

control tower (ATCT) is closed. It also proposed to modify the Class D airspace and its legal description by incorporating the revised Topeka, Forbes Field, KS airport reference point. Interested parties were invited to participate in this rulemaking proceeding by submitting written comments on the proposal to the FAA. No comments objecting to the proposal were received.

Class E airspace areas 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. Class D airspace areas are published in paragraph 5000 of the same FAA Order. The Class E and Class D airspace designations listed in this document will be published subsequently in the Order.

### The Rule

This amendment to part 71 of the Federal Aviation Regulations (14 CFR part 71) establishes a Class E surface area at Topeka, Forbes Field, KS to provide adequate controlled airspace for aircraft executing instrument flight procedures. It also modifies the legal description of Class D airspace at Topeka, Forbes Field, KS. The areas will be depicted on appropriate aeronautical charts.

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, when promulgated, 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 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—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, Airspace Designations and Reporting Points, dated August 30, 2002, and effective September 16, 2002, is amended as follows:

*Paragraph 6002 Class E Airspace Designated as Surface Areas.*

\* \* \* \* \*

#### ACE KS E2 Topeka, Forbes Field, KS

Topeka, Forbes Field, KS  
(Lat. 38°57'03" N., long. 95°39'49" W.)

Within a 4.6-mile radius of Forbes Field. This Class E airspace area is effective during the specific dates and times established in advance by a Notice to Airmen. The effective date and time will thereafter be continuously published in the Airport/Facility Directory.

\* \* \* \* \*

*Paragraph 5000 Class D Airspace.*

\* \* \* \* \*

#### ACE KS D Topeka, Forbes Field, KS

Topeka, Forbes Field, KS  
(Lat. 38°57'03" N., long. 95°39'49" W.)

This airspace extending upward from the surface to and including 3,600 feet MSL within a 4.6-mile radius of Forbes Field. This Class D airspace area is effective during the specific dates and times established in advance by a Notice to Airmen. The effective date and time will thereafter be continuously published in the Airport/Facility Directory.

\* \* \* \* \*

Issued in Kansas City, MO, on March 28, 2003.

**Paul J. Sheridan,**

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

[FR Doc. 03–8568 Filed 4–10–03; 8:45 am]

**BILLING CODE 4910–13–M**

## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### 14 CFR Part 95

[Docket No. 30362; Amdt. No. 441]

#### IFR Altitudes; Miscellaneous Amendments

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

**ACTION:** Final rule.

**SUMMARY:** This amendment adopts miscellaneous amendments to the required IFR (instrument flight rules) altitudes and changeover points for certain Federal airways, jet routes, or direct routes for which a minimum or maximum en route authorized IFR altitude is prescribed. This regulatory action is needed because of changes occurring in the National Airspace System. These changes are designed to provide for the safe and efficient use of the navigable airspace under instrument conditions in the affected areas.

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

#### 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) 954–4164.

**SUPPLEMENTARY INFORMATION:** This amendment to part 95 of the Federal Aviation Regulations (14 CFR part 95) amends, suspends, or revokes IFR altitudes governing the operation of all aircraft in flight over a specified route or any portion of that route, as well as the changeover points (COPs) for Federal airways, jet routes, or direct routes as prescribed in part 95.

### The Rule

The specified IFR altitudes, when used in conjunction with the prescribed changeover points for those routes, ensure navigation aid coverage that is adequate for safe flight operations and free of frequency interference. The reasons and circumstances that create the need for this amendment involve matters of flight safety and operational efficiency in the National Airspace System, are related to published aeronautical charts that are essential to the user, and provide for the safe and efficient use of the navigable airspace. In addition, those various reasons or circumstances require making this amendment effective before the next scheduled charting and publication date of the flight information to assure its timely availability to the user. The effective date of this amendment reflects those considerations. In view of the close and immediate relationship between these regulatory changes and safety in air commerce, I find that notice and public procedure before adopting this amendment are impracticable and

contrary to the public interest and that good cause exists for making the amendment 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 95**

Airspace, Navigation (air).

Issued in Washington, D.C. on April 1, 2003.

**James J. Ballough,**

*Director, Flight Standards Service.*

**Adoption of the Amendment**

■ Accordingly, pursuant to the authority delegated to me by the Administrator,

part 95 of the Federal Aviation Regulations (14 CFR part 95) is amended as follows effective at 0901 UTC, May 15, 2003.

