

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 Docket No. FAA-2003-15454/Airspace Docket No. 03-ACE-52." The postcard will be date/time stamped and returned to the commenter.

Agency Findings

The regulations adopted herein will not have a substantial direct effect on the States, on the relationship between the national Government and the States, or on the distribution of power and responsibilities among the various levels of government. Therefore, it is determined that this final rule does not have federalism implications under Executive Order 13132.

The FAA has determined that this regulation is noncontroversial and unlikely to result in adverse or negative comments. For the reasons discussed in the preamble, I certify 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) if promulgated will not have a significant economic impact, positive or negative, 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

■ Accordingly, 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: U.S.C. 106(g), 40103, 40113, 40120; E.O. 10854, 24 FR 9565, 3CFR 1959-1963 Comp., p. 389.

§ 71.1 [Amended]

■ 2. The incorporation by reference in 14 CFR 71.1 of Federal Aviation Administration Order 7400.9K, dated August 20, 2002, and effective September 16, 1002, 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 Wichita Mid-Continent Airport, KS.

Wichita Mid-Continent Airport, KS,
(Lat. 37°39'00" N., long. 97°25'59" W.)
Wichita Mid-Continent Localizer Runway 1L,
(Lat. 37°39'51" N., long. 97°25'57" W.)
Wichita McConnell Air Force Base, KS,
(Lat. 37°37'33" N., long. 97°16'03" W.)
Wichita McConnell Air Force Base Localizer Runway 1L,
(Lat. 37°38'32" N., Long. 97°15'50" W.)
Wichita Colonel James Jabara Airport, KS,
(Lat. 37°44'51", long. 97°13'16" W.)
Augusta Municipal Airport, KS,
(Lat. 37°40'18" long. 97°04'40" W.)
AUBRA Waypoint,
(Lat. 37°55'14" N., long. 97°11'13" W.)

The airspace extending upward from 700 feet above the surface within a 7.2-mile radius of Wichita Mid-Continent Airport and within 4 miles west east of the Mid-Continent Airport ILS localizer course to runway 1L extending from the airport to 13 miles south of the airport and to 7.4 miles north of the airport and within a 7.0 mile radius of the McConnell Air force Base (AFB) and within 1.8 miles each side of the McConnell AFB ILS runway 1L localizer

course extending from the AFB to 11.2 miles south of the AFB and within a 6.4-mile radius of the Augusta Municipal Airport and within a 6.5 mile radius of the Colonel James Jabara Airport and within 1.8 miles each side of a lone extending from the Colonel James Jabara Airport to the AUGRA Waypoint extending from the 6.5-mile radius to 7 miles north of the airport.

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Issued in Kansas City, MO, on June 30, 2003.

Herman J. Lyons, Jr.,

Manager, Air Traffic Davison, Central Region.
[FR Doc. 03-17766 Filed 7-14-03; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 71

[Docket No. FAA-2003-15455; Airspace Docket No. 03-ACE-53]

Modification of Class E Airspace; Sioux Center, IA

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Direct final rule; request for comments.

SUMMARY: This action modifies Class E airspace at Sioux Center, IA. An examination of controlled airspace for Sioux Center, IA revealed discrepancies in the Sioux Center Municipal Airport airport reference point used in the legal description for the Sioux Center, IA Class E airspace area. This action corrects the discrepancies by modifying the Sioux Center, IA Class E airspace area. It also incorporates the revised Sioux Center Municipal Airport airport reference point in the Class E airspace legal description.

DATES: This direct final rule is effective on 0901 UTC, October 30, 2003. Comments for inclusion in the Rules Docket must be received on or before August 21, 2003.

ADDRESSES: Send comments on its 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-2003-15455/ Airspace Docket No. 03-ACE-53, 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: Kathy Randolph, Air Traffic Division, Airspace Branch, ACE-520C, DOT Municipal 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 of the earth at Sioux Center, IA. An examination of controlled airspace for Sioux Center, IA revealed discrepancies in the Sioux Center Municipal Airport airport reference point, computation of required controlled airspace and appropriate application of magnetic variation. This amendment incorporates the revised Sioux Center Municipal Airport airport reference point, redefines Class E airspace around Sioux Center Municipal Airport at the 6.5-mile radius versus the 6-mile radius, applies the appropriate magnetic variation to the Class E airspace extension and brings the legal description of the Sioux Center, IA Class E airspace area into compliance with FAA Order 7400.2E, Procedures for Handling Airspace Matters. This area will be depicted on appropriate aeronautical charts. Class E airspace areas extending upward from 700 feet or more above the surface on 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 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 comment on this notice must submit with those comments a self-addressed, stamped postcard on which the following statement is made: "Comments to Docket No. FA-2003-15455/Airspace Docket No. 03-ACE-53." The postcard will be date/time stamped and returned to the commenter.

Agency Findings

The regulation adopted herein will not have a substantial direct effect on the States, on the relationship between the national Government and the States, or on the distribution of power and responsibilities among the various levels of government. Therefore, it is determined that this final rule does not have federalism implications under Executive Order 13132.

The FAA has determined that this regulation is noncontroversial and unlikely to result in adverse or negative comments. For the reasons discussed in the preamble, I certify that 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) if promulgated, will not have a significant economic impact, positive or negative, 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

Accordingly, 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 Administration Order 7400.9K, dated August 30, 2003, and effective September 16, 2002, is amended as follows:

* * * * *

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

* * * * *

ACE IA E5 Sioux Center, IA.

Sioux Center Municipal Airport, IA
(Lat. 43°08'04" N., long. 96°11'15" W.)
Sioux Center NDB,
(Lat. 43°07'59" N., long. 96°11'23" W.)

That airspace extending upward from 700 feet above the surface within a 6.5-mile radius of Sioux Center Municipal Airport and within 2.6 miles each side of the 005° bearing from the Sioux Center NDB extending from the 6.5-mile radius to 7.4 miles north of the airport.

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Issued in Kansas City, MO, on June 30, 2003.

Herman J. Lyons, Jr.,
Manager, Air Traffic Division, Central Region.
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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 71

[Docket No. FAA-2003-15077; Airspace Docket No. 03-ACE-45]

Modification of Class E Airspace; Pocahontas, IA

AGENCY: Federal Aviation Administration (FAA), DOT.

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

SUMMARY: This action corrects a direct final rule; request for comments that