

(g) Does this AD action affect any existing AD actions? This amendment supersedes AD 2003-03-13, Amendment 39-13037.

(h) When does this amendment become effective? This amendment becomes effective on June 5, 2003.

**Note:** The subject of this AD is addressed in CAA-AD-T-100/2000R1, dated April 28, 2003.

Issued in Kansas City, Missouri, on May 22, 2003.

**Michael Gallagher,**

*Manager, Small Airplane Directorate, Aircraft Certification Service.*

[FR Doc. 03-13384 Filed 5-30-03; 8:45 am]

**BILLING CODE 4910-13-P**

## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### 14 CFR Part 71

[Docket No. FAA-2003-14846; Airspace Docket No. 03-ACE-31]

#### Modification of Class E Airspace; Aurora, 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 Aurora, 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 17, 2003 (68 FR 18858) [FR Doc. 03-9507]. 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 May 21, 2003.

**Donald F. Hensley,**

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

[FR Doc. 03-13731 Filed 5-30-03; 8:45 am]

**BILLING CODE 4910-13-M**

## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### 14 CFR Part 71

[Docket No. FAA-2003-14844; Airspace Docket No. 03-ACE-29]

#### Modification of Class E Airspace; New Madrid, MO

**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 New Madrid, MO.

**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 15, 2003 (68 FR 18117) [FR Doc. 03-9178]. 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 May 21, 2003.

**Donald F. Hensley,**

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

[FR Doc. 03-13732 Filed 5-30-03; 8:45 am]

**BILLING CODE 4910-13-M**

## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### 14 CFR Part 97

[Docket No. 30369; Amdt. No. 3059]

#### Standard Instrument Approach Procedures; Miscellaneous Amendments

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

**ACTION:** Final rule.

**SUMMARY:** This amendment establishes, amends, suspends, or revokes Standard Instrument Approach Procedures (SIAPs) for operations at certain airports. These regulatory actions are needed because of the adoption of new or revised criteria, or because of changes occurring in the National Airspace System, such as the commissioning of new navigational facilities, addition of new obstacles, or changes in air traffic requirements. These changes are designed to provide safe and efficient use of the navigable airspace and to promote safe flight operations under instrument flight rules at the affected airports.

**DATES:** This rule is effective May 30, 2003. The compliance date for each SIAP is specified in the amendatory provisions.

The incorporation by reference of certain publications listed in the regulations is approved by the Director of the Federal Register as of May 30, 2003.

**ADDRESSES:** Availability of matters incorporated by reference in the amendment is as follows:

*For examination*—1. FAA Rules Docket, FAA Headquarters Building, 800 Independence Avenue, SW., Washington, DC 20591;

2. The FAA Regional Office of the region in which the affected airport is located;

3. The Flight Inspection Area Office which originated the SIAP; or,

4. The *Office of Federal Register*, 800 North Capitol Street, NW., Suite 700, Washington, DC.

*For Purchase*—Individual SIAP copies may be obtained from:

1. FAA Public Inquiry Center (APA-200), FAA Headquarters Building, 800 Independence Avenue, SW., Washington, DC 20591 or

2. The FAA Regional Office of the region in which the affected airport is located.

*By Subscription*—Copies of all SIAPs, mailed once every 2 weeks, are for sale by the Superintendent of Documents,

U.S. Government Printing Office, Washington, DC 20402.

**FOR FURTHER INFORMATION CONTACT:**

Donald P. Pate, Flight Procedure Standards Branch (AMCAFS-420), Flight Technologies and Programs Division, Flight Standards Service, Federal Aviation Administration, Mike Monroney Aeronautical Center, 6500 South MacArthur Blvd., Oklahoma City, OK. 73169 (Mail Address: P.O. Box 25082 Oklahoma City, OK. 73125) telephone: (405) 9554-4164.

