

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 proposed 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).

#### The Proposed Amendment

In consideration of the foregoing, the Federal Aviation Administration proposes to amend 14 CFR part 71 as follows:

#### PART 71—DESIGNATION OF CLASS A, B, C, D, AND E AIRSPACE AREAS; AIR TRAFFIC SERVICE 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 FAA Order 7400.9L, Airspace Designations and Reporting Points, dated September 2, 2003, and effective September 16, 2003, is amended as follows:

*Paragraph 6010(a) Domestic VOR Federal Airways*

\* \* \* \* \*

##### V-537 [Revised]

From Palm Beach, FL; INT Palm Beach 356° and Vero Beach, FL, 143° radials; Vero Beach; INT Vero Beach 318° and Orlando, FL, 140° radials; INT Orlando 40° and Melbourne, FL 298° radials; INT Melbourne 298° and Ocala, FL 145° radials; Ocala; Gators, FL; Greenville, FL; Moultrie, GA; to Macon, GA.

\* \* \* \* \*

Issued in Washington, DC, on January 16, 2004.

**Reginald C. Matthews,**

*Manager, Airspace and Rules Division.*

[FR Doc. 04–2179 Filed 2–2–04; 8:45 am]

**BILLING CODE 4910–13–P**

## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### 14 CFR Part 73

#### Docket No. FAA–2003–16531; Airspace Docket No. 96–ASO–10

RIN 2120–AA66

#### Proposed Modification and Revocation of Restricted Areas 3007A, B, C, D, and E; Townsend, GA

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

**ACTION:** Supplemental notice of proposed rulemaking (SNPRM).

**SUMMARY:** This action proposes to reconfigure the existing restricted area (R–3007) over the Townsend Range, GA, by reducing the lateral size and raising the vertical limits of the area. Additionally, this action proposes to change the using agency of the area, and increase the time of designation. The FAA is proposing this action to better accommodate Department of Defense (DOD) training requirements and enable more efficient use of the airspace. This action supplements a previously published document.

**DATES:** Comments must be received on or before March 19, 2004.

**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 FAA Docket No. FAA–2003–16531, and Airspace Docket No. 96–ASO–10, at the beginning of your comments. You may also submit comments on the Internet at <http://dms.dot.gov>.

**FOR FURTHER INFORMATION CONTACT:** Paul Gallant, 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:

##### Comments Invited

Interested parties are invited to participate in this proposed 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 (FAA Docket No. FAA–2003–16531, and Airspace Docket No. 96–ASO–10) and be submitted in triplicate to the Docket Management System (*see ADDRESSES* section for address and phone number). You may also submit comments through the Internet at <http://dms.dot.gov>.

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 FAA Docket No. FAA–2003–16531, and Airspace Docket No. 96–ASO–10.” The postcard will be date/time stamped and returned to the commenter.

All communications received on or before the specified closing date for comments will be considered before taking action on the proposed rule. The proposal contained in this notice may be changed in light of comments received. All comments submitted will be available for examination in the public docket both before and after the closing date for comments. A report summarizing each substantive public contact with FAA personnel concerned with this rulemaking will be filed in the docket.

#### Availability of Notice of Proposed Rulemaking (NPRM)

An electronic copy of this document may be downloaded through the Internet at <http://dms.dot.gov>. Recently published rulemaking documents can also be accessed through the FAA’s Web page at <http://www.faa.gov>, or the **Federal Register’s** Web page at <http://www.gpoaccess.gov/fr/index.html>.

You may review the public docket containing the proposal, any comments received, and any final disposition in person in the Dockets Office (*see ADDRESSES* section for address and phone number) between 9 a.m. and 5 p.m., Monday through Friday, except Federal holidays. An informal docket may also be examined during normal business hours at the office of the Regional Air Traffic Division, Federal Aviation Administration, Southern Region Headquarters, 1701 Columbia Avenue, College Park, GA 30337.

Persons interested in being placed on a mailing list for future NPRM’s should call the FAA’s Office of Rulemaking, (202) 367–9677, for a copy of Advisory Circular No. 11–2A, Notice of Proposed Rulemaking Distribution System, which describes the application procedure.

#### Background

On December 5, 1996, the FAA published an NPRM to modify the

restricted airspace area over Townsend Range, GA complex, by reducing the lateral size of the area, raising the vertical limits, and increasing the time of designation. In addition, the FAA proposed to change the using agency of the area (61 FR 64494). The comment period for this proposal closed on January 21, 1997. No comments were received in response to the notice.

On June 18, 1997, the proponent requested that the FAA suspend further action on this proposal pending the proponent's completion of additional airspace and environmental studies of the Coastal Military Operations Area proposal. Considering the extended time that has elapsed since the original NPRM was published, the FAA is now providing this supplemental notice in order to solicit additional public comment on the proposal.

### The Proposal

The FAA is proposing an amendment to title 14 Code of Federal Regulations (14 CFR) part 73 (part 73) to modify Restricted Areas 3007A, B, C, D, and E (R-3007A, B, C, D, and E), at Townsend Range, GA, to better accommodate DOD training requirements, eliminate restricted airspace no longer required for military training, and enable more efficient use of airspace.

This proposed amendment would delete all restricted airspace currently contained in R-3007A, and approximately half of the restricted airspace currently described as R-3007B. The remaining existing restricted airspace would be redesignated as R-3007A, B, or C. Specifically, R-3007E would be revoked and its circular surface target area would be designated as R-3007A. The current R-3007D would be designated as R-3007B, and the existing R-3007C would be revised to incorporate the remaining portion of the former R-3007B.

A new restricted area, R-3007D, would be established above the proposed R-3007A, B, and C raising the ceiling of restricted airspace from 13,000 feet above sea level (MSL) to flight level (FL) 250. The purpose of the proposed R-3007D is to accommodate high altitude, high angle weapons delivery training.

This action also proposes a six hour daily increase in the time of designation for the revised Townsend Range complex from the current "Monday-Friday, 0800-1700 local time, other times by NOTAM at least 24 hours in advance," to "0700-2200 local time Monday-Friday, other times by NOTAM at least 24 hours in advance." This change is proposed to permit more flexible range utilization and

accommodate increased night training requirements. Additionally, the proposed increase would more accurately inform other National Airspace System users of time periods when the range may be in use, as well as reduce NOTAM system workload.

Finally, the using agency name for all sub-areas would be changed from "Savannah Air National Guard Training Site, Garden City, GA," to "ANG, Savannah Combat Readiness Training Center, GA," to reflect the current organizational name. The Townsend Range complex will be a joint-use airspace and the restricted areas will be returned to the controlling agency on a real-time basis when not required for military activities.

Section 73.30 of part 73 of the Federal Aviation Regulations was republished in FAA Order 7400.8L dated October 7, 2003.

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. Therefore, this proposed 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 proposed 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

This proposal will be subjected to the appropriate environmental analysis in accordance with the FAA Order 1050.1D, Policies and Procedures for Considering Environmental Impacts, prior to any FAA final regulatory action.

### List of Subjects in 14 CFR Part 73

Airspace, Navigation (air).

### The Proposed Amendment

In consideration of the foregoing, the Federal Aviation Administration proposes to amend 14 CFR part 73 as follows:

### PART 73—SPECIAL USE AIRSPACE

1. The authority citation for part 73 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.

### § 73.30 [Amended]

2. § 73.30 is amended as follows:

\* \* \* \* \*

#### R—3007A Townsend, GA (Revised)

*Boundaries.* A circular area with a 1.5-mile radius centered at lat. 31°33'16" N., long. 81°34'44" W.

*Designated altitudes.* Surface to but not including 13,000 feet MSL.

*Time of designation.* 0700-2200 local time, Monday-Friday; other times by NOTAM at least 24 hours in advance.

*Controlling agency.* FAA, Jacksonville ARTCC.

*Using agency.* ANG, Savannah Combat Readiness Training Center, GA.

#### R—3007B Townsend, GA (Revised)

*Boundaries.* Beginning at lat. 31°38'01" N., long. 81°28'59" W.;

to lat. 31°37'31" N., long. 81°28'14" W.;

to lat. 31°32'31" N., long. 81°27'29" W.;

to lat. 31°26'16" N., long. 81°31'29" W.;

to lat. 31°25'31" N., long. 81°35'59" W.;

to lat. 31°27'26" N., long. 81°33'39" W.;

to lat. 31°31'16" N., long. 81°31'59" W.;

thence along a 1 NM radius arc clockwise

of a point centered at lat. 31°32'26" N.,

long. 81°31'49" W.;

to lat. 31°33'16" N., long. 81°31'14" W.;

to the point of beginning.