■ 1. The authority citation for part 95 continues to read as follows:

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

**PART 95—[AMENDED]**

■ 2. Part 95 is amended to read as follows:

**REVISIONS TO IFR ALTITUDES & CHANGEOVER POINTS**

[Amendment 441 Effective Date, May 15, 2003]

From	To	MEA
<b>Color Routes</b>		
<b>§ 95.10 Amber Federal Airway 1 Is Amended To Read in Part</b>		
Hinchinbrook, AK NDB ..... *8,000—MOCA #GPS MEA 8000	Campbell Lake, AK NDB .....	#*9,000
<b>Color Routes</b>		
<b>§ 95.6 Blue Federal Airway 28 Is Amended To Read in Part</b>		
Nichols, AK NDB ..... *6,000—MOCA #GPS MEA 6000	Sitka, AK NDB .....	#*6,900
<b>§ 95.6001 Victor Routes—U.S.</b>		
<b>§ 95.6026 VOR Federal Airway 26 Is Amended To Read in Part</b>		
Grand Junction, CO VORTAC .....	Raymn, CO FIX NE BND ..... SW BND .....	11,000 10,000
<b>§ 95.6113 VOR Federal Airways 113 Is Amended To Read in Part</b>		
Boise, ID VORTAC .....	Salmon, ID VOR/DME .....	16,500
<b>§ 95.6194 VOR Federal Airway 194 Is Amended To Read in Part</b>		
McComb, MS VORTAC ..... *2,000—MOCA Pauld, MS FIX .....	Mizze, MS FIX ..... Meridian, MS VORTAC .....	*3,000 2,100
<b>§ 95.6263 VOR Federal Airway 263 Is Amended To Read in Part</b>		
Hugo, CO VORTAC ..... *9,000—MRA	*Lime, CO FIX .....	9,000
<b>§ 95.6311 VOR Federal Airway 311 Is Amended To Read in Part</b>		
Tokee, AK FIX ..... *6,000—MOCA #MEA is established with a gap in Navigaton signal Coverage #GPS MEA 6000	Flips, AK FIX .....	##*9,000
<b>§ 95.6317 VOR Federal Airway 317 Is Amended To Read in Part</b>		
Gesti, AK FIX ..... *5,000—MOCA #GPS MEA 5000 Level Island, AK VOR/DME .....	Level Island, AK VOR/DME ..... Hoods, AK FIX .....	#*7,000 *9,000

## REVISIONS TO IFR ALTITUDES &amp; CHANGEOVER POINTS—Continued

[Amendment 441 Effective Date, May 15, 2003]

From	To	MEA
*5,900—MOCA Hoods, AK FIX .....	Sisters Island, AK VORTAC .....	*7,000
*5,000—MOCA Sisters Island, AK VORTAC .....	Csper, AK FIX .....	#*7,000
*5,000—MOCA #GPS MEA 5000 Csper, AK FIX .....	*Hapit, AK FIX .....	***15,000
*15,000—MRA **4,400—MOCA #GPS MEA 8000		
<b>§ 95.6319 VOR Federal Airway 319 Is Amended To Read in Part</b>		
Yakutat, AK VORTAC .....	Malas, AK FIX .....	2,600
Malas, AK FIX .....	Katat, AK FIX .....	***10,000
*5,000—MOCA #MEA is established with a gap in Navigation signal coverage #GPS MEA 9000 Katat, AK FIX .....	Casel, AK FIX .....	#*7,000
*5,000—MOCA *GPS MEA 5000 Casel, AK FIX .....	EYAKS, AK FIX .....	*5,000
*2,600—MOCA Johnstone Point, AK VORTAC .....	Peppi, AK FIX .....	5,000
Wiler, AK FIX .....	*Anchorage, AK VOR/DME .....	***10,000
*5,000—MCA Anchorage VOR/DME **7,000—MOCA #GPS MEA 7000		
<b>§ 95.6320 VOR Federal Airway 320 Is Amended To Read in Part</b>		
Nelli, AK FIX .....	Nowell, AK FIX .....	*10,000
*6,500—moca Nowell, AK FIX .....	Hoper, AK FIX .....	#*10,000
*8,500—MOCA #GPS MEA 8,500 Hoper, AK FIX .....	Anchorage, AK VOR/DME .....	#7,000
*6,000—MOCA #GPS MEA 6,000		
<b>§ 95.6428 VOR Federal Airway 428 Is Amended To Read in Part</b>		
Biorka Island, AK VORTAC .....	Sisters Island, AK VORTAC .....	#*7,000
*6,000—MOCA #GPS MEA 6000 Sisters Island, AK VORTAC .....	Haines, AK NDB .....	***10,000
*8,500—MOCA #GPS MEA 8500 #MEA is established with a gap in Navigation signal coverage Haines, AK NDB .....	Whitehorse, CA VOR/DME .....	#*10,000
*9,500—MOCA #GPS MEA 9500		
<b>§ 95.6430 VOR Federal Airway 430 Is Amended To Read in Part</b>		
Havre, MT VOR/DME .....	Glasgow, MT VOR/DME .....	*6,500
*5,500—MOCA Glasgow, MT VOR/DME .....	Williston, ND VORTAC .....	*6,000
*5,000—MOCA		
<b>§ 95.6431 VOR Federal Airway 431 Is Amended To Read in Part</b>		
Sisters Island, AK VORTAC .....	*Lyric, AK FIX .....	***8,000
*8,000—MRA **5,800—MOCA #GPS MEA 5800		
<b>§ 95.6440 VOR Federal Airway 440 Is Amended To Read in Part</b>		
Sandspit, CA VORTAC .....	Mocha, AK FIX .....	***8,000

