

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 6004 Class E airspace areas designated as an extension to Class D or Class E surface area.

* * * * *

ACE IA E4 Waterloo, IA

Waterloo Municipal Airport, IA
(Lat. 42°33'25" N., long. 92°24'01" W.)
Waterloo VORTAC
(Lat. 42°33'23" N., long. 92°23'56" W.)

That airspace extending upward from the surface within 2.4 miles each side of the Waterloo VORTAC 079° radial extending from the 4.3-mile radius of Waterloo Municipal Airport to 7 miles east of the VORTAC and within 2.4 miles each side of the VORTAC 202° radial extending from the 4.3-mile radius of the airport to 7 miles south of the VORTAC, and within 2.4 miles each side of the VORTAC 238° radial extending

from the 4.3-mile radius of the airport to 7 miles southwest of the VORTAC and within 2.4 miles each side of the VORTAC 313° radial extending from the 4.3-mile radius of the airport to 7 miles northwest of the VORTAC and within 2.4 miles each side of the VORTAC 351° radial extending from the 4.3-mile radius of the airport to 7 miles north of the VORTAC.

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

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ACE IA E5 Waterloo, IA

Waterloo Municipal Airport, IA
(Lat. 42°33'25" N., long. 92°24'01" W.)
Waterloo VORTAC
(Lat. 42°33'23" N., long. 92°23'56" W.)

That airspace extending upward from 700 feet above the surface within a 6.8-mile radius of Waterloo Municipal Airport and within 2.6 miles each side of the Waterloo VORTAC 120° radial extending from the 6.8-mile radius of the airport to 8 miles southeast of the VORTAC.

* * * * *

Issued in Kansas City, MO, on July 15, 2003.

Paul J. Sheridan,

Acting Manager, Air Traffic Division, Central Region.

[FR Doc. 03–19157 Filed 7–28–03; 8:45 am]

BILLING CODE 4910–13–M

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 71

[Docket No. FAA–2003–15458; Airspace Docket No. 03–ACE–56]

Modification of Class E Airspace; Webster City, IA

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Direct final rule; request for comments.

SUMMARY: An examination of controlled airspace for Webster City, IA revealed discrepancies in the Webster City Municipal Airport airport reference point and in the location of the Webster City nondirectional radio beacon (NDB), both used in the legal description for the Webster City, IA Class E airspace. A discrepancy in the Webster City NDB bearing of the Class E airspace extension was also discovered. This action corrects the discrepancies by modifying the Webster City, IA Class E airspace and by incorporating the current Webster City Municipal Airport airport reference point and the current location

of the Webster City NDB in the Class E airspace legal description.

EFFECTIVE DATE: This direct final rule is effective on 0901 UTC, October 30, 2003. Comments for inclusion in the Rules Docket must be received on or before August 28, 2003.

ADDRESSES: Send comments on this rule to the Docket Management System, U.S. Department of Transportation, Room Plaza 401, 400 Seventh Street, SW., Washington, DC 20590–0001. You must identify the docket number FAA–2003–15458/Airspace Docket No. 03–ACE–56, at the beginning of your comments. You may also submit comments on the Internet at <http://dms.dot.gov>. You may review the public docket containing the rule, any comments received, and any final disposition in person in the Dockets Office between 9 a.m. and 5 p.m., Monday through Friday, except Federal holidays. The Docket Office (telephone 1–800–647–5527) is on the plaza level of the Department of Transportation NASSIF Building at the above address.

FOR FURTHER INFORMATION CONTACT:

Kathy Randolph, Air Traffic Division, Airspace Branch, ACE–520C, DOT Municipal Headquarters Building, Federal Aviation Administration, 901 Locust, Kansas City, MO 64106; telephone: (816) 329–2525.

SUPPLEMENTARY INFORMATION: This amendment to 14 CFR 71 modifies the Class E airspace area extending upward from 700 feet above the surface at Webster City, IA. It incorporates the current airport reference point for Webster City Municipal Airport and the current location of the Webster City NDB. It corrects the bearing from the Webster City NDB of the Class E airspace extension and brings the legal description of this airspace area into compliance with FAA Order 7400.2E, Procedures for Handling Airspace Matters. The area will be depicted on appropriate aeronautical charts. 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 designation listed in this document will be published subsequently in the Order.

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