

TABLE 1.—SERVICE BULLETINS INCORPORATED BY REFERENCE—Continued

Service bulletin	Revision	Date
Goodrich Service Bulletin 2–1528–32–2 .....	5 .....	February 19, 2003.
Goodrich Service Bulletin 2–1530–32–2 .....	5 .....	February 19, 2003.

This incorporation by reference was approved previously by the Director of the Federal Register in accordance with 5 U.S.C. 552(a) and 1 CFR part 51 as of June 2, 2004 (69 FR 23093, April 28, 2004). Copies may be obtained from Cessna Aircraft Co., P.O. Box 7706, Wichita, Kansas 67277. Copies may be inspected at the FAA, Transport Airplane Directorate, 1601 Lind Avenue, SW., Renton, Washington; at the FAA, Wichita Aircraft Certification Office, 1801 Airport Road, Room 100, Mid-Continent Airport, Wichita, Kansas; or at the National Archives and Records Administration (NARA). For information on the availability of this material at NARA, call (202) 741–6030, or go to: [http://www.archives.gov/federal\\_register/code\\_of\\_federal\\_regulations/ibr\\_locations.html](http://www.archives.gov/federal_register/code_of_federal_regulations/ibr_locations.html).

#### Effective Date

(i) The effective date of this amendment remains June 2, 2004.

Issued in Renton, Washington, on June 7, 2004.

**Kalene C. Yanamura,**

*Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.*

[FR Doc. 04–13336 Filed 6–14–04; 8:45 am]

**BILLING CODE 4910–13–P**

## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### 14 CFR Part 97

[Docket No. 30415; Amdt. No. 3098]

#### Standard Instrument Approach Procedures; Miscellaneous Amendments

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

**ACTION:** Final rule.

**SUMMARY:** This amendment establishes, amends, suspends, or revokes Standard Instrument Approach Procedures (SIAPs) for operations at certain airports. These regulatory actions are needed because of the adoption of new or revised criteria, or because of changes occurring in the National Airspace System, such as the commissioning of new navigational facilities, addition of new obstacles, or changes in air traffic requirements. These changes are designed to provide safe and efficient use of the navigable airspace and to promote safe flight operations under

instrument flight rules at the affected airports.

**DATES:** This rule is effective June 15, 2004. The compliance date for each SIAP is specified in the amendatory provisions.

The incorporation by reference of certain publications listed in the regulations is approved by the Director of the Federal Register as of June 15, 2004.

**ADDRESSES:** Availability of matters incorporated by reference in the amendment is as follows:

#### For Examination—

1. FAA Rules Docket, FAA Headquarters Building, 800 Independence Avenue, SW., Washington, DC 20591;
2. The FAA Regional Office of the region in which the affected airport is located;
3. The Flight Inspection Area Office which originated the SIAP; or,
4. The National Archives and Records Administration (NARA). For information on the availability of this material at NARA, call (202) 741–6030, or go to: [http://www.archives.gov/federal\\_register/code\\_of\\_federal\\_regulations/ibr\\_locations.html](http://www.archives.gov/federal_register/code_of_federal_regulations/ibr_locations.html).

**For Purchase—**Individual SIAP copies may be obtained from:

1. FAA Public Inquiry Center (APA–200), FAA Headquarters Building, 800 Independence Avenue, SW., Washington, DC 20591; or
2. The FAA Regional Office of the region in which the affected airport is located.

**By Subscription—**Copies of all SIAPs, mailed once every 2 weeks, are for sale by the Superintendent of Documents, U.S. Government Printing Office, Washington, DC 20402.

#### FOR FURTHER INFORMATION CONTACT:

Donald P. Pate, Flight Procedure Standards Branch (AMCAFS–420), Flight Technologies and Programs Division, Flight Standards Service, Federal Aviation Administration, Mike Monroney Aeronautical Center, 6500 South MacArthur Blvd., Oklahoma City, OK 73169 (Mail Address: P.O. Box 25082, Oklahoma City, OK 73125), telephone: (405) 954–4164.

**SUPPLEMENTARY INFORMATION:** This amendment to part 97 of the Federal

Aviation Regulations (14 CFR part 97) establishes, amends, suspends, or revokes Standard Instrument Approach Procedures (SIAPs). The complete regulatory description of each SIAP is contained in official FAA form documents which are incorporated by reference in this amendment under 5 U.S.C. 552(a), 1 CFR part 51, and § 97.20 of the Federal Aviation Regulations (FAR). The applicable FAA Forms are identified as FAA Forms 8260–3, 8260–4, and 8260–5. Materials incorporated by reference are available for examination or purchase as stated above.