**SUPPLEMENTARY INFORMATION:** This amendment to part 97 of the Federal Aviation Regulations (14 CFR part 97) establishes, amends, suspends, or revokes Standard Instrument Approach Procedures (SIAPs). The complete regulatory description of each SIAP is contained in official FAA form documents which are incorporated by reference in this amendment under 5 U.S.C. 552(a), 1 CFR part 51, and § 97.20 of the Federal Aviation Regulations (FAR). The applicable FAA Forms are identified as FAA Forms 8260-3, 8260-4, and 8260-5. Materials incorporated by reference are available for examination or purchase as stated above.

The large number of SIAPs, their complex nature, and the need for a special format make their verbatim publication in the **Federal Register** expensive and impractical. Further, airmen do not use the regulatory text of the SIAPs, but refer to their graphic depiction on charts printed by publishers of aeronautical materials. Thus, the advantages of incorporation by reference are realized and publication of the complete description of each SIAP contained in FAA form documents is unnecessary. The provisions of this amendment state the affected CFR (and FAR) sections, with the types and effective dates of the SIAPs. This amendment also identifies the airport, its location, the procedure identification and the amendment number.

**The Rule**

This amendment to part 97 is effective upon publication of each separate SIAP as contained in the transmittal. Some SIAP amendments may have been previously issued by the FAA in a National Flight Data Center (NFDC) Notice to Airmen (NOTAM) as an emergency action of immediate flight safety relating directly to published aeronautical charts. The circumstances which created the need for some SIAP amendments may require making them effective in less than 30 days. For the remaining SIAPs, an effective date at

least 30 days after publication is provided.

Further, the SIAPs contained in this amendment are based on the criteria contained in the U.S. Standard for Terminal Instrument Procedures (TERPS). In developing these SIAPs, the TERPS criteria were applied to the conditions existing or anticipated at the affected airports. Because of the close and immediate relationship between these SIAPs and safety in air commerce, I find that notice and public procedure before adopting these SIAPs are impracticable and contrary to the public interest and, where applicable, that good cause exists for making some SIAPs effective in less than 30 days.

**Conclusion**

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. It, therefore—(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. For the same reason, the FAA certifies that this amendment will not have a 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 97**

Air Traffic Control, Airports, Incorporation by reference, and navigation (Air).

Issued in Washington, DC on May 23, 2003.

**James J. Ballough,**

*Director, Flight Standards Service.*

**Adoption of the Amendment**

■ Accordingly, pursuant to the authority delegated to me, part 97 of the Federal Aviation Regulations (14 CFR part 97) is amended by establishing, amending suspending, or revoking Standard Instrument Approach Procedures, effective at 0901 UTC on the dates specified, as follows:

**PART 97—STANDARD INSTRUMENT APPROACH PROCEDURES**

■ 1. The authority citation for part 97 continues to read as follows:

**Authority:** 49 U.S.C. 106(g), 40103, 40106, 40113, 40114, 40120, 44502, 44514, 44701, 44719, 44721-44722.

■ 2. Part 97 is amended to read as follows:

**§§ 97.23, 97.25, 97.27, 97.29, 97.31, 97.33, and 97.35 [Amended]**

By amending: § 97.23 VOR, VOR/DME, VOR or TACAN, and VOR/DME or TACAN; § 97.25 LOC, LOC/DME, LDA, LDA/DME, SDF, SDF/DME; § 97.27 NDB, NDB/DME; § 97.29 ILS, ILS/DME, ISMLS, MLS, MLS/DME, MLS/RNAV; § 97.31 RADRA SIAPs; § 97.33 RNAV SIAPs; and § 97.35 COPTER SIAPs, identified as follows:

