

The Rule

This amendment to part 71 of the Federal Aviation Regulations (14 CFR part 71) amends Class E5 airspace at Maxton, NC.

The FAA has determined that this proposed 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. 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 7400.9L, Airspace Designations and Reporting Points, dated September 16, 2003, and effective September 15, 2004, is amended as follows:

Paragraph 6005 Class E airspace areas extending upward from 700 feet or more above the surface of the earth

* * * * *

ASO NC E5 Maxton, NC [Revised]
Maxton, Laurinburg—Maxton Airport, NC
(Lat. 34°47'31" N, long. 79°21'57" W)
Sandhills VORTAC
(Lat. 35°12'56" N, long. 79°35'17" W)
Scotland Memorial Hospital
Point in Space Coordinates
(Lat. 34°45'49" N, long. 79°28'10" W)

That airspace extending upward from 700 feet or more above the surface within a 7-mile radius of the Laurinburg—Maxton Airport and within 2.5 miles each side of the Sandhills VORTAC 157° radial, extending from the 7-mile radius to 19 miles southeast of the airport, and that airspace within a 6-mile radius of the point in space (Lat. 34°45'49" N, long. 79°28'10" W) serving Scotland Memorial Hospital.

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Issued in College Park, Georgia, on September 29, 2003.

Walter R. Cochran,

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

[FR Doc. 03–27903 Filed 11–5–03; 8:45 am]

BILLING CODE 4910–13–M

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 71

[Docket No. FAA–2003–15845; Airspace
Docket No. 03–ASO–11]

Amendment of Class E Airspace; Raleigh, NC

AGENCY: Federal Aviation
Administration (FAA), DOT.

ACTION: Final rule.

SUMMARY: This action amends Class E5 airspace at Raleigh, NC. A Area Navigation (RNAV) Global Positioning System (GPS) Standard Instrument Approach Procedure (SIAP), helicopter point in space approach, has been developed for Duke Medical Center, Durham, NC. As a result, controlled airspace extending upward from 700 feet Above Ground Level (AGL) is needed to contain the SIAP.

EFFECTIVE DATE: 0901 UTC, December 25, 2003.

FOR FURTHER INFORMATION CONTACT:
Walter R. Cochran, Manager, Airspace Branch, Air Traffic Division, Federal Aviation Administration, P.O. Box 20636, Atlanta, Georgia 30320; telephone (404) 305–5627.

SUPPLEMENTARY INFORMATION:

History

On August 20, 2003, the FAA proposed to amend part 71 of the Federal Aviation Regulations (14 CFR part 71) by amending Class E5 airspace at Raleigh, NC, (68 FR 50084). This action provides adequate Class E5 airspace for IFR operations at Duke Medical Center, Durham, NC. Designations for Class E are published in FAA Order 7400.9L, dated September 16, 2003, and effective September 15, 2004, which is incorporated by

reference in 14 CFR part 71.1. The Class E designations listed in this document will be published subsequently in the Order.

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.

The Rule

This amendment to part 71 of the Federal Aviation Regulations (14 CFR part 71) amends Class E5 airspace at Raleigh, NC.

The FAA has determined that this proposed 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. 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 7400.9L, Airspace Designations and Reporting Points, dated September 16, 2003, and effective September 15, 2004, is amended as follows:

Paragraph 6005 Class E airspace areas extending upward from 700 feet or more above the surface of the earth

* * * * *

ASO NC E5 Raleigh, NC [Revised]

Raleigh-Durham International Airport, NC
(Lat. 35°52'40" N, long. 78°47'15" W)

Leevy NDB

(Lat. 35°55'38" N, long. 78°43'19" W)

Horace Williams Airport

(Lat. 35°56'06" N, long. 79°03'57" W)

Duke Medical Center

Point In Space Coordinates

(Lat. 35°59'48" N, long. 78°55'49" W)

That airspace extending upward from 700 feet or more above the surface within a 10-mile radius of Raleigh-Durham International Airport and within 2.5 miles each side of the 045° bearing from Leevy NDB, extending from the 10-mile radius to 7 miles northeast of the NDB; within a 6.3-mile radius of Horace Williams Airport and that airspace within a 6-mile radius of the point in space (lat. 35°59'48" N, long. 78°55'49" W) serving Duke Medical Center.

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Issued in College Park, Georgia on
September 29, 2003.

Walter R. Cochran,

Acting Manager, Air Traffic Division Southern Region.

[FR Doc. 03-27902 Filed 11-5-03; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 71

[Docket No. FAA-2003-15789; Airspace
Docket No. 03-AEA-09]

Amendment to Class E Airspace; Charlottesville, VA

AGENCY: Federal Aviation
Administration (FAA), DOT.

ACTION: Final rule; correction.

SUMMARY: This action corrects an error and omission in the description of the Charlottesville, VA Class E-5 designated airspace that was published in a final rule on February 20, 2001 (66 FR 10812), Airspace Docket No. 00-AEA-11. The Final Rule amended the description of the Class E airspace for Charlottesville, VA.

DATES: Effective November 6, 2003.

FOR FURTHER INFORMATION CONTACT: Mr. Francis Jordan, Airspace Specialist, Airspace Branch, AEA-520, Air Traffic Division, Eastern Region, Federal Aviation Administration, 1 Aviation Plaza, Jamaica, New York 11434-4809, telephone: (718) 553-4521.

SUPPLEMENTARY INFORMATION:

Background

Airspace Docket No. 00-AEA-11, published in the **Federal Register** on February 20, 2001 (66 FR 10812), amended the description of the Class E airspace area at Charlottesville-Albemarle Airport, Charlottesville, VA. The final rule established Class E airspace for the University of Virginia Medical Center Heliport as the primary airport for the Class E description.

Need for Correction

The final rule for the Class E airspace at Charlottesville omitted the description for the Charlottesville-Albemarle Airport. This error was discovered in the description of the airspace as published. This action corrects that error.

List of Subjects in 14 CFR Part 71

Airspace, Incorporation by reference, Navigation (air).

PART 71—DESIGNATION OF CLASS A, CLASS B, CLASS C, CLASS D, AND CLASS E AIRSPACE AREAS; AIRWAYS; ROUTES; AND REPORTING POINTS

■ Accordingly, pursuant to the authority delegated to me, the legal description for the Class E-5 airspace area at Charlottesville, VA, as published in the **Federal Register** on February 20, 2001 (66 FR 10812) and incorporated 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 corrected by making the following amendment:

■ 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 [Corrected]

■ 2. The incorporation by reference in 14 CFR 71.1 of the Federal Aviation Administration Order 7400.9L, Airspace Designations and Reporting Points, dated September 16, 2003, and effective September 15, 2004, is corrected as follows:

Paragraph 6005 Class E airspace areas extending upward from 700 feet or more above the surface of the earth

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AEA VA E5 Charlottesville, VA [Corrected]

Charlottesville-Albemarle Airport, VA
(Lat. 38°08'19" N., long. 78°27'10" W.)
University of Virginia Medical Center
Heliport
(Lat. 38°01'18" N., long. 78°30'30" W.)

Azalea Park NDB

(Lat. 38°00'37" N., long. 78°31'05" W.)

That airspace extending upward from 700 feet above the surface within a 6.5-mile radius of Charlottesville-Albemarle airport and within 4 miles each side of the Charlottesville-Albemarle Airport ILS localizer southwest course extending from the 6.5-mile radius to 9.6 miles southwest of the Azalea Park NDB and within a 6-mile radius of the University of Virginia Medical Center Heliport.

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Issued in Jamaica, New York, on
September 16, 2003.

John G. McCartney,

*Assistant Manager, Air Traffic Division,
Eastern Region.*

[FR Doc. 03-27899 Filed 11-5-03; 8:45 am]

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DEPARTMENT OF JUSTICE

Drug Enforcement Administration

21 CFR Part 1310

[Docket No. DEA-176F]

RIN 1117-AA47

Sale by Federal Departments or Agencies of Chemicals Which Could Be Used in the Illicit Manufacture of Controlled Substances

AGENCY: Drug Enforcement
Administration (DEA), Justice.

ACTION: Final rule.

SUMMARY: The Drug Enforcement Administration is finalizing the Notice of Proposed Rulemaking (NPRM) published in the **Federal Register** on May 8, 2003 (68 FR 24689). That NPRM proposed to conform DEA regulations to provisions of the National Defense Authorization Act which provides that a Federal department or agency may not sell from its stocks any chemical which could be used in the manufacture of a controlled substance unless the Administrator of DEA certifies in writing that there is no reasonable cause to believe that such a sale would result in the illegal manufacture of a controlled substance. This final rule codifies current practice established pursuant to statutory authority by which Federal agencies provide DEA with the opportunity to ensure that the sale of chemicals by them will not result in the illegal manufacture of controlled substances.

EFFECTIVE DATE: December 8, 2003.

FOR FURTHER INFORMATION CONTACT: Patricia M. Good, Chief, Liaison and Policy Section, Office of Diversion Control, Drug Enforcement