

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

[Docket No. FAA-2003-14644; Airspace  
Docket No. 03-AGL-01]

**Modification of Class E Airspace;  
Kenton, OH; Revocation of Class E  
Airspace; Bellefontaine, OH**

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

**ACTION:** Final rule.

**SUMMARY:** This action modifies Class E airspace at Kenton, OH, and revokes Class E airspace at Bellefontaine, OH. Area Navigation (RNAV) Standard Instrument Approach Procedures (SIAPS) have been developed for a new airport at Bellefontaine, OH, which has been named Bellefontaine Regional Airport. Controlled airspace extending upward from 700 feet above the surface of the earth is needed to contain aircraft executing these approaches. This action modifies existing controlled airspace for Hardin County Airport, and revokes existing controlled airspace for the old Bellefontaine Municipal Airport.

**EFFECTIVE DATE:** 0901 UTC, October 30, 2003.

**FOR FURTHER INFORMATION CONTACT:** Denis C. Burke, Air Traffic Division, Airspace Branch, AGL-520, Federal Aviation Administration, 2300 East Devon Avenue, Des Plaines, Illinois 60018, telephone (847) 294-7568.

**SUPPLEMENTARY INFORMATION:****History**

On Monday, March 31, 2003, the FAA proposed to amend 14 CFR part 71 to modify Class E airspace at Kenton, OH, and revoke Class E airspace at Bellefontaine, OH, (68 FR 15388). The proposal was to modify controlled airspace extending upward from 700 feet above the surface of the earth to contain Instrument Flight Rules (IFR) operations in controlled airspace during portions of the terminal operation and while transiting between the enroute and terminal environments. 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 designations listed in this document will be published subsequently in the order.

**The Rule**

This amendment to 14 CFR part 71 modifies Class E airspace at Kenton, OH, and revokes Class E airspace at Bellefontaine, OH. This will accommodate aircraft executing instrument flight procedures. 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, proposed 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 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, 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 the Federal Aviation Administration Order 7400.9K, Airspace Designations and Reporting Points, dated August 30, 2002, 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.*

**AGL OH E5 Bellefontaine, OH [Revoked]**

**AGL OH E5 Kenton, OH [Revised]**

That airspace extending upward from 700 feet above the surface bounded by a line beginning at lat. 40°43'34" N., long. 83°33'51"W., to lat. 40°38'16"N., long. 83°23'39"W., to lat. 40°30'37"N., long. 83°30'57"W., to lat. 40°24'00"N., long. 83°33'37"W., to lat. 40°13'31"N., long. 83°40'22"W., to lat. 40°11'47"N., long. 83°52'11"W., to lat. 40°16'44"N., long. 84°01'10"W., to lat. 40°24'31"N., long. 84°02'39"W., to lat. 40°31'30"N., long. 83°56'56"W., to lat. 40°32'35"N., long. 83°46'53"W., to lat. 40°38'56"N., long. 83°48'49"W., to lat. 40°43'49"N., long. 83°42'14"W., to the point of beginning, excluding that airspace within the Urbana, OH Class E airspace area.

\* \* \* \* \*

Issued in Des Plaines, Illinois on July 9, 2003.

**Nancy B. Shelton,**

*Manager, Air Traffic Division, Great Lakes Region.*

[FR Doc. 03-19167 Filed 7-25-03; 8:45 am]

**BILLING CODE 4910-13-M**

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

[Docket No. FAA-2003-15360; Airspace  
Docket No. 03-ASO-7]

**Amendment of Class E5 Airspace;  
Tuscaloosa, AL; Correction**

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

**ACTION:** Correcting amendment.

**SUMMARY:** This document contains a correction to the final rule (FAA-2003-15360; 03-ASO-7), which was published in the **Federal Register** on June 16, 2003, (68 FR 35535), amending Class E5 airspace at Tuscaloosa, AL. This action changes the name of the Tuscaloosa Municipal Airport to the Tuscaloosa Regional Airport.

**EFFECTIVE DATE:** Effective 0901 UTC, September 4, 2003.

**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 03-15142, Docket No. FAA-2003-15360; Airspace

Docket 03-ASO-7, published on June 16, 2003, (68 FR 35535), amends Class E5 airspace at Tuscaloosa, AL, changing the name of the Tuscaloosa VHF Omnidirectional Range/Tactical Air Navigation (VORTAC) to Crimson VORTAC. On July 15, 2003, the Tuscaloosa Municipal Airport name was changed to the Tuscaloosa Regional Airport. This action corrects the published docket.

Designations for Class E airspace areas designated as surface areas are published in Paragraph 6002 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.

