

Pottstown, PA; Doylestown, PA; Quakertown, PA; Collegeville, PA; North Philadelphia, PA; Perkasie, PA; Berlin, NJ, Cross Keys, NJ; Vincentown, NJ; Hammonton, NJ; and Millville, NJ. The affected Class E-5 airspace for the airports included in these descriptions will be consolidated into the Philadelphia, PA airspace description contained in Docket No. FAA-2002-13944; Airspace Docket No. 02-AEA-03, effective March 20, 2003.

DATES: Effective date: March 20, 2003.

Comments Date: Comments must be received on or before January 10, 2003.

ADDRESSES: Send comments on the rule to the Docket Management System, U.S. Department of Transportation, Room Plaza 401, 400 Seventh Street, SW., Washington, DC 20590-0001. You must identify the docket number FAA-2002-13497/Airspace Docket No. 02-AEA-14 at the beginning of your comments. You may also submit comments on the Internet at <http://dms.dot.gov>. You may review the public docket containing the rule, any comments received, and any final disposition in person in the Docket Office between 9 a.m. to 5 p.m., Monday through Friday, except Federal holidays. The Docket Office (telephone 1-800-647-5527) is on the plaza level of the Department of Transportation NASSIF Building at the above address.

An informal docket may also be examined during normal business hours at the office of the Regional Air Traffic Division, Federal Aviation Administration, Eastern Region, 1 Aviation Plaza, Jamaica, NY 11434-4890.

FOR FURTHER INFORMATION CONTACT: Mr. Francis Jordan, Airspace Specialist, Airspace Branch, AEA-520, Aviation Plaza, Jamaica, NY 11434-4809, telephone: (718) 553-4521.

SUPPLEMENTARY INFORMATION: Although this action is a final rule, which involves the amendment of Class E airspace within Delaware, Pennsylvania, and New Jersey, by consolidating that airspace into one description, and was not preceded by notice and public procedure, comments are invited on the rule. This rule will become effective on the date specified in the **DATES** section. However, after the review of any comments and, if the FAA finds that further changes are appropriate, it will initiate rulemaking proceedings to extend the effective date or to amend the regulation.

Comments that provide the factual basis supporting the views and suggestions presented are particularly helpful in evaluating the effects of the rule, and in determining whether additional rulemaking is required.

Comments are specifically invited on the overall regulatory, aeronautical, economic, environmental, and energy-related aspects of the rule which might suggest the need to modify the rule.

The Rule

This amendment to Part 71 of the Federal Aviation Regulations (14 CFR Part 71) amends the description of Class E airspace in the Philadelphia, PA area by removing the airspace designations for Wilmington, DE; Coatsville, PA; Toughkenamon, PA; Pottstown, PA; Doylestown, PA; Quakertown, PA; Collegeville, PA; North Philadelphia, PA; Perkasie, PA; Berlin, NJ; Cross Keys, NJ; Vincentown, NJ; Hammonton, NJ; and Millville, NJ and consolidating those airspace areas into the Philadelphia, PA description. The proliferation of airports with Instrument Flight Rule (IFR) operations in the vicinity of Philadelphia, PA has resulted in overlap of numerous Class E airspace areas and confused charting. This action clarifies the airspace and diminishes the scope and complexity of charting. The IFR airports within those areas will be incorporated into the Philadelphia, PA Class E airspace area. Accordingly, since this action merely consolidated these airspace areas into one airspace designation and has inconsequential impact on aircraft operations in the area, notice and public procedure under 5 U.S.C. 553(b) are unnecessary.

Class E airspace designations for airspace 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 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. Therefore, this 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 rule will not have 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, Incorporated 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—[Amended]

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 the Federal Aviation Administration Order 7400.9K, Airspace Designations and Reporting Points, dated August 30, 2002 and effective September 16, 2002, is amended as follows:

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

* * * * *

AEA DE E5 Wilmington, DE [Removed]
 AEA PA E5 Coatsville, PA [Removed]
 AEA PA E5 Toughkenamon, PA [Removed]
 AEA PA E5 Pottstown, PA [Removed]
 AEA PA E5 Doylestown, PA [Removed]
 AEA PA E5 Quakertown, PA [Removed]
 AEA PA E5 Collegeville, PA [Removed]
 AEA PA E5 North Philadelphia, PA [Removed]
 AEA PA E5 Perkasie, PA [Removed]
 AEA-NJ E5 Berlin, NJ [Removed]
 AEA NJ E5 Cross Keys, NJ [Removed]
 AEA NJ E5 Vincentown, NJ [Removed]
 AEA NJ E5 Hammonton, NJ [Removed]
 AEA NJ E5 Millville, NJ [Removed]
 * * * * *

Issued in Jamaica, New York on December 13, 2002.

Richard J. Ducharme,
Assistant Manager, Air Traffic Division,
Eastern Region.

[FR Doc. 03-69 Filed 1-2-03; 8:45 am]

BILLING CODE 4910-13-M

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 97

[Docket No. 30346; Amdt. No. 3037]

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 January 3, 2003. 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 January 3, 2003.

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 Office of Federal Register, 800 North Capitol Street, NW., Suite 700, Washington, DC.

*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 December 20, 2002.

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 is revised to read as follows:

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

2. Part 97 is amended to read as follows:

§ 97.23, 97.25, 97.27, 97.29, 97.31, 97.33, and 97.35 [Amended]

By amending: § 97.23 VOR, VOR/DME, VOR or TACAN, and VOR/DME or TACAN; § 97.25 LOC, LOC/DME, LDA, LDA/DME, SDF, SDF/DME; § 97.27 NDB, NDB/DME; § 97.29 ILS, ILS/DME, ISMLS, MLS, MLS/DME, MLS/RNAV; § 97.31 RADAR SIAPs; § 97.33 RNAV SIAPs; and § 97.35 COPTER SIAPs, identified as follows:

* * * Effective January 23, 2003

Naples, FL, Naples Muni, RNAV (GPS) RWY 5, Amdt 1
 Brunswick, GA, Malcolm McKinnon, RNAV (GPS) RWY 4, Orig
 Brunswick, GA, Malcolm McKinnon, RNAV (GPS) RWY 22, Orig, CANCELLED
 Brunswick, GA, Malcolm McKinnon, GPS RWY 4, Orig, CANCELLED
 Brunswick, GA, Malcolm McKinnon, GPS RWY 22, Orig, CANCELLED
 Rexburg, ID, Rexburg-Madison County, RNAV (GPS) RWY 35, Orig
 Minneapolis, MN, Minneapolis-St Paul Intl/World Chamberlain, ILS RWY 12R, Amdt 7
 Newburgh, NY, Stewart Intl, ILS RWY 9, Amdt 10
 Kinston, NC, Kinston Rgnl Jetport at Stallings Field, VOR RWY 23, Amdt 15
 Maxton, NC, Laurinburg-Maxton, NDB RWY 5, Amdt 1
 Maxton, NC, Laurinburg-Maxton, ILS RWY 5, Amdt 1
 Maxton, NC, Laurinburg-Maxton, RNAV (GPS) RWY 5, Orig
 Maxton, NC, Laurinburg-Maxton, RNAV (GPS) RWY 23, Orig
 Pinehurst/Southern Pines, NC, Moore County, ILS RWY 5, Orig
 Pinehurst/Southern Pines, NC, Moore County, RNAV (GPS) RWY 23, Orig
 Southern Pines, NC, Moore County, ILS RWY 5, Orig, CANCELLED
 Southern Pines, NC, Moore County, GPS RWY 23, Orig-B, CANCELLED
 Washington, NC, Warren Field, RNAV (GPS) RