

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 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-2003-15257/Airspace Docket No. 03-ACE-50." 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, 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, 2002, and effective September 16, 2002, is amended as follows:

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

* * * * *

ACE NE E5 Cambridge, NE

Cambridge Municipal Airport, NE
(Lat. 40°18'24" N., long. 100°09'44" W.)
Harry Strunk NDB
(Lat. 40°18'25" N., long. 100°09'28" W.)

That airspace extending upward from 700 feet above the surface within a 6.4-mile radius of Cambridge Municipal Airport and within 1.9 miles each side of the 166° bearing from the Harry Strunk NDB extending from the 6.4-mile radius to 7.3 miles of southeast of the airport and within 2.6 miles each side of the 328° bearing from the Harry Strunk NDB extending from the 6.4-mile radius to 7.4 miles northwest of the airport.

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Dated: June 9, 2003.

Donald F. Hensley,

Acting Manager, Air Traffic Division, Central Region.

[FR Doc. 03–15682 Filed 6–19–03; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

14 CFR Part 71

[Docket No. FAA-2002-14044; Airspace Docket No. 02-AGL-22]

Establishment of Class E Airspace; Cavalier, ND; Correction

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Final rule; correction.

SUMMARY: This action corrects several errors contained in a final rule that was published in the **Federal Register** on Monday, April 21, 2003 (68 FR 19342). The final rule established Class E airspace at Cavalier, ND.

EFFECTIVE DATE: 0901 UTC, July 10, 2003.

FOR FURTHER INFORMATION CONTACT: Denis C. Burke, Air Traffic Division, Airspace Branch, AGL-520, Federal Aviation Administration, 2300 East Devon Avenue, Des Plaines, IL 60018, telephone: (847) 294-7477.

SUPPLEMENTARY INFORMATION:

History

Federal Register Document 03-9728 published on Monday, April 21, 2003 (68 FR 19342), established Class E Airspace at Cavalier, ND. Cavalier was misspelled throughout the docket. This action corrects these errors.

Accordingly, pursuant to the authority delegated to me, the errors for the Class E Airspace, Cavalier, ND, as published in the **Federal Register** Monday, April 21, 2003, (68 FR 19342), (FR Doc. 03-9728), are corrected as follows:

1. On page 19342, Columns 2 and 3; in the title, under the summary, in the History, and in The rule, correct: "Cavelier" to read "Cavalier".

2. On page 19343, Column 1; in the legal description, correct: "Cavelier" to read "Cavalier".

§ 71.1 [Corrected]

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Dated: Issued in Des Plaines, Illinois on June 25, 2003.

Nancy B. Shelton,

Manager, Air Traffic Division, Great Lakes Region.

[FR Doc. 03–15675 Filed 6–19–03; 8:45 am]

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