification should be made to the Homestead, FL, Class D and E4 airspace areas to contain the Tactical Air Navigation (TACAN) or Instrument Landing System (ILS) Runway (RWY) 5, Standard Instrument Approach Procedure (SIAP) to the Homestead ARB. Additional surface area airspace is needed to contain the SIAP.

EFFECTIVE DATE: 0901 UTC, June 10, 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) 305-5627.

SUPPLEMENTARY INFORMATION:

History

On February 19, 2004, the FAA proposed to amend part 71 of the Federal Aviation Regulations (14 CFR part 71) by amending Class D and E4 airspace at Homestead ARB, FL (69 FR 7713). This action provides adequate Class D and E4 airspace for IFR operations at Homestead ARB, FL. Designations for Class D airspace areas extending upward from the surface of the earth and Class E airspace designations for airspace designated as surface areas are published in Paragraphs 5000 and 6004 respectively, of FAA Order 7400.9L, dated September 2, 2003, and effective September 16, 2003, 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 E4 airspace at Homestead ARB, FL.

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. 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 Administration Order 7400.9L, Airspace Designations and Reporting Points, dated September 2, 2003, and effective September 16, 2003, is amended as follows:

Paragraph 5000 Class D Airspace
* * * * *

ASO FL D Homestead, FL [Revised]

Homestead ARB, FL
(Lat. 25°29'18" N., long. 80°23'01" W.)

That airspace extending upward from the surface to and including 2,500 feet MSL within a 5.5-mile radius of Homestead ARB.

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Paragraph 6004 Class E Airspace Areas Designated as an Extension to a Class D or Class E Surface Area
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ASO FL E4 Homestead, FL [Revised]

Homestead ARB, FL
(Lat. 25°29'18" N., long. 80°23'01" W.)

That airspace extending upward from the surface within 1.5 miles each side of the 50° bearing and the 230° bearing from Homestead ARB extending from the 5.5-mile radius to 7 miles northeast and southwest of the airport.

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Issued in College Park, Georgia on March 31, 2004.

Jeffrey U. Vincent,

Acting Manager, Air Traffic Division, Southern Region.

[FR Doc. 04–8357 Filed 4–12–04; 8:45 am]

BILLING CODE 4910–13–M

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 71

[Docket No. FAA–2004–16904; Airspace Docket No. 04–ASO–2]

Establishment of Class E5 Airspace; Jamestown, KY; Correction

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Correcting amendment.

SUMMARY: This document contains a correction to the final rule (FAA–2004–16904; 04–ASO–2), which was published in the **Federal Register** on March 23, 2004, (69 FR 13470), establishing Class E5 airspace at Jamestown, KY. This action corrects an error in the legal description for the Class E5 airspace at Russell County Airport, KY.

EFFECTIVE DATE: Effective 0901 UTC, June 10, 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) 305-5627.

SUPPLEMENTARY INFORMATION:

Background

Federal Register Document 04–6453, Docket No. FAA–2004–16904; Airspace Docket 04–ASO–2, published on March 23, 2004, (69 FR 13470), establishes Class E5 airspace at Russell County Airport, KY. An error was discovered in the legal description, describing the Class E5 airspace area. The word "mile" was inadvertently omitted after 6.5 and before the word radius. This action corrects the error.

Designations for 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, Airspace Designations and Reporting Points, 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.

Need for Correction

As published, the final rule contains an error, which inadvertently omits the word "mile". Accordingly, pursuant to the authority delegated to me, the legal description for the Class E5 airspace area at Jamestown, KY, incorporated by reference at § 71.1, 14 CFR 71.1, and published in the **Federal Register** on March 23, 2004, (69 FR 16904), is corrected by making the following correcting amendment.

List of Subjects in 14 CFR Part 71

Airspace, Incorporation by reference, Navigation (air).

■ In consideration of the foregoing, the Federal Aviation Administration corrects the adopted amendment, 14 CFR Part 71, by making the following correcting amendment:

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 [Corrected]

■ 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, 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.

* * * * *

ASO KY 5E Jamestown, KY [Corrected]

Russell County Airport, KY
(Lat. 37°00'32" N., long. 85°06'10" W.)