The large number of SIAPs, their complex nature, and the need for a special format make their verbatim publication in the **Federal Register** expensive and impractical. Further, airmen do not use the regulatory text of the SIAPs, but refer to their graphic depiction on charts printed by publishers of aeronautical materials. Thus, the advantages of incorporation by reference are realized and publication of the complete description of each SIAP contained in FAA form documents is unnecessary. The provisions of this amendment state the affected CFR (and FAR) sections, with the types and effective dates of the SIAPs. This amendment also identifies the airport, its location, the procedure identification and the amendment number.

#### The Rule

This amendment to part 97 is effective upon publication of each separate SIAP as contained in the transmittal. Some SIAP amendments may have been previously issued by the FAA in a National Flight Data Center (NFDC) Notice to Airmen (NOTAM) as an emergency action of immediate flight safety relating directly to published aeronautical charts. The circumstances which created the need for some SIAP amendments may require making them effective in less than 30 days. For the remaining SIAPs, an effective date at least 30 days after publication is provided.

Further, the SIAPs contained in this amendment are based on the criteria contained in the U.S. Standard for Terminal Instrument Procedures (TERPS). In developing these SIAPs, the TERPS criteria were applied to the

conditions existing or anticipated at the affected airports. Because of the close and immediate relationship between these SIAPs and safety in air commerce, I find that notice and public procedure before adopting these SIAPs are impracticable and contrary to the public interest and, where applicable, that good cause exists for making some SIAPs effective in less than 30 days.

#### Conclusion

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. 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. For the same reason, the FAA certifies that this amendment 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 97

Air Traffic Control, Airports, Incorporation by reference, and Navigation (Air).

Issued in Washington, DC on June 4, 2004.

**James J. Ballough,**

*Director, Flight Standards Service.*

#### Adoption of the Amendment

■ Accordingly, pursuant to the authority delegated to me, part 97 of the Federal Aviation Regulations (14 CFR part 97) is amended by establishing, amending, suspending, or revoking Standard Instrument Approach Procedures, effective at 0901 UTC on the dates specified, as follows:

#### PART 97—STANDARD INSTRUMENT APPROACH PROCEDURES

■ 1. The authority citation for part 97 continues to read as follows:

**Authority:** 49 U.S.C. 106(g), 40103, 40106, 40113, 40114, 40120, 44502, 44514, 44701, 44719, 44721–44722.

■ 2. Part 97 is amended to read as follows:

\* \* \* *Effective July 8, 2004*

Easton, MD, Easton/Newnam Field, ILS OR LOC/DME RWY 4, Orig  
Easton, MD, Easton/Newnam Field, ILS RWY 4, Orig (CANCELLED)  
Houston, TX, George Bush Intercontinental Arpt/Houston, ILS OR LOC RWY 8R, Amdt 22

Houston, TX, George Bush Intercontinental Arpt/Houston, ILS OR LOC RWY 26L, Amdt 18, ILS RWY 26L (CAT II, III), Amdt 18  
Houston, TX, George Bush Intercontinental Arpt/Houston, RNAV (GPS) Z RWY 8R, Amdt 1  
Houston, TX, George Bush Intercontinental Arpt/Houston, RNAV (GPS) Z RWY 26L, Amdt 1  
Houston, TX, George Bush Intercontinental Arpt/Houston, NDB RWY 26L, Amdt 3