*Effective July 10, 2003*

Anchorage, AK, Ted Stevens Anchorage Intl, RNAV (GPS) RWY 6L, Orig-A  
Anchorage, AK, Ted Stevens Anchorage Intl, RNAV (GPS) RWY 6R, Orig-A  
Atkasuk, AK, Atkasuk Edward Burnell Sr Memorial, RNAV (GPS) RWY 6, Orig-A  
Atkasuk, AK, Atkasuk Edward Burnell Sr Memorial, RNAV (GPS) RWY 24, Orig-A  
Bethel, AK, Bethel, RNAV (GPS) RWY 18, Orig-B  
Bethel, AK, Bethel, RNAV (GPS) RWY 36, Orig-B  
Fairbanks, AK, Fairbanks Intl, RNAV (GSP) Y RWY 1L, Orig-A  
Fairbanks, AK, Fairbanks Intl, RNAV (GPS) Y RWY 19R, Orig-A  
Huslia, AK, Huslia, RNAV (GPS) RWY 3, Orig-A  
Huslia, AK, Huslia, RNAV (GPS) RWY 21, Orig-A  
Mena, AR, Mena Intermountain Muni, RNAV (GPS) RWY 17, Orig  
Mena, AR Mena Intermountain Muni, GPS RWY 17, Amdt 1, CANCELLED  
Window Rock, AZ, Window Rock, VOR/DME-A, Orig-C  
Window rock, AZ, Window Rock, RNAV (GPS)-B, Orig  
Window Rock, AZ, Window Rock, RNAV (GPS) RWY 2, Orig  
Window Rock, AZ, Window Rock, VOR/DME RNAV OR GPS RWY 2, Amdt 1A, CANCELLED  
Marina, CA, Marina Muni, VOR/DME RWY 29, Orig  
La Junta, CO, La Junta Muni, RNAV (GPS) RWY 8, Orig  
La Junta, CO, La Junta Muni, RNAV (GPS) RWY 26, Orig  
Windsor Locks, CT, Bradley Intl, NDB RWY 6, Amdt 29  
Windsor Locks, CT, Bradley Intl, ILS RWY 6, Amdt 35  
Windsor Locks, CT, Bradley Intl, ILS RWY 24, Amdt 10  
Windsor Locks, CT, Bradley Intl, ILS RWY 33, Amdt 8  
Windsor Locks, CT, Bradley Intl, RNAV (GPS) Y RWY 6, Orig  
Windsor Locks, CT, Bradley Intl, RNAV (GPS) Z RWY 6, Orig  
Windsor Locks, CT, Bradley Intl, RNAV (GPS) RWY 15, Orig  
Windsor Locks, CT, Bradley Intl, RNAV (GPS) RWY 24, Orig  
Windsor Locks, CT, Bradley Intl, RNAV (GPS) RWY 33, Orig  
Windsor Locks, CT, Bradley Intl, GPS RWY 15, Amdt 3a CANCELLED

Windsor Locks, CT, Bradley Intl, COPTER ILS 058, Amdt 2A, CANCELLED

Yap Island, FM, Yap Intl, NDB RWY 7, Amdt 2

Yap Island, FM, Yap Intl, NDB/DME RWY 7, Amdt 2

Yap Island, FM, Yap Intl, NDB/RWY 25, Orig

Yap Island, FM, Yap Intl, NDB/DME RWY 25, Orig

Brunswick, GA, Malcom McKinnon, VOR RWY 4, Amdt 16

Brunswick, GA, Malcom McKinnon, NDB RWY 4, Amdt 1

Brunswick, GA, Malcom McKinnon, NDB RWY 22, Amdt 1

Hinesville, GA, Liberty County, NDB-A, Admt 3

Hinesville, GA, Liberty County, RNAV (GPS) RWY 32, Orig

Hinesville, GA, Liberty County, GPS RWY 32, Orig, CANCELLED

Savannah, GA, Savannah/Hilton Head Intl, VOR OR TACAN OR GPS RWY 27, Amdt 15D, CANCELLED

