Georgia 30349; telephone: (770) 703–6080; facsimile: (770) 703–6097.

(f) *Are any service bulletins incorporated into this AD by reference?* Actions required by this AD must be done in accordance with Piper Mandatory Service Bulletin No. 1051B, dated November 5, 2002. The Director of the Federal Register approved this incorporation by reference under 5 U.S.C. 552(a) and 1 CFR part 51. You may get copies from The New Piper Aircraft, Inc., Customer Services, 2926 Piper Drive, Vero Beach, Florida 32960; telephone: (561) 567–4361; facsimile: (772) 978–6573. You may view copies at the FAA, Central Region, Office of the Regional Counsel, 901 Locust, Room 506, Kansas City, Missouri, or at the Office of the Federal Register, 800 North Capitol Street, NW., suite 700, Washington, DC.

(g) *When does this amendment become effective?* This amendment becomes effective on June 23, 2003.

Issued in Kansas City, Missouri, on April 30, 2003.

Michael Gallagher,

Manager, Small Airplane Directorate, Aircraft Certification Service.

[FR Doc. 03–11265 Filed 5–8–03; 8:45 am]

BILLING CODE 4910–13–U

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 71

RIN 2120–AA66

[Docket No. FAA–2003–14611; Airspace Docket No. 03–AWA–4]

Establishment of Area Navigation Routes (RNAV)

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Final rule.

SUMMARY: This action establishes Area Navigation Routes (RNAV) as part of the National Airspace System (NAS). The FAA is implementing these routes to enhance safety and to improve the efficient use of the navigable airspace.

EFFECTIVE DATE: 0901 UTC, July 10, 2003.

FOR FURTHER INFORMATION CONTACT: Ken McElroy, Airspace and Rules Division, ATA–400, Office of Air Traffic Airspace Management, Federal Aviation Administration, 800 Independence Avenue, SW., Washington, DC 20591; telephone: (202) 267–8783.

SUPPLEMENTARY INFORMATION:

Background

Historically, the principal means of air navigation for instrument flight rules (IFR) operations in the United States National Airspace System (NAS) has been a system of ground-based navigation aids (NAVAIDs) (*e.g.,* nondirectional beacon (NDB), very high frequency omnidirectional range (VOR), and distance measuring equipment (DME)). Airways were subsequently developed according to these NAVAIDs, and pilots were required to fly directly toward or away from them. This limitation in the NAS has resulted in less-than-optimal routes, and contributed to the inefficient use of the airspace.

The advent of area navigation (RNAV) in the 1960's, provided enhanced navigation capabilities to the pilot. Early RNAV allowed properly equipped aircraft to navigate via a user-defined track, rather than depending primarily on ground-based NAVAIDs. Early RNAV systems, however, still relied on signals from a ground-based NAVAID for source information to calculate navigational position. In the 1970's, to take advantage of this improved navigation capability, the FAA began to publish a series of routes for use by RNAV-equipped aircraft. A nationwide system of high-altitude RNAV routes was established consisting of approximately 156 route segments.

These fixed routes, however, still depended on information from ground-based NAVAIDs. The FAA later determined that most aircraft using RNAV in the en route system, were doing so on a random basis using inertial navigation systems (INS) (with little use being made of the fixed high altitude RNAV route structure). Operators were using RNAV from point to point, not with the high-altitude RNAV route structure designed and published by the FAA. This minimal use of the charted RNAV routes proved insufficient to justify their retention on a cost-benefit basis. As a result, in January 1983, the FAA revoked all high altitude RNAV routes in the conterminous United States (46 FR 848). The RNAV routes in Alaska were retained and remain in use today because of the scarcity of ground-based navigational aids in that region.

The technology that evolved over the past 40 years gave avionics systems increased positional accuracy, which provided users with a greater ability to fly direct routes between any two points. In recent years, satellite navigation using the Global Positioning System (GPS) has provided even greater flexibility in defining routes, establishing instrument procedures, and designing airspace. When GPS is combined with existing RNAV system capabilities, continuous course guidance is available over longer routes than is possible with ground-based NAVAIDs. As a result of these technological advances, the FAA has implemented a number of RNAV routes on a test basis for use by air carriers operating suitably equipped aircraft in the northeast, southeast, and southwest regions of the United States. The results so far have demonstrated the potential of these RNAV routes, when used with newer navigation reference sources such as GPS.

As part of the on going National Airspace Redesign, the FAA has implemented the High Altitude Redesign (HAR) Program. This specific effort looks at how best to obtain maximum system efficiency by introducing advanced RNAV routes for use by suitably equipped aircraft. Under the first phase of HAR, 11 RNAV routes are being established in the high altitude structure. These new routes will allow users to begin achieving the economic benefits of flying their preferred routes and altitudes with fewer routing restrictions.