### Need for Correction

As published, the final rule contains an error which incorrectly identifies the name of the airport. Accordingly, pursuant to the authority delegated to me, the legal description for the Class E5 airspace area at Tuscaloosa, AL, incorporated by reference at § 71.1, 14 CFR 71.1, and published in the **Federal Register** on June 16, 2003, (68 FR 35535), 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 7400.9K, Airspace Designations and Reporting Points, dated August 30, 2002, and effective September 16, 2002, is amended as follows:

*Paragraph 6002 Class E airspace designated as surface areas.*

\* \* \* \* \*

### ASO AL E5 Tuscaloosa, AL [Corrected]

Tuscaloosa Regional Airport, AL  
(Lat. 33°13'14" N., long. 87°36'41" W.  
CRIMSON VORTAC  
(Lat. 33°15'32" N., long. 87°32'13" W)

That airspace extending upward from 700 feet above the surface within a 7-mile radius of Tuscaloosa Regional Airport and within 2.4 miles each side of Crimson VORTAC 058° radial, extending from the 7 mile radius to 7 miles northeast of the VORTAC.

\* \* \* \* \*

Issued in College Park, Georgia, on July 18, 2003.

**Walter R. Cochran,**

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

[FR Doc. 03-19156 Filed 7-25-03; 8:45 am]

**BILLING CODE 4910-13-M**

## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### 14 CFR Part 97

[Docket No. 30378 ; Amdt. No. 3067 ]

### Standard Instrument Approach Procedures; Miscellaneous Amendments

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

**ACTION:** Final rule.

**SUMMARY:** This amendment establishes, amends, suspends, or revokes Standard Instrument Approach Procedures (SIAPs) for operations at certain airports. These regulatory actions are needed because of the adoption of new or revised criteria, or because of changes occurring in the National Airspace System, such as the commissioning of new navigational facilities, addition of new obstacles, or changes in air traffic requirements. These changes are designed to provide safe and efficient use of the navigable airspace and to promote safe flight operations under instrument flight rules at the affected airports.

**DATES:** This rule is effective July 28, 2003. The compliance date for each SIAP is specified in the amendatory provisions.

The incorporation by reference of certain publications listed in the regulations is approved by the Director of the Federal Register as of July 28, 2003.

**ADDRESSES:** Availability of matters incorporated by reference in the amendment is as follows:

*For Examination—*

1. FAA Rules Docket, FAA Headquarters Building, 800

Independence Avenue, SW., Washington, DC 20591;

2. The FAA Regional Office of the region in which the affected airport is located;

3. The Flight Inspection Area Office which originated the SIAP; or,

4. The Office of Federal Register, 800 North Capitol Street, NW., Suite 700, Washington, DC.

*For Purchase—*Individual SIAP copies may be obtained from:

1. FAA Public Inquiry Center (APA-200), FAA Headquarters Building, 800 Independence Avenue, SW., Washington, DC 20591; or

2. The FAA Regional Office of the region in which the affected airport is located.

*By Subscription—*Copies of all SIAPs, mailed once every 2 weeks, are for sale by the Superintendent of Documents, U.S. Government Printing Office, Washington, DC 20402.

### FOR FURTHER INFORMATION CONTACT:

Donald P. Pate, Flight Procedure Standards Branch (AMCAFS-420), Flight Technologies and Programs Division, Flight Standards Service, Federal Aviation Administration, Mike Monroney Aeronautical Center, 6500 South MacArthur Blvd. Oklahoma City, OK 73169 (Mail Address: PO Box 25082 Oklahoma City, OK 73125) telephone: (405) 954-4164.

**SUPPLEMENTARY INFORMATION:** This amendment to part 97 of the Federal Aviation Regulations (14 CFR part 97) establishes, amends, suspends, or revokes Standard Instrument Approach Procedures (SIAPs). The complete regulatory description of each SIAP is contained in official FAA form documents which are incorporated by reference in this amendment under 5 U.S.C. 552(a), 1 CFR part 51, and § 97.20 of the Federal Aviation Regulations (FAR). The applicable FAA Forms are identified as FAA Forms 8260-3, 8260-4, and 8260-5. Materials incorporated by reference are available for examination or purchase as stated above.

The large number of SIAPs, their complex nature, and the need for a special format make their verbatim publication in the **Federal Register** expensive and impractical. Further, airmen do not use the regulatory text of the SIAPs, but refer to their graphic depiction on charts printed by publishers of aeronautical materials. Thus, the advantages of incorporation by reference are realized and publication of the complete description of each SIAP contained in FAA form documents is unnecessary. The provisions of this amendment state the