*Designated altitudes.* 1,200 feet AGL to but not including 13,000 feet MSL.

*Time of designation.* 0700-2200 local time, Monday-Friday; other times by NOTAM at least 24 hours in advance.

*Controlling agency.* FAA, Jacksonville ARTCC.

*Using agency.* ANG, Savannah Combat Readiness Training Center, GA.

#### R—3007C Townsend, GA (Revised)

*Boundaries.* Beginning at lat. 31°38'01" N., long. 81°46'59" W.;

to lat. 31°42'31" N., long. 81°33'59" W.;

to lat. 31°38'01" N., long. 81°28'59" W.;

to lat. 31°33'16" N., long. 81°31'14" W.;

thence along a 1 NM radius arc

counterclockwise of a point centered at

lat. 31°32'26" N., long. 81°31'49" W.;

to lat. 31°31'16" N., long. 81°31'59" W.;

to lat. 31°27'26" N., long. 81°33'39" W.;

to lat. 31°25'31" N., long. 81°35'59" W.;

thence west along the Altamaha River to

the point of beginning; excluding R-

3007A.

*Designated altitudes.* 100 feet AGL to but not including 13,000 feet MSL.

*Time of designation.* 0700-2200 local time, Monday-Friday; other times by NOTAM at least 24 hours in advance.

*Controlling agency.* FAA, Jacksonville ARTCC.

*Using agency.* ANG, Savannah Combat Readiness Training Center, GA.

#### R—3007D Townsend, GA (Revised)

*Boundaries.* Beginning at lat. 31°38'01" N., long. 81°46'59" W.;

to lat. 31°42'31" N., long. 81°33'59" W.;

to lat. 31°38'01" N., long. 81°28'59" W.;  
to lat. 31°37'31" N., long. 81°28'14" W.;  
to lat. 31°32'31" N., long. 81°27'29" W.;  
to lat. 31°26'16" N., long. 81°31'29" W.;  
to lat. 31°25'31" N., long. 81°35'59" W.;  
thence northwest along the Altamaha River  
to the point of beginning.

*Designated altitudes.* 13,000 feet MSL to FL  
250.

Time of designation. 0700–2200 local time,  
Monday–Friday; other times by NOTAM  
at least 24 hours in advance.

*Controlling agency.* FAA, Jacksonville  
ARTCC.

*Using agency.* ANG, Savannah Combat  
Readiness Training Center, GA.

**R–3007E Townsend, GA (Remove)**

\* \* \* \* \*

Issued in Washington, DC, on January 20,  
2004.

**Reginald C. Matthews,**

*Manager, Airspace and Rules Division.*

[FR Doc. 04–2178 Filed 2–2–04; 8:45 am]

**BILLING CODE 4910–13–P**

## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### 14 CFR Part 77

[Docket No. FAA–2004–16982; Notice No.  
04–01]

#### Colo Void Clause Coalition; Antenna Systems Co-Location; Voluntary Best Practices

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

**ACTION:** Notice of availability and  
request for comments.

**SUMMARY:** This document announces the  
availability of a letter dated December  
23, 2003, from the Colo Void Clause  
Coalition (CVCC) proposing “voluntary  
best practices” that would apply to the  
co-location of antenna systems, for  
certain designated frequencies, that are  
within one nautical mile of an FAA  
facility. The FAA seeks comments on  
the CVCC proposal.

**DATES:** Comments must be received on  
or before February 13, 2004.

**ADDRESSES:** You may send comments,  
identified by Docket Number FAA–  
2004–16982, using any of the following  
methods:

- DOT Docket Web site: Go to <http://dms.dot.gov> and follow the instructions for sending your comments electronically.

- Government-wide rulemaking Web site: Go to <http://www.regulations.gov> and follow the instructions for sending your comments electronically.

- Mail: Docket Management Facility;  
U.S. Department of Transportation, 400

Seventh Street, SW., Nassif Building,  
Room PL–401, Washington, DC 20590–  
001.

- Fax: 1–202–493–2251.

- Hand Delivery: Room PL–401 on  
the plaza level of the Nassif Building,  
400 Seventh Street, SW., Washington,  
DC, between 9 a.m. and 5 p.m., Monday  
through Friday, except Federal holidays.

For more information on this process,  
see the **SUPPLEMENTARY INFORMATION**  
section of this document.

**Privacy:** We will post all comments  
we receive, without change, to <http://dms.dot.gov>, including any personal  
information you provide. For more  
information, see the Privacy Act  
discussion in the **SUPPLEMENTARY**  
**INFORMATION** section of this document.

**Docket:** To read the CVCC document  
and other pertinent documents or  
comments received, go to <http://dms.dot.gov> at any time or to Room PL–  
401 on the plaza level of the Nassif  
Building, 400 Seventh Street, SW.,  
Washington, DC, between 9 a.m. and 5  
p.m., Monday through Friday, except  
Federal holidays.

#### FOR FURTHER INFORMATION CONTACT:

Rene J. Balanga, Spectrum Policy and  
Management, ASR–100, Federal  
Aviation Administration, 800  
Independence Ave., SW., Washington,  
DC 20591; telephone number: (202)  
267–3819.

#### SUPPLEMENTARY INFORMATION:

##### Comments Invited

The FAA invites interested persons to  
comment on the CVCC’s proposed  
voluntary best practices document by  
submitting written comments, data, or  
views. We ask that you send us two  
copies of written comments.

We will file in the docket all  
comments we receive, as well as a  
report summarizing each substantive  
public contact with FAA personnel  
concerning this document. The docket  
is available for public inspection before  
and after the comment closing date. If  
you wish to review the docket in  
person, go to the address in the  
**ADDRESSES** section of this preamble  
between 9 a.m. and 5 p.m., Monday  
through Friday, except Federal holidays.  
You may also review the docket using  
the Internet at the web address in the  
**ADDRESSES** section.

**Privacy Act:** Using the search function  
of our docket Web site, anyone can find  
and read the comments received into  
any of our dockets, including the name  
of the individual sending the comment  
(or signing the comment on behalf of  
an association, business, labor union, etc.).  
You may review DOT’s complete  
Privacy Act Statement in the **Federal**

**Register** published on April 11, 2000  
(65 FR 19477–78) or you may visit <http://dms.dot.gov>.

Before adopting any policy changes  
based on the CVCC proposed voluntary  
best practices, we will consider all  
comments we receive on or before the  
closing date for comments. We will  
consider comments filed late if it is  
possible to do so without incurring  
expense or delay.

If you want the FAA to acknowledge  
receipt of your comments, include with  
your comments a pre-addressed,  
stamped postcard on which the docket  
number appears. We will stamp the date  
on the postcard and mail it to you.

#### Discussion

On December 23, 2003, the CVCC  
wrote to Marion C. Blakey, FAA  
Administrator, and attached a Voluntary  
Best Practices Agreement Regarding the  
Potential for Electromagnetic  
Interference Upon FAA Facilities (Best  
Practices Agreement). The CVCC is a  
coalition of wireless carriers, tower  
companies, and trade associations that  
currently own or manage a majority of  
the radio towers throughout the United  
States. The FAA is reviewing the  
submitted Best Practices Agreement and  
will consider all submitted comments in  
determining whether any changes are  
warranted to current FAA notification  
policies with respect to co-location of  
antenna systems, for certain designated  
frequencies, that are within one nautical  
mile of FAA facilities.

Issued in Washington, DC, on January 29,  
2004.

**Oscar Alvarez,**

*Acting Program Director, Spectrum Policy  
and Management.*

[FR Doc. 04–2216 Filed 1–29–04; 4:36 pm]

**BILLING CODE 4910–13–U**

## DEPARTMENT OF THE TREASURY

### Internal Revenue Service

#### 26 CFR Parts 1 and 301

[REG–116664–01]

**RIN 1545–BC15**

#### Guidance Necessary To Facilitate Business Electronic Filing; Correction

**AGENCY:** Internal Revenue Service (IRS),  
Treasury.

**ACTION:** Correction to notice of proposed  
rulemaking by cross-reference to  
temporary regulations.

**SUMMARY:** This document contains  
corrections to a notice of proposed  
rulemaking by cross-reference to