That airspace extending upward from 700 feet above the surface within a 6.5-mile radius of Russell County Airport.

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Issued in College Park, Georgia on March 31, 2004.

Jeffrey U. Vincent,

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

[FR Doc. 04–8359 Filed 4–12–04; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 71

[Docket No. FAA–2004–17295; Airspace
Docket No. 04–AEA–02]

Amendment of Class E Airspace; District of Columbia, Maryland, Virginia, and West Virginia

AGENCY: Federal Aviation
Administration (FAA), DOT.

ACTION: Final Rule; request for
comments.

SUMMARY: This action removes the description of the Class E airspace designated for Andrews Air Force Base, MD; Lee Airport, MD; Baltimore Washington International Airport, MD; Martin State Airport, MD; College Park Airport, MD; Maryland State Police Heliport, Ft. McHenry, MD; Tipton Airport, MD; Frederick Municipal Airport, MD; Potomac Airport, MD; Montgomery County Airport, MD; Freeway Airport, MD; Bay Bridge Airport, MD; Cowley Shock Trauma Center Heliport, Baltimore, MD; Carroll County Airport, MD; Clearview Airpark, MD; Maryland Airport, MD; Davison Army Airfield, Ft. Belvoir, VA; Birch Hollow, VA; Washington Dulles International Airport, VA; Leesburg Executive Airport, VA; Manassas Municipal/Harry P. Davis Airport, VA; Mobile Business Resources Corporation Heliport, VA; Upperville Airport, VA; Eastern West Virginia Regional/Shepherd Field Airport, WV. The affected Class E–5 airspace for the airports included in these descriptions will be consolidated into the amended Washington, DC airspace description contained in Docket No. FAA–2004–17295; Airspace Docket No. 04–AEA–01, effective August 5, 2004.

DATES: *Effective date:* August 5, 2004.

Comment Date: Comments must be received on or before June 30, 2004.

ADDRESSES: Send comments on the rule 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–2004–17295; Airspace Docket No. 04–AEA–02 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 rule, any comments received, and any final disposition in person in the Docket 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.

An informal docket may also be examined during normal business hours at the office of the Regional Air Traffic Division, Federal Aviation Administration, Eastern Region, 1 Aviation Plaza, Jamaica, NY 11434–4890.

FOR FURTHER INFORMATION CONTACT: Mr. Francis Jordan, Airspace Specialist, Airspace Branch, AEA–520, Aviation Plaza, Jamaica, NY 11434–4809, telephone: (718) 553–4521.

SUPPLEMENTARY INFORMATION: Although this action is a final rule, which involves the amendment of Class E airspace within District of Columbia, Maryland, Virginia, and West Virginia, by consolidating that airspace into one description, and was not preceded by notice and public procedure, comments are invited on the rule. This rule will become effective on the date specified in the **DATES** section. However, after the review of any comments, if the FAA finds that further changes are appropriate, it will initiate rulemaking proceedings to extend the effective date or to amend the regulation.

Comments that provide the factual basis supporting the views and suggestions presented are particularly helpful in evaluating the effects of the rule, and in determining whether additional rulemaking is required. Comments are specifically invited on the overall regulatory, aeronautical, economic, environmental, and energy-related aspects of the rule which might suggest the need to modify the rule.

The Rule

This amendment to Part 71 of the Federal Aviation Regulations (14 CFR Part 71) amends the description of Class E airspace in the Washington, DC area by removing the airspace designations for Andrews Air Force Base, MD; Lee Airport, MD; Baltimore Washington International Airport, MD; Martin State Airport, MD; College Park Airport, MD; Maryland State Police Heliport, Ft. McHenry, MD; Tipton Airport, MD; Frederick Municipal Airport, MD; Potomac Airport, MD; Montgomery County Airpark, MD; Freeway Airport, MD; Bay Bridge Airport, MD; Cowley Shock Trauma Center Heliport, Baltimore, MD; Carroll County Airport, MD; Clearview Airpark, MD; Maryland Airport, MD; Davison Army Air Field, Ft. Belvoir, VA; Birch Hollow, VA; Washington Dulles International Airport, VA; Leesburg Executive Airport, VA; Manassas Municipal/Harry P. Davis Airport, VA; Mobil Business Resources Corporation Heliport, VA;