

§ 71.1 [Amended]

■ 2. The incorporation by reference in 14 CFR 71.1 of the Federal Aviation Administration Order 7400.9K, Airspace Designations and Reporting Points, dated August 30, 2002, and effective September 16, 2002, is amended as follows:

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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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AGL IN E5 South Bend, IN [Revised]

South Bend, South Bend Regional Airport, IN
(Lat. 41°42'31" N., long. 86°19'02" W.)
Niles, Jerry Tyler Memorial Airport, MI
(Lat. 41°50'09" N., long. 86°13'31" W.)
Gipper VORTAC

(Lat. 41°46'07" N., long. 86°19'06" W.)
That airspace extending upward from 700 feet above the surface within an 8.0-mile radius of South Bend Regional Airport and within 4.4 miles south and 7 miles north of the South Bend ILS localizer east course, extending from South Bend Regional Airport to 10.5 miles east of the ILS outer marker and within 4.4 miles west and 7 miles east of the Gipper VORTAC 001° radial, extending from the South Bend Regional Airport to 10.5 miles north of the VOR and within a 6.4-mile radius of the Jerry Tyler Memorial Airport, excluding that airspace within the Dowagiac, MI, Class E airspace area.

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Issued in Des Plaines, Illinois, on September 3, 2003.

Nancy B. Shelton,

Manager, Air Traffic Division, Great Lakes Region.

[FR Doc. 03-24602 Filed 9-26-03; 8:45 am]

BILLING CODE 4910-13-M

DEPARTMENT OF TRANSPORTATION**Federal Aviation Administration****14 CFR Part 71**

[Airspace Docket No. 01-ANM-16]

**Establishment of Class E Airspace;
Richfield Municipal Airport, Richfield,
UT**

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Final rule; correction.

SUMMARY: This action corrects an error in the geographic coordinates of the final rule; correction that was published in the **Federal Register** August 12, 2003 (68 FR 47844), airspace Docket 02-ANM-16. Also, this action corrects the effective date back to September 4, 2003.

EFFECTIVE DATE: 0900 UTC, September 4, 2003

FOR FURTHER INFORMATION CONTACT: Ed Haeseker, Federal Aviation Administration, ANM-520.7, 1601 Lind Avenue SW., Renton, Washington 98055-4056, telephone (425) 227-2527; FAA Docket No. 01-ANM-16.

SUPPLEMENTARY INFORMATION:**The Rule**

Airspace Docket No. 02-ANM-16, published August 12, 2003 (68 FR 47844), corrected an error in the coordinates of the east boundary description of the Class E airspace at Richfield Municipal Airport, Richfield, UT. This action corrects another geographic coordinate to the Class E Airspace at Richfield Municipal Airport, Richfield, UT. This action also corrects the effective date back to September 4, 2003.

Correction to Final Rule

■ Accordingly, pursuant to the authority delegated to me, the geographic coordinates for the Class E airspace area at Richfield Municipal Airport, Richfield, UT, as published in the **Federal Register** on August 12, 2003 (68 FR 47844), (Federal Register Document FAA-01-ANM-16; page 47844, column 3) are corrected as follows:

§ 71.1 [Corrected]

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**ANM UT E5 Richfield Municipal Airport,
UT (Corrected)**

[lat. 38°44'11" N., long. 112°05'56" W.]
That airspace extending upward from 700 feet above the surface of the earth within 7.5 mile radius of the Richfield Municipal Airport; and that airspace extending upward from 1,200 feet, above the surface of the earth bounded by a line beginning at lat. 39°24'30" N., long. 112°27'41" W.; to lat. 39°16'00" N., long. 112°00'00" W.; to lat. 39°42'00" N., long. 110°54'00" W.; to lat. 39°27'00" N., long. 110°46'00" W.; to lat. 39°03'00" N., long. 111°30'00" W.; to lat. 38°32'00" N., long. 110°42'00" W.; to lat. 38°20'00" N., long. 110°48'00" W.; to lat. 38°40'00" N., long. 111°47'00" W.; to 38°16'40" N., long. 112°36'40" W.; to lat. 38°29'00" N., long. 112°53'00" W.; to lat. 39°11'30" N., long. 112°34'00" W.; thence to the point of origin; excluding that airspace within Federal Airways and the Price, UT, Huntington, UT, Milford, UT, and Delta, UT Class E airspace.

The effective date on Airspace Docket No. 01-ANM-16 is hereby corrected to September 4, 2003.

Issued in Seattle, Washington, on September 11, 2003.

ViAnne Fowler,

Acting Manager, Air Traffic Division, Northwest Mountain Region.

[FR Doc. 03-24608 Filed 9-26-03; 8:45 am]

BILLING CODE 4910-13-M

DEPARTMENT OF TRANSPORTATION**Federal Aviation Administration****14 CFR Parts 91, 121, 135, and 145**

[Docket No.:FAA-1999-5836]

RIN 2120-AC38

Repair Stations

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Final rule; delay of effective date.

SUMMARY: The FAA is delaying the effective date of a final rule that amends the regulations for aeronautical repair stations. This action is necessary to give repair station certificate holders more time to develop required manuals using recently issued FAA guidance material before submitting the manuals to FAA for acceptance. Also this action will allow repair station certificate holders to follow FAA guidance material for requesting FAA approval of contract maintenance functions.

DATES: The effective date of the final rule amending 14 CFR parts 91, 121, 135, and 145 published on August 6, 2001, at 66 FR 41088 is delayed until January 31, 2004, with the following exception: § 145.163 remains effective April 6, 2005.

FOR FURTHER INFORMATION CONTACT: Diana Frohn, Flight Standards Service, Aircraft Maintenance Division, General Aviation and Repair Station Branch, AFS-340, Federal Aviation Administration, 800 Independence Avenue, SW., Washington, DC 20591; telephone (202) 267-7027; e-mail diana.frohn@faa.gov.

SUPPLEMENTARY INFORMATION:**The Final Rule**

On July 30, 2001, the FAA issued Repair Stations; Final Rule with Request for Comments and Direct Final Rule with Request for Comments (66 FR 41088; August 6, 2001). That final rule updates and revises part 145 of Title 14, Code of Federal Regulations, which prescribes the regulations for aeronautical repair stations. In that rulemaking action, we established a new requirement that each repair station must maintain and use a current repair station manual and a quality control manual. We also prescribed the contents of these manuals.

Initially, the final rule was to become effective April 6, 2003. However, on October 21, 2002, the FAA received a petition from the Aircraft Electronics Association, the Aerospace Industries Association, the Aviation Suppliers