\* \* \* *Effective August 5, 2004*

Mobile, AL, Mobile Regional, RNAV (GPS) RWY 14, Orig  
Mobile, AL, Mobile Regional, RNAV (GPS) RWY 18, Orig  
Mobile, AL, Mobile Regional, RNAV (GPS) RWY 32, Orig  
Mobile, AL, Mobile Regional, ILS OR LOC RWY 14, Amdt 29  
Mobile, AL, Mobile Regional, ILS OR LOC RWY 32, Amdt 6  
Mobile, AL, Mobile Regional, NDB RWY 14, Amdt 2C  
Greeley, CO, Greeley-Weld County, NDB RWY 34, Orig  
Greeley, CO, Greeley-Weld County, ILS OR LOC RWY 34, Amdt 1  
Thomson, GA, Thomson-McDuffie County, NDB OR GPS RWY 28, Orig—A (CANCELLED)  
Wichita, KS, Wichita Mid-Continent, ILS OR LOC RWY 19L, Orig  
Wichita, KS, Wichita Mid-Continent, LOC BC RWY 19L, Amdt 16 (CANCELLED)  
Jamestown, KY, Russell County, RNAV (GPS) RWY 17, Orig  
Jamestown, KY, Russell County, RNAV (GPS) RWY 35, Orig  
Frederick, MD, Frederick Muni, RNAV (GPS) Z RWY 23, Orig—A  
Gaithersburg, MD, Montgomery County Airpark, RNAV (GPS) RWY 14, Amdt 2A  
Gaithersburg, MD, Montgomery County Airpark, RNAV (GPS) RWY 32, Amdt 1  
Hibbing, MN, Chisholm-Hibbing, ILS OR LOC RWY 31, Amdt 12  
Hibbing, MN, Chisholm-Hibbing, VOR RWY 31, Amdt 17  
Hibbing, MN, Chisholm-Hibbing, RNAV (GPS) RWY 4, Orig  
Hibbing, MN, Chisholm-Hibbing, RNAV (GPS) RWY 13, Orig  
Hibbing, MN, Chisholm-Hibbing, RNAV (GPS) RWY 22, Orig  
Hibbing, MN, Chisholm-Hibbing, RNAV (GPS) RWY 31, Orig  
Hattiesburg, MS, Hattiesburg/Bobby L. Chain Muni, RNAV (GPS) RWY 31, Orig  
Tunica, MS, Tunica Muni, RNAV (GPS) RWY 17, Orig  
Albuquerque, NM, Double Eagle II, RNAV (GPS) RWY 22, Orig

Albuquerque, NM, Double Eagle II, GPS RWY 22, Orig (CANCELLED)  
Carlsbad, NM, Cavern City Air Terminal, RNAV (GPS) RWY 14R, Orig  
Carlsbad, NM, Cavern City Air Terminal, RNAV (GPS) RWY 21, Orig  
Carlsbad, NM, Cavern City Air Terminal, RNAV (GPS) RWY 32L, Orig  
Carlsbad, NM, Cavern City Air Terminal, VOR RWY 32L, Amdt 6  
Carlsbad, NM, Cavern City Air Terminal, GPS RWY 21, Amdt 1 (CANCELLED)  
Carlsbad, NM, Cavern City Air Terminal, VOR/DME RNAV OR GPS RWY 14R, Amdt 2 (CANCELLED)  
Elmira, NY, Elmira/Corning Regional, RNAV (GPS) RWY 10, Amdt 1  
Elmira, NY, Elmira/Corning Regional, RNAV (GPS) RWY 28, Amdt 2  
Oklahoma City, OK, Will Rogers World, RNAV (GPS) RWY 17R, Amdt 1B  
Oklahoma City, OK, Will Rogers World, RNAV (GPS) RWY 35L, Amdt 1A  
Butler, PA, Butler County/KW Scholter Field, ILS OR LOC RWY 8, Amdt 6A  
Philadelphia, PA, Philadelphia Intl, ILS OR LOC RWY 9L, Amdt 4A  
Cotulla, TX, Cotulla-La Salle County, RNAV (GPS) RWY 13, Orig  
Cotulla, TX, Cotulla-La Salle County, RNAV (GPS) RWY 31, Orig  
Cotulla, TX, Cotulla-La Salle County, VOR—A, Amdt 12  
Chase City, VA, Chase City Muni, NDB OR GPS RWY 36, Amdt 3A, CANCELLED

[FR Doc. 04–13312 Filed 6–14–04; 8:45 am]

BILLING CODE 4910–13–P

## DEPARTMENT OF THE TREASURY

### Internal Revenue Service

#### 26 CFR Part 1

[TD 9130]

RIN 1545–BA60

#### Required Distributions From Retirement Plans

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

**ACTION:** Final regulations.

**SUMMARY:** This document contains final regulations concerning required minimum distributions under section 401(a)(9) for defined benefit plans and annuity contracts providing benefits under qualified plans, individual retirement plans, and section 403(b) contracts. This document also contains a change to the separate account rules in the final regulations concerning