Related Rulemaking

On April 8, 2003, the FAA published the Designation of Class A, B, C, D, and E Airspace Areas; Air Traffic Service Routes; and Reporting Points in the **Federal Register** [68 FR 16943]. This rule adopted certain amendments proposed in Notice No. 02–20, Area Navigation (RNAV) and Miscellaneous Amendments. This action revised and adopted several definitions in FAA regulations, including Air Traffic Service routes, to be in concert with International Civil Aviation Organization (ICAO) definitions; and reorganized the structure of FAA regulations concerning the designation of class A, B, C, D, and E airspace areas; airways; routes, and reporting points.

The U.S. and Canada have been assigned the alphanumeric ''Q'' as a designator for RNAV routes (U.S. 1–499/ Canada 500–999). RNAV routes between, and within, Canada and the U.S. will use the ''Q'' designator.

The Rule

This action amends Title 14 Code of Federal Regulations (14 CFR) part 71 (part 71) by establishing RNAV routes as part of the NAS. These routes are designed to provide safe and efficient use of the navigable airspace, and to promote safe flight operations under instrument flight rules (IFR) within the NAS.

The complete regulatory criteria on each RNAV route is contained in the appropriate FAA Form 8260. The RNAV routes described in this rule will also be published in a new paragraph (paragraph 2006) of FAA Order 7400.9K dated August 30, 2002, effective

September 16, 2002, which is incorporated by reference in 14 CFR 71.1. The RNAV routes listed in this document will be published subsequently in the order.

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.

Environmental Review

The FAA has determined that this action qualifies for categorical exclusion under the National Environmental Policy Act in accordance with FAA Order 1050.1D, Policies and Procedures for Considering Environmental Impacts. This airspace action is not expected to cause any potentially significant environmental impacts, and no extraordinary circumstances exist that warrant preparation of an environmental assessment.

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 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:

PARAGRAPH 2006(a)—AREA NAVIGATION ROUTES

* * * * * * *

Q–1 ELMAA to PYE [New]

ELMAA	Fix	(Lat. 47°08′53″ N., long. 123°24′35″ W.)
ERAVE	WP	(Lat. 46°54′35″ N., long. 123°24′06″ W.)
EASON	WP	(Lat. 44°30′00″ N., long. 123°19′44″ W.)
EBINY	WP	(Lat. 42°28′50″ N., long. 123°15′01″ W.)
ENVIE	WP	(Lat. 41°20′09″ N., long. 123°12′32″ W.)
ETCHY	WP	(Lat. 39°05′28″ N., long. 123°08′05″ W.)
PYE	VOR	(Lat. 38°04′47″ N., long. 122°52′04″ W.)

Q–3 FEPOT to PYE [New]

FEPOT	WP	(Lat. 47°04′51″ N., long. 123°13′08″ W.)
FAMUK	WP	(Lat. 44°30′00″ N., long. 123°08′09″ W.)
FRFLY	WP	(Lat. 42°28′50″ N., long. 123°03′57″ W.)
FINER	WP	(Lat. 41°20′09″ N., long. 123°01′45″ W.)
FOWND	WP	(Lat. 39°05′46″ N., long. 122°57′48″ W.)
PYE	VOR	(Lat. 38°04′47″ N., long. 122°52′04″ W.)

Q–5 HAROB to STIKM [New]

HAROB	WP	(Lat. 47°14′36″ N., long. 123°02′27″ W.)
HISKU	WP	(Lat. 44°30′00″ N., long. 122°56′39″ W.)
HARPR	WP	(Lat. 42°28′50″ N., long. 122°53′02″ W.)
HOMEG	WP	(Lat. 41°20′09″ N., long. 122°51′05″ W.)
HUPTU	WP	(Lat. 39°30′00″ N., long. 122°44′39″ W.)
STIKM	WP	(Lat. 38°32′00″ N., long. 122°39′00″ W.)

Q–7 JINMO to AVE [New]

JINMO	WP	(Lat. 46°22′17″ N., long. 122°07′31″ W.)
JOGEN	WP	(Lat. 44°19′44″ N., long. 121°39′04″ W.)
JUNEJ	WP	(Lat. 41°00′06″ N., long. 120°55′06″ W.)
JAGWA	WP	(Lat. 37°19′49″ N., long. 120°38′18″ W.)
AVE	VORTAC	(Lat. 35°38′49″ N., long. 119°58′43″ W.)

Q–9 SUMMA to DERBB [New]

SUMMA	Fix	(Lat. 46°37′04″ N., long. 121°59′18″ W.)
SMIGE	WP	(Lat. 43°50′46″ N., long. 121°20′45″ W.)
SUNBE	WP	(Lat. 41°00′14″ N., long. 120°44′32″ W.)
REBRG	WP	(Lat. 35°58′53″ N., long. 119°36′53″ W.)
DERBB	Fix	(Lat. 35°15′21″ N., long. 119°38′29″ W.)

