

this airspace area. This amendment incorporates the revised Red Oak Municipal Airport airport reference point and brings the legal description of the Red Oak, IA Class E airspace area into compliance with FAA Order 7400.2E, Procedures for Handling Airspace Matters. This area will be depicted on appropriate aeronautical charts. Class E airspace areas extending upward from 700 feet or more above 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 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 data, 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-2003-15078/Airspace Docket No. 03-ACE-46." 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 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 Red Oak, IA**

Red Oak Municipal Airport, IA  
(Lat. 41°00'38" N., long. 95°15'36" W.)

Red Oak NDB  
(Lat. 41°00'58" N., long. 95°15'12" W.)

That airspace extending upward from 700 feet above the surface within a 6-mile radius of Red Oak Municipal Airport and within 2.6 miles each side of the 326° bearing from the Red Oak NDB extending from the 6-mile radius to 8.3 miles northwest of the airport.

\* \* \* \* \*

Issued in Kansas City, MO, on May 13, 2003.

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

*Manager, Air Traffic Division, Central Region.*

[FR Doc. 03-13045 Filed 5-22-03; 8:45 am]

**BILLING CODE 4910-13-M**

## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### 14 CFR Part 71

[Docket No. FAA-2003-14600; Airspace Docket No. 03-ACE-23]

#### **Modification of Class E Airspace; Knoxville, IA**

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

**ACTION:** Direct final rule; confirmation of effective date.

**SUMMARY:** This document confirms the effective date of the direct final rule which revised Class E airspace at Knoxville, IA.

**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:** The FAA published this direct final rule with a request for comments in the **Federal Register** on April 4, 2003 (68 FR 16409) [FR Doc. 03-8142]. 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 15, 2003.

**Herman J. Lyons, Jr.,**  
*Manager, Air Traffic Division, Central Region.*  
 [FR Doc. 03-13044 Filed 5-22-03; 8:45 am]  
 BILLING CODE 4910-13-M

## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### 14 CFR Part 71

[Docket No. FAA-2003-14601; Airspace  
 Docket No. 03-ACE-24]

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

**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  
 Marshalltown, IA.

**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:** The FAA  
 published this direct final rule with a  
 request for comments in the **Federal  
 Register** on April 4, 2003 (68 FR 16410)  
 [FR Doc. 03-8141]. 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 15,  
 2003.

**Herman J. Lyons, Jr.,**  
*Manager, Air Traffic Division, Central Region.*  
 [FR Doc. 03-13043 Filed 5-22-03; 8:45 am]  
 BILLING CODE 4910-13-M

## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### 14 CFR Part 71

[Docket No. FAA-2003-14657; Airspace  
 Docket No. 03-ACE-26]

#### Modification of Class E Airspace; St. Louis, MO

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

**ACTION:** Direct final rule; confirmation of  
 effective date.

**SUMMARY:** This document confirms the  
 effective date of a direct final rule which  
 revises Class E airspace at St. Louis,  
 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 3, 2003 (68 FR 16207)  
 (FR Doc. 03-8126). 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 15,  
 2003.

**Herman J. Lyons, Jr.,**  
*Manager, Air Traffic Division, Central Region.*  
 [FR Doc. 03-13042 Filed 5-22-03; 8:45 am]  
 BILLING CODE 4910-13-M

## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### 14 CFR Part 71

[Docket No. FAA-2003-14845; Airspace  
 Docket No. 03-ACE-30]

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

**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  
 Shenandoah, IA.

**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:** The FAA  
 published this direct final rule with a  
 request for comments in the **Federal  
 Register** on April 15, 2003 (68 FR  
 18114) (FR Doc. 03-9181). 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 15,  
 2003.

**Herman J. Lyons, Jr.,**  
*Manager, Air Traffic Division, Central Region.*  
 [FR Doc. 03-13041 Filed 5-22-03; 8:45 am]  
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