

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

[Docket No. FAA-2003-14347; Airspace  
Docket No. 03-ACE-4]

**Modification of Class D Airspace; and  
Modification of Class E Airspace;  
Topeka, Philip Billard Municipal  
Airport, KS**

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

**ACTION:** Direct final rule; request for  
comments; correction.

**SUMMARY:** This action corrects a direct  
final rule; request for comments that  
was published in the **Federal Register**  
on Monday, February 10, 2003, (68 FR  
6606). It corrects an error in the heading  
of the legal description of Class E2  
airspace at Topeka, Philip Billard  
Municipal Airport, KS.

**DATES:** This direct final rule is effective  
on 0901 UTC, May 15, 2003.

Comments for inclusion in the Rules  
Docket must be received on or before  
March 25, 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 03-3266  
published on Monday, February 10,  
2003, (68 FR 6606) modified Class D  
and Class E2 airspace at Topeka, Philip  
Billard Municipal Airport, KS. These  
airspace areas are defined, in part, with  
reference to Topeka, Forbes Field, KS.  
The modifications were to correct the  
Topeka, Forbes Field, KS airport  
reference point used in the legal  
description of Topeka, Philip Billard  
Municipal Airport, KS airspace areas.  
The Topeka, Philip Billard Municipal  
Airport, KS Class E2 airspace area was  
incorrectly titled Topeka, Forbes Field,  
KS.

Accordingly, pursuant to the  
authority delegated to me, the Class E2  
airspace at Topeka, Philip Billard  
Municipal Airport, KS, as published in  
the **Federal Register** on Monday,  
February 10, 2003, (68 FR 6606), (FR  
Doc. 03-3266), is corrected as follows:

**§ 71.1 [Corrected]**

On page 6607, Column 1, third  
paragraph, change "ACE KS E2 Topeka,  
Forbes Field, KS" to read "ACE KS E2

Topeka, Philip Billard Municipal  
Airport, KS."

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

**Paul J. Sheridan,**

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

[FR Doc. 03-4640 Filed 2-26-03; 8:45 am]

**BILLING CODE 4910-13-M**

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

[Docket No. FAA-2002-13936; Airspace  
Docket No. 02-AEA-22]

**Establishment of Class E Airspace;  
Ridgely, MD**

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

**ACTION:** Final rule.

**SUMMARY:** This action establishes Class  
E airspace at Ridgely, MD. Controlled  
airspace extending upward from 700  
feet Above Ground Level (AGL) is  
needed to contain aircraft operating into  
Ridgely Airpark, Ridgely, MD under  
Instrument Flight Rules (IFR).

**EFFECTIVE DATE:** 0901 UTC May 15,  
2003.

**FOR FURTHER INFORMATION CONTACT:** Mr.  
Francis Jordan, Airspace Specialist,  
Airspace Branch, AEA-520, Air Traffic  
Division, Eastern Region, Federal  
Aviation Administration, 1 Aviation  
Plaza, Jamaica, New York 11434-4809,  
telephone: (718) 553-4521.

**SUPPLEMENTARY INFORMATION:****History**

On January 3, 2003, a notice  
proposing to amend part 71 of the  
Federal Aviation Regulations (14 CFR  
part 71) by establishing Class E airspace  
extending upward from 700 feet above  
the surface within a 6-mile radius of  
Ridgely Airpark, Ridgely, MD was  
published in the **Federal Register** (68  
FR 328-329). Interested parties were  
invited to participate in this rulemaking  
proceeding by submitting written  
comments on the proposal to the FAA  
on or before February 3, 2003. No  
comments to the proposal were  
received. The rule is adopted as  
proposed.

The coordinates for this airspace  
docket are based on North American  
Datum 83. Class E airspace area  
designations for airspace extending  
upward from 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 in the Order.

**The Rule**

This amendment to part 71 of the  
Federal Aviation Regulations (14 CFR  
part 71) provides controlled Class E  
airspace extending upward from 700  
feet above the surface for aircraft  
conducting IFR operations within a 6-  
mile radius of Ridgely Airpark, Ridgely,  
MD.

The FAA has determined that this  
regulation only involves an established  
body of technical regulations for which  
frequent and routine amendments are  
necessary to keep them operationally  
current. Therefore, this regulation: (1) Is  
not a "significant regulatory action"  
under Executive Order 12866; (2) is not  
a "significant rule" under DOT  
Regulatory Policies and Procedures (44  
FR 11034; February 26, 1979); and (3)  
does not warrant preparation of a  
Regulatory Evaluation as the anticipated  
impact is so minimal. Since this is a  
routine matter that will only affect air  
traffic procedures and air navigation, it  
is certified that this rule will not have  
significant economic impact 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**

In consideration of the foregoing, the  
Federal Aviation Administration  
amends 14 CFR part 71 as follows:

**PART 71—[AMENDED]**

1. The authority citation for 14 CFR  
part 71 continues to read as follows:

**Authority:** 49 U.S.C. 106(g), 40103, 40113,  
40120; EO 10854, 24 FR 9565, 3 CFR, 1959-  
1963 Comp., p. 389.

**§ 71.1 [Amended]**

The incorporation by reference in 14  
CFR 71.1 of Federal Aviation  
Administration Order 7400.9K, Airspace  
Designations and Reporting Points,  
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.*

\* \* \* \* \*

**AEA MD E5 Ridgely, MD [NEW]**  
Ridgely Airpark, MD

(Lat. 38°58'12" N., long. 75°51'58" W.)

That airspace extending upward from 700 feet above the surface within a 6-mile radius of Ridgely Airpark, excluding that portion that coincides with the Centerville, MD Class E airspace areas.

\* \* \* \* \*

Issued in Jamaica, New York, on February 4, 2003.

**Richard J. Ducharme,**

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

[FR Doc. 03-4639 Filed 2-26-03; 8:45 am]

**BILLING CODE 4910-13-M**

## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### 14 CFR Part 71

[Docket No. FAA-2003-14461; Airspace Docket No. 03-ACE-14]

#### Modification of Class E Airspace; Davenport, IA

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

**ACTION:** Direct final rule; request for comments.

**SUMMARY:** An examination of controlled airspace for Davenport, IA revealed a discrepancy in the Davenport Municipal Airport, IA airport reference point used in the legal description for the Davenport, IA Class E airspace. This action corrects the discrepancy by modifying the Davenport, IA Class E airspace and by incorporating the current Davenport Municipal Airport, IA airport reference point in the Class E airspace legal description.

**DATES:** This direct final rule is effective on 0901 UTC, July 10, 2003.

Comments for inclusion in the Rules Docket must be received on or before May 1, 2003.

**ADDRESSES:** Send comments on this proposal 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-2003-14461/Airspace Docket No. 03-ACE-14, 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 proposal, 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 Regional Headquarters Building, Federal Aviation Administration, 901 Locust, Kansas City, MO 64106; telephone: (816) 329-2525.

**SUPPLEMENTARY INFORMATION:** This amendment to 14 CFR part 71 modifies the Class E airspace designated as a surface area at Davenport, IA. It incorporates the current airport reference point for Davenport Municipal Airport, IA and brings the legal description of this airspace area in compliance with FAA Order 7400.2E, Procedures for Handling Airspace Matters. The area will be depicted on appropriate aeronautical charts. Class E airspace area designated as surface areas are published in Paragraph 6002 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 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 date, 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-2003-14461/Airspace Docket No. 03-ACE-14." 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