

Issued in Kansas City, MO on June 3, 2003.

**Anthony D. Roetzel,**

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

[FR Doc. 03-14999 Filed 6-12-03; 8:45 am]

BILLING CODE 4910-13-M

## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### 14 CFR Part 71

[Docket No. FAA-2003-14927; Airspace Docket No. 03-ACE-33]

#### Modification of Class E Airspace; Crete, NE

**AGENCY:** Federal Aviation Administration, 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 Crete, NE.

**EFFECTIVE DATE:** 0901 UTC, July 10, 2003.

**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:** The FAA published this direct final rule with a request for comments in the **Federal Register** on April 23, 2003 (68 FR 19945). 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 July 10, 2003. 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 June 3, 2003.

**Anthony D. Roetzel,**

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

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## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### 14 CFR Part 71

[Docket No. FAA-2003-14868; Airspace Docket No. 2003-ANE-103]

#### Amendment to Class E Airspace; Windsor Locks, Bradley International Airport, CT

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

**ACTION:** Direct final rule; confirmation of effective date.

**SUMMARY:** This notice confirms the effective date of a direct final rule revising the Class E airspace area at Windsor Locks, Bradley International Airport, Connecticut (KBDL), to provide for adequate controlled airspace for those aircraft using Instrument Approach Procedures to the airport.

**EFFECTIVE DATE:** The direct final rule published at 68 FR 18860 is effective 0901 UTC, July 10, 2003.

**FOR FURTHER INFORMATION CONTACT:** John Donnelly, Air Traffic Division, Airspace Branch, ANE-520, Federal Aviation Administration, 12 New England Executive Park, Burlington, MA 01803-5299; telephone: (781) 238-7552; fax (781) 238-7596.

**SUPPLEMENTARY INFORMATION:** The FAA published this direct final rule with a request for comments in the **Federal Register** on April 17, 2003 (Vol. 68, No. 74, FR 18860). 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 July 10, 2003. No adverse comments were received, and thus this notice confirms that this direct final rule will become effective on that date.

Issued in Burlington, MA, on June 3, 2003.

**Thomas R. Davidson,**

*Manager, Air Traffic Division, New England Region.*

[FR Doc. 03-14997 Filed 6-12-03; 8:45 am]

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## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### 14 CFR Part 71

[Docket No. FAA 2002-13362; Airspace Docket No. 02-ASO-7]

RIN 2120-AA66

#### Revision of VOR Federal Airways and Jet Routes in the Vicinity of Savannah, GA

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

**ACTION:** Final rule; correction.

**SUMMARY:** This action corrects a final rule published in the **Federal Register** on May 15, 2003. Due to an error in rounding decimal places, the legal description of Federal Airway V-437 inadvertently contained an incorrect radial. This action corrects that error.

**EFFECTIVE DATE:** June 13, 2003.

**FOR FURTHER INFORMATION CONTACT:** Paul Gallant, Airspace and Rules Division, ATA-400, Office of Air Traffic Airspace Management, Federal Aviation Administration, 800 Independence Avenue, SW., Washington, DC 20591; telephone: (202) 267-8783.

**SUPPLEMENTARY INFORMATION:** On May 15, 2003, Docket No. FAA 2002-13362; Airspace Docket No. 02-ASO-7, FR Doc. 03-12049, was published revising seven VOR Federal airways and four jet routes in the vicinity of Savannah, GA. The legal description of Federal Airway V-437 contained an incorrect radial from the Savannah VORTAC. Due to an error in rounding decimal places, the affected radial was published as the "Savannah 053°" radial instead of the correct value which is the "Savannah 054°" radial. This action corrects that error by inserting the correct radial in the legal description.

#### Correction to Final Rule

Accordingly, pursuant to the authority delegated to me, the legal description for V-437 as published in the **Federal Register** on May 15, 2003 (68 FR 26202); FR Doc. 03-12049, and incorporated by reference in 14 CFR 71.1, is corrected as follows:

#### § 71.1 [Corrected]

On page 26204 in the first column, correct the legal description of V-437 to read as follows:

*Paragraph 6010(a)—Domestic VOR Federal Airways*

\* \* \* \* \*

#### V-437 [Corrected]

From Dolphin, FL; INT Dolphin 354° and Pahoee, FL, 157° radials; Pahoee;