

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-2003-14845/Airspace Docket No. 03-ACE-30." The postcard will be date/time stamped and returned to the commentor.

#### 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 Administration Order 7400.9K, 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.*

\* \* \* \* \*

#### ACE IA E5 Shenandoah, IA

Shenandoah Municipal Airport, IA  
(Lat. 40°45'06" N., long. 95°24'49" W.)  
Shenandoah NDB  
(Lat. 40°45'06" N., long. 95°24'27" W.)

That airspace extending upward from 700 feet above the surface within a 6.4-mile radius of Shenandoah Municipal Airport and within 2.6 miles each side of the 140° bearing from the Shenandoah NDB extending from the 6.4-mile radius to 7.4 miles southeast of the airport.

\* \* \* \* \*

Issued in Kansas City, MO, on April 4, 2003.

**Herman J. Lyons, Jr.,**

*Manager, Air Traffic Division, Central Region.*  
[FR Doc. 03-9181 Filed 4-14-03; 8:45 am]

**BILLING CODE 4910-13-M**

### DEPARTMENT OF TRANSPORTATION

#### Federal Aviation Administration

#### 14 CFR Part 71

[Airspace Docket No. 02-ACE-12]

#### Establishment of Class E Airspace; Moundridge, KS; Correction

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

**ACTION:** Final rule; correction.

**SUMMARY:** This action corrects a final rule that was published in the **Federal Register** on Wednesday, March 5, 2003, (68 FR 10369). The final rule established Class E airspace at Moundridge, KS. **EFFECTIVE DATE:** 0901 UTC, July 10, 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 03-5130, published on Wednesday, March 5, 2003, (68 FR 10369), established Class E airspace at Moundridge, KS. The Class E airspace was defined with reference to Moundridge Municipal Airport, KS. The published coordinates of Moundridge Municipal Airport, KS were incorrect.

■ Accordingly, pursuant to the authority delegated to me, the Class E airspace at Moundridge, KS, as published in the **Federal Register** on Wednesday, March 5, 2003 (68 FR 10369), is corrected as follows:

#### § 71.1 [Corrected]

On page 10370, Column 1, second paragraph, third line change "(Lat. 38°12'25" N., Long. 97°30'11" W.)" to read "(Lat. 38°12'33" N., Long. 97°30'10" W.)."

Issued in Kansas City, MO, on March 31, 2003.

**Herman J. Lyons, Jr.**

*Manager, Air Traffic Division, Central Region.*  
[FR Doc. 03-9180 Filed 4-14-03; 8:45 am]

**BILLING CODE 4910-13-M**

### DEPARTMENT OF TRANSPORTATION

#### Federal Aviation Administration

#### 14 CFR Part 71

[Docket No. FAA-2003-14843; Airspace Docket No. 03-ACE-28]

#### Modification of Class E Airspace; Rock Rapids, IA

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

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

**SUMMARY:** This action revises Class E airspace at Rock Rapids, IA. The Rock Rapids Nondirectional Radio Beacon (NDB) that served Rock Rapids Municipal Airport, Rock Rapids, IA has been decommissioned and standard instrument approach procedures (SIAPs) that utilized the NDB have been cancelled. Controlled airspace extending upward from 700 feet Above Ground Level (AGL) that accommodated the NDB SIAPs is no longer needed.

The intended effect of this rule is to provide appropriate controlled Class E airspace for aircraft operating under Instrument Flight Rule (IFR) at Rock Rapids, IA, delete the Rock Rapids NDB and coordinates from the legal