

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-2003-14596/Airspace Docket No. 03-ACE-19." 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 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, 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, 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.*

\* \* \* \* \*

#### **ACE IA E5 Greenfield, IA**

Greenfield Municipal Airport, IA  
Lat. 41°19'37" N., long. 94°26'45" W.)  
Greenfield NDB  
Lat. 41°19'32" N., long. 94°26'40" W.)

That airspace extending upward from 700 feet above the surface within a 6-mile radius of Greenfield Municipal Airport and within 2.6 miles each side of the 142° bearing from the Greenfield NDB extending from the 6-mile radius to 7.4 miles southeast of the airport.

\* \* \* \* \*

Issued in Kansas City, MO, on March 11, 2003.

**Paul J. Sheridan,**

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

[FR Doc. 03-7074 Filed 3-24-03; 8:45 am]

**BILLING CODE 4910-13-M**

#### **DEPARTMENT OF TRANSPORTATION**

#### **Federal Aviation Administration**

#### **14 CFR Part 71**

[Docket No. FAA-2002-14129; Airspace Docket No. 02-ACE-14]

#### **Establishment of Class E Surface Area Airspace and Modification of Class E Airspace; Jefferson City, MO**

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

**ACTION:** Final rule; correction.

**SUMMARY:** This action corrects a final rule that was published in the **Federal Register** on Wednesday, March 12, 2003, (68 FR 11738). It corrects an error in the legal description of Class E5 airspace at Jefferson City, MO.

**EFFECTIVE DATE:** This direct final rule is effective on 0901 UTC, April 17, 2003.

**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:**

#### **History**

*Federal Register* document 03-5927 published on Wednesday, March 12, 2003, (68 FR 11738) established a Class E surface area and modified the Class E4 and Class E5 airspace areas at Jefferson City, MO. The Class E5 airspace area extension designed to protect aircraft on instrument approaches from the

southeast was incorrectly identified as extending to the southwest of the airport.

Accordingly, pursuant to the authority delegated to me, the Class E5 airspace at Jefferson City, MO, as published in the **Federal Register** on Wednesday, March 12, 2003, (68 FR 11738), (FR Doc. 03-5927), is corrected as follows:

#### **PART 71—DESIGNATION OF CLASS A, CLASS B, CLASS C, CLASS D AND CLASS E AIRSPACE AREAS; ROUTES; AND REPORTING POINTS**

##### **§ 71.1 [Corrected]**

On page 11739, Column 3, first paragraph, last line change "11.8 miles southwest of the airport." to read "11.8 miles southeast of the airport."

Issued in Kansas City, MO, on March 12, 2003.

**Paul J. Sheridan,**

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

[FR Doc. 03-7072 Filed 3-24-03; 8:45 am]

**BILLING CODE 4910-13-M**

#### **SECURITIES AND EXCHANGE COMMISSION**

#### **17 CFR Part 240**

[Release No. 34-39176A; File No. S7-21-96]

**RIN 3235-AG99**

#### **Lost Securityholders; Technical Amendment**

**AGENCY:** Securities and Exchange Commission.

**ACTION:** Technical amendment.

**SUMMARY:** This document contains a technical amendment to the final regulation which was published on Tuesday, October 7, 1997, (62 FR 52229). This regulation addresses the problem of "lost securityholders" contained in § 270.17Ad-17.

**EFFECTIVE DATE:** March 31, 2003.

**FOR FURTHER INFORMATION CONTACT:** Jerry W. Carpenter, Assistant Director, or Lori R. Bucci, Special Counsel, at 202/942-4187, Office of Risk Management and Control, Division of Market Regulation, Securities and Exchange Commission, 450 Fifth Street, NW., Washington, DC 20549-1001.

#### **SUPPLEMENTARY INFORMATION:**

#### **Background**

On October 1, 1997, the Commission adopted Rule 17Ad-17 which requires transfer agents to conduct searches in an