Savannah, GA, Savannah/Hilton Head Intl, ILS RWY 9, Amdt 26

Savannah, GA, Savannah/Hilton Head Intl, ILS RWY 36, Amdt 7

Savannah, GA, Savannah/Hilton Head Intl, NDB RWY 9, Amdt 22

Savannah, GA, Savannah/Hilton Head Intl, MLS RWY 27, Amdt 1

Statesboro, GA, Statesboro-Bulloch County, ILS RWY 32, Amdt 1

Statesboro, GA, Statesboro-Bulloch County, NDB RWY 32, Amdt 6

Chicago/Aurora, IL, Aurora Muni, VOR/DME RNAV RWY 27, Amdt 1

Chicago/Aurora, IL, Aurora Muni, ILS RWY 9, Amdt 2

Chicago/Aurora, IL, Aurora Muni, RNAV (GPS) RWY 9, Orig

Chicago/Aurora, IL, Aurora Muni, RNAV (GPS) RWY 27, Orig

Moundridge, KS, Moundridge Muni, RNAV (GPS) RWY 17, Orig

Moundridge, KS, Moundridge Muni, RNAV (GPS) RWY 35, Orig

Bastrop, LA, Morehouse Memorial, VOR/DME-A, Amdt 9

Bastrop, LA, Morehouse Memorial, NDB RWY 34, Amdt 6

Bastrop, LA, Morehouse Memorial, RNAV (GPS) RWY 16, Orig

Bastrop, LA, Morehouse Memorial, GPS RWY 16, Orig, CANCELLED

Baudette, MN, Baudette Intl, RNAV (GPS) RWY 12, Orig-A

Baudette, MN, Baudette Intl, RNAV (GPS) RWY 30, Orig-A

Pedricktown, NJ, Spitfire Aerodrome, RNAV (GPS) RWY 7, Orig

Pedricktown, NJ, Spitfire Aerodrome, RNAV (GPS) RWY 25, Orig

Durant, OK, Eaker Field, VOR/DME RWY 17, Orig

Durant, OK, Eaker Field, VOR/DME RWY 35, Amdt 6

Durant, OK, Eaker Field, NDB RWY 35, Orig

Durant, OK, Eaker Field, RNAV (GPS) RWY 17, Orig

Durant, OK, Eaker Field, RNAV (GPS) RWY 35, Orig

Durant, OK, Eaker Field, GPS RWY 35, Orig-A, CANCELLED

Babelthuap Island, PS, Babelthuap/Koror, RNAV (GPS) RWY 9, Orig

Babelthuap Island, PS, Babelthuap/Koror, RNAV (GPS) RWY 27, Orig

Babelthuap Island, PW, Babelthuap/Koror, GPS RWY 9, AMDT 1B (CANCELLED)

Babelthuap Island, PW, Babelthuap/Koror, GPS RWY 27, AMDT 1B (CANCELLED)

Providence, RI, Theodore Francis Green State, VOR RWY 34, Amdt 4C

Providence, RI, Theodore Francis Green State, VOR/DME RWY 23L, Amdt 6E

Providence, RI, Theodore Francis Green State, ILS RWY 5R, Amdt 18

Providence, RI, Theodore Francis Green State, ILS RWY 23L, Amdt 5

Providence, RI, Theodore Francis Green State, ILS RWY 34, Amdt 10

Providence, RI, Theodore Francis Green State, RNAV (GPS) Y RWY 5R, Orig

Providence, RI, Theodore Francis Green State, RNAV (GPS) Z RWY 5R, Orig

Providence, RI, Theodore Francis Green State, RNAV (GPS) RWY 16, Orig

Providence, RI, Theodore Francis Green State, RNAV (GPS) RWY 23L, Orig

Providence, RI, Theodore Francis Green State, RNAV (GPS) RWY 34, Orig

Providence, RI, Theodore Francis Green State, GPS RWY 16, Orig-B, CANCELLED

Beaufort, SC, Beaufort County, RNAV (GPS) RWY 7, Orig

Beaufort, SC, Beaufort County, RNAV (GPS) RWY 25, Orig.