REVISIONS TO IFR ALTITUDES & CHANGEOVER POINTS—Continued  
 [Amendment 441 Effective Date, May 15, 2003]

From	To	MEA
*4,600—MOCA #For that Airspace over U.S. Territory #MEA is established with a gap in Navigation signal coverage #GPS MEA 4600 Mocha, AK FIX .....	Latch, AK FIX .....	##*12,000
*4,000—MOCA #MEA is established with a gap in Navigation signal coverage #GPS MEA 8000 Salis, AK FIX .....	*Hapit, AK FIX .....	##*9,000
*15,000—MRA **2,000—MOCA #MEA is established with a gap in Navigation signal coverage #GPS MEA 8000 Hapit, AK FIX .....	Centa, AK FIX .....	##*9,000
*2,000—MOCA #MEA is established with a gap in Navigation signal coverage #GPS MEA 8000 Centa, AK FIX .....	Yakutat, AK VORTAC .....	#*3,000
*2,000—MOCA #GPS MEA 2000 Ocult, AK FIX .....	Middleton Island, AK VOR/DME .....	#*8,000
*2,000—MOCA #GPS MEA 7000 Middleton Island, AK VOR/DME .....	Hoper, AK FIX .....	#*10,000
*8,500—MOCA #GPS MEA 8500 Hoper, AK FIX .....	Anchorage, AK VOR/DME .....	#*7,000
*6,000—MOCA #GPS MEA 6000		
<b>§ 95.6473 VOR Federal Airway 473 Is Amended To Read in Part</b>		
Level Island, AK VOR/DME .....	Flips, AK FIX .....	#*7,000
*6,000—MOCA #GPS MEA 6000		
<b>§ 95.6543 VOR Federal Airway 543 Is Amended To Read in Part</b>		
Pauld, MS FIX .....	Meridian, MS VORTAC .....	2,100

[FR Doc. 03-8562 Filed 4-11-03; 8:45 am]  
 BILLING CODE 4910-13-M

**DEPARTMENT OF HOMELAND SECURITY**

**Coast Guard**

**33 CFR Part 165**

[CGD13-02-018]

RIN 1625-AA00

**Security Zone: Protection of Tank Ships, Puget Sound, WA**

AGENCY: Coast Guard, DHS.

ACTION: Final rule: Notice of enforcement of tank ship security zone.

SUMMARY: The Captain of the Port Puget Sound will begin enforcing the tank

ship security zones established by 33 CFR 165.1313 on April 15, 2003. These security zones will be enforced until further notice.

DATES: 33 CFR 165.1313 will be enforced commencing April 15, 2003.

FOR FURTHER INFORMATION CONTACT: Captain of the Port Puget Sound, 1519 Alaskan Way South, Seattle, WA 98134 at (206) 217-6200 or (800) 688-6664 to obtain information concerning enforcement of this rule.

SUPPLEMENTARY INFORMATION: On March 31, 2003, the Coast Guard published a final rule (68 FR 15372) establishing regulations, in 33 CFR 165.1313, for the security of tank ships in the navigable waters of Puget Sound and adjacent waters, Washington. This security zone provides for the regulation of vessel traffic in the vicinity of tank ships and excludes persons and vessels from the

immediate vicinity of all tank ships. Entry into this zone is prohibited unless authorized by the Captain of the Port or his designee. The Captain of the Port Puget Sound will begin enforcing the tank ship security zones established by 33 CFR 165.1313 on April 15, 2003. The Captain of the Port may be assisted by other Federal, State, or local agencies in enforcing this security zone.

Dated: April 2, 2003.

Danny Ellis,

Captain, U.S. Coast Guard, Captain of the Port, Puget Sound.

[FR Doc. 03-8943 Filed 4-8-03; 3:22 pm]

BILLING CODE 4910-15-P