Q–11 PAAGE to LAX [New]

PAAGE	WP	(Lat. 46°25′22″ N., long. 121°44′44″ W.)
PAWLI	WP	(Lat. 43°10′48″ N., long. 120°55′50″ W.)
PITVE	WP	(Lat. 41°00′14″ N., long. 120°24′57″ W.)
PUSHH	WP	(Lat. 38°18′53″ N., long. 119°36′40″ W.)
LAX	VORTAC	(Lat. 33°55′59″ N., long. 118°25′55″ W.)

PARAGRAPH 2006(a)—AREA NAVIGATION ROUTES—Continued

Q–13 PAWLI to LIDAT [New]		
PAWLI	WP	(Lat. 43°10′48″ N., long. 120°55′50″ W.)
RUFUS	WP	(Lat. 41°26′00″ N., long. 120°00′00″ W.)
LOMIA	WP	(Lat. 39°13′12″ N., long. 119°06′23″ W.)
LIDAT	Fix	(Lat. 37°25′49″ N., long. 117°16′41″ W.)
Q–501 SOBME to VIXIS [New]		
SOBME	WP	(Lat. 44°58′24″ N., long. 97°40′44″ W.)
GEP	VORTAC	(Lat. 45°08′45″ N., long. 93°22′24″ W.)
VIXIS	Fix	(Lat. 44°20′07″ N., long. 82°17′19″ W.)
excluding the portion within Canada.		
Q–502 SOBME to KENPA [New]		
SOBME	WP	(Lat. 44°58′24″ N., long. 97°40′44″ W.)
GEP	VORTAC	(Lat. 45°08′45″ N., long. 93°22′24″ W.)
KENPA	Fix	(Lat. 44°47′42″ N., long. 82°23′36″ W.)
excluding the portion within Canada.		
Q–504 HEMDI to NOTAP [New]		
HEMDI	WP	(Lat. 45°19′50″ N., long. 97°37′46″ W.)
CESNA	WP	(Lat. 45°52′14″ N., long. 92°10′59″ W.)
NOTAP	WP	(Lat. 45°12′30″ N., long. 82°28′30″ W.)
excluding the portion within Canada.		
Q–505 HEMDI to OMAGA [New]		
HEMDI	WP	(Lat. 45°19′50″ N., long. 97°37′46″ W.)
CESNA	WP	(Lat. 45°52′14″ N., long. 92°10′59″ W.)
RIMBE	WP	(Lat. 46°02′04″ N., long. 88°04′50″ W.)
OMAGA	Fix	(Lat. 46°03′04″ N., long. 84°00′00″ W.)
excluding the portion within Canada.		

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Issued in Washington, DC, on April 28, 2003.

Reginald C. Matthews,

Manager, Airspace and Rules Division.

[FR Doc. 03–11638 Filed 5–8–03; 8:45 am]

BILLING CODE 4910–13–P

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 71

[Docket No. FAA–2003–14937; Airspace Docket No. 03–ACE–40]

Modification of Class D Airspace; and Modification of Class E Airspace; Sioux City, IA

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Direct final rule; request for comments.

SUMMARY: Sioux Gateway Airport, Sioux City, IA, has been renamed Sioux Gateway/Col. Bud Day Field. An examination of controlled airspace for Sioux City, IA revealed discrepancies in the Sioux Gateway/Col. Bud Day Field airport reference point used in the legal descriptions for the Sioux City, IA Class D and Class E airspace areas. The intended effect of this rule is to replace ''Sioux Gateway Airport'' in the legal descriptions of Sioux City, IA Class D and Class E airspace areas with ''Sioux Gateway/Col. Bud Day Field,'' to incorporate the current Sioux Gateway/Col. Bud Day Field airport reference point into the legal descriptions of these airspace areas and to bring the legal descriptions into compliance with FAA Orders.

DATES: This direct final rule is effective on 0901 UTC, September 4, 2003. Comments for inclusion in the Rules Docket must be received on or before June 10, 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–2003–14937/ Airspace Docket No. 03–ACE–40, 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 D airspace area, the Class E airspace area designated as an extension to the Class D airspace area, the Class E airspace designated as a surface area and the Class E airspace area extending upward from 700 feet above the surface at Sioux City, IA. It replaces ''Sioux Gateway Airport,'' the former name of the airport, with ''Sioux Gateway/Col. Bud Day Field,'' the new name of the airport, in the legal descriptions. This amendment also incorporates the current Sioux Gateway/Col. Bud Day Field airport reference point into the legal descriptions of these airspace areas. It brings the legal description of these airspace areas into compliance with FAA Order 7400.2E, Procedures for Handling Airspace Matters. The areas will be depicted on appropriate aeronautical charts. Class D airspace areas are published in paragraph 5000 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 E airspace areas designated as an extension to a Class D or Class E surface area, Class E airspace designated as surface areas and the Class E airspace areas extending upward from 700 feet or more above the surface of the earth are published in paragraph 6004, 6002 and 6005 respectively of the same FAA Order. The Class D and Class E airspace designations listed in this