Beaufort, SC, Beaufort County, GPS RWY 24, Orig-A CANCELLED

Hilton Head Island, SC, Hilton Head, LOC/DME RWY 21, Amdt 3

Houston, TX, Houston-Southwest, RNAV (GPS) RWY 9, Amdt 1

Houston, TX, Houston-Southwest, VOR/DME RNAV RWY 9, Amdt 2, CANCELLED

Houston, TX, Houston-Southwest, VOR/DME RNAV RWY 27, Amdt 3, CANCELLED

Ozona, TX, Ozona Muni, RNAV (GPS) RWY 16, Orig

Ozona, TX, Ozona Muni, GPS RWY, 16, CANCELLED

Snyder, TX, Winston Field, NDB RWY 35, Amit 2

Snyder, TX, Winston Field, RNAV (GPS) RWY 35, Orig

Yoakum, TX, Yoakum, Muni, NDB RWY 31, Amdt 3

Yoakum, TX, Yoakum, Muni, RNAV (GPS) RWY 31, Orig

Salt Lake, City, UT, Salt Lake City Muni 2, RNAV (GPS) RWY 34, Amdt 1

Wallops Island, VA, Wallops Flight Facility, VOR OR TACAN RWY 17, Amdt 6B

Wallops Island, VA, Wallops Flight Facility, RNAV (GPS) RWY 4, Orig

Wallops Island, VA, Wallops Flight Facility, RNAV (GPS) RWY 10, Orig

Wallops Island, VA, Wallops Flight Facility, RNAV (GPS) RWY 17, Orig

Wallops Island, VA, Wallops Flight Facility, RNAV (GPS) RWY 22, Orig

Wallops Island, VA, Wallops Flight Facility, RNAV (GPS) RWY 28, Orig

Parkersburg, WV, Wood County Airport-Gill Robb Wilson Field, ILS RWY 3, Amdt 12

*Effective August 7, 2003*

Clintonville, WI, Clintonville Muni, NDB RWY 32, Amdt 7

*Effective September 4, 2003*

Sioux Falls, SD, Joe Foss Field, VOR OR TACAN RWY 15, Amdt 21

Sioux Falls, SD, Joe Foss Field, NDB RWY 3, Amdt 24A

Sioux Falls, SD, Joe Foss Field, RNAV (GPS) RWY 3, Orig

Sioux Falls, SD, Joe Foss Field, RNAV (GPS) RWY 9, Orig

Sioux Falls, SD, Joe Foss Field, RNAV (GPS) RWY 15, Orig

Sioux Falls, SD, Joe Foss Field, RNAV (GPS) RWY 21, Orig

Sioux Falls, SD, Joe Foss Field, RNAV (GPS) RWY 27 Orig

Sioux Falls, SD, Joe Foss Field, RNAV (GPS) RWY 33, Orig

Sioux Falls, SD, Joe Foss Field, GPS RWY 33, Orig, CANCELLED

[FR Doc. 03-13542 Filed 5-30-03; 8:45 am]

BILLING CODE 4910-13-M

## DEPARTMENT OF HEALTH AND HUMAN SERVICES

### Food and Drug Administration

#### 21 CFR Part 888

[Docket No. 01N-0411]

#### Orthopedic Devices; Classification for the Resorbable Calcium Salt Bone Void Filler Device

**AGENCY:** Food and Drug Administration, HHS.

**ACTION:** Final rule.

**SUMMARY:** The Food and Drug Administration (FDA) is classifying the resorbable calcium salt bone void filler device intended to fill bony voids or gaps of the extremities, spine, and pelvis that are caused by trauma or surgery and are not intrinsic to the stability of the bony structure into class II (special controls). Elsewhere in this issue of the **Federal Register**, FDA is announcing the availability of a class II special controls guidance entitled "Class II Special Controls Guidance Document: Resorbable Calcium Salt Bone Void Filler Device; Guidance for Industry and FDA." This action is being undertaken based on new information submitted in a classification proposal from Wright Medical Technology under the Federal Food, Drug, and Cosmetic Act as amended by the Medical Device Amendments of 1976, the Safe Medical Devices Act of 1990, and the Food and Drug Administration Modernization Act of 1997.

**DATES:** This rule is effective July 2, 2003

**FOR FURTHER INFORMATION CONTACT:** Nadine Y. Sloan, Center for Devices and Radiological Health (HFZ-410), Food and Drug Administration, 9200