

**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, 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 SC D Hilton Head Island, SC [NEW]**

Hilton Head Airport, SC  
(Lat. 32°13'28" N, long. 80°41'51" W)

That airspace extending upward from the surface to and including 2,000 feet MSL within a 3.9-mile radius of the Hilton Head Airport. This Class D airspace area is effective during the specific days and times established in advance by a Notice to Airmen. The effective days and times will thereafter be continuously published in the Airport/Facility Directory.

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Issued in College Park, Georgia, on December 12, 2003.

**Walter R. Cochran,**

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

[FR Doc. 03–31743 Filed 12–23–03; 8:45 am]

**BILLING CODE 4910–13–M**

**DEPARTMENT OF TRANSPORTATION**

**Federal Aviation Administration**

**14 CFR Part 71**

[Docket No. FAA–2003–15465; Airspace Docket No. 03–AGL–11]

**Modification of Class E Airspace; Chicago, IL**

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

**ACTION:** Final rule.

**SUMMARY:** This action modifies Class E airspace at Chicago, IL. Area Navigation (RNAV) Standard Instrument Approach

Procedures (SIAPS) have been developed for Aurora Municipal Airport, Chicago, IL. Controlled airspace extending upward from the surface of the earth is needed to contain aircraft executing these approaches. This action would add an extension to the controlled airspace for Aurora Municipal Airport.

**EFFECTIVE DATE:** 0901 UTC, April 15, 2003.

**FOR FURTHER INFORMATION CONTACT:** Patricia A. Graham, 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, September 29, 2003, the FAA proposed to amend 14 CFR part 71 to modify Class E airspace at Zanesville, OH (68 FR 55915). The proposal was to modify controlled airspace extending upward from 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 designated as an extension to a class D surface area are published in paragraph 6004, 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 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 Chicago, IL to accommodate aircraft executing instrument flight procedures into and out of Aurora Municipal Airport. 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, 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 the 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 6004 Class E Airspace Areas designated as an extension to a Class D surface area*

\* \* \* \* \*

**AGL IL E4 Chicago, Aurora Municipal Airport, IL [Revised]**

Chicago, Aurora Municipal Airport, IL  
(Lat. 41°46'19" N., long. 88°28'32" W.)

DuPage VOR/DME

(Lat. 41°53'25" N., long. 88°21'01" W.)

I-ARR Localizer

(Lat. 41°46'14" N., long. 88°27'32" W.)

That airspace extending upward from the surface within 1.3 miles each side of the DuPage VOR/DME 216° radial extending from the 4.2-mile radius of the Aurora Municipal Airport to 6.6 miles northeast of the airport and within 1.4 miles each side of the I-ARR Localizer west course extending from the 4.2-mile radius of the Aurora Municipal Airport to 6.7 miles west of the airport. This Class E airspace is effective during the specific date and time established in advance by Notice to Airmen. The effective date and time will thereafter be continuously published in the Airport/Facility Directory.

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Issued in Des Plaines, Illinois, on December 10, 2003.

**Nancy B. Shelton,**

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

[FR Doc. 03-31739 Filed 12-23-03; 8:45 am]

**BILLING CODE 4910-13-M**

## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### 14 CFR Part 71

[Docket No. FAA-2003-15834; Airspace Docket No. 03-AGL-13]

#### Modification of Class E Airspace; Wilmington Clinton Field, OH

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

**ACTION:** Final rule.

**SUMMARY:** This action modifies Class E airspace at Wilmington Clinton Field, OH. An Area Navigation (RNAV) Standard Instrument Approach Procedure (SIAP) has been developed for Wilmington Clinton Field, OH. Controlled airspace extending upward from 700 feet above the surface of the earth is needed to contain aircraft executing this approach. This action increases the area of the existing controlled airspace at Wilmington Clinton Field.

**EFFECTIVE DATE:** 0901 UTC, April 15, 2003.

**FOR FURTHER INFORMATION CONTACT:** Patricia A. Graham, 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, September 29, 2003, the FAA proposed to amend 14 CFR part 71 to modify Class E airspace at Zanesville, OH (68 FR 55913). 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 7400.9L dated September 2, 2003, and effective September 16, 2003, 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 Wilmington Clinton Field, OH, to accommodate aircraft executing instrument flight procedures into and out of Wilmington Clinton Field. 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:

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■ 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 7400.9L, 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*

\* \* \* \* \*

#### AGL OH E5 Wilmington Clinton Field, OH [Revised]

Wilmington Clinton Field, OH  
(Lat. 39°30'10" N., long. 83°51'47" W.)

That airspace extending upward from 700 feet above the surface within an 8.1-mile radius of Wilmington Clinton Field, excluding that airspace within the Wilmington, OH, and Dayton, Greene County Airport, OH Class E airspace areas.

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Issued in Des Plaines, Illinois, on December 10, 2003.

**Nancy B. Shelton,**

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

[FR Doc. 03-31738 Filed 12-23-03; 8:45 am]

**BILLING CODE 4910-13-M**

## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### 14 CFR Part 71

[Docket No. FAA-2003-15877; Airspace Docket No. 03-AGL-15]

#### Establishment of Class E Airspace; Canby, MN

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

**ACTION:** Final rule.

**SUMMARY:** This action establishes Class E airspace at Canby, MN. An area Navigation (RNAV) Standard Instrument Approach Procedure (SIAP) has been developed for Myers Field, Canby, MN. Controlled airspace extending upward from 700 feet or more above the surface of the earth is needed to contain aircraft executing this approach. This action establishes an area of controlled airspace for Myers Field.

**EFFECTIVE DATE:** 0901 UTC, April 15, 2003.

**FOR FURTHER INFORMATION CONTACT:** Patricia A. Graham, 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, September 29, 2003, the FAA proposed to amend 14 CFR part 71 to establish Class E airspace at Canby, MN (68 FR 55914). The proposal was to establish controlled airspace extending upward from 700 feet or more above the surface of the earth to contain