

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 71

[Docket No. FAA-2004-17144; Airspace
Docket No. 04-ACE-10]

**Modification of Class E Airspace;
Cedar Rapids, 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 Cedar
Rapids, IA.

EFFECTIVE DATE: 0901 UTC, June 10,
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 March 12, 2004 (69 FR
11793). 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
June 10, 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 April 15,
2004.

Elizabeth S. Wallis,

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

[FR Doc. 04-9400 Filed 4-23-04; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 71

[Docket No. FAA-2004-17421; Airspace
Docket No. 04-ACE-22]

**Modification of Class E Airspace;
Chappell, NE**

AGENCY: Federal Aviation
Administration (FAA), DOT.

ACTION: Direct final rule; request for
comments.

SUMMARY: This action amends Title 14
Code of Federal Regulations, part 71 (14
CFR 71) by revising Class E airspace at
Chappell, NE. A review of controlled
airspace for Billy G Ray Field revealed
it does not comply with the criteria for
700 feet above ground level (AGL)
airspace required for diverse departures.
The review also identified discrepancies
in the legal description for the Chappell,
NE Class E airspace area. The area is
modified and enlarged to conform to the
criteria in FAA Orders.

DATES: This direct final rule is effective
on 0901 UTC, August 5, 2004.
Comments for inclusion in the Rules
Docket must be received on or before
June 2, 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-2004-17421/
Airspace Docket No. 04-ACE-22, 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 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:

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: This
amendment to 14 CFR 71 modified the
Class E airspace area extending upward
from 700 feet above the surface at
Chappell, NE. An examination of
controlled airspace for Billy G Ray Field
revealed it does not meet the criteria for

700 feet AGL airspace required 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 to the end of the outermost
runway. Any fractional part of a mile is
converted to the next higher tenth of a
mile. The review also identified that the
Chappell, NE Class E airspace area legal
description was not in compliance with
FAA Order 8260.19C, Flight Procedures
and Airspace. The limit of the Class E
airspace area extension should be
defined as a distance from the Chappell
nondirectional radio beacon (NDB).
Inclusion of 1,200 AGL airspace in the
legal description is unnecessary since
this area is also defined in ANM CO E5
Denver, CO. This amendment expands
the airspace area from a 6-mile radius
to a 6.4-mile radius of Billy G Ray
Field, defines the extension in relation
to the Chappell NDB, corrects an error
in the bearing from the NDB describing
the Class E airspace area extension,
deletes a description of 1,200 AGL
airspace and brings the legal description
of the Chappell, NE Class E airspace
area into compliance with FAA Orders
7400.2E and 8260.19C. This 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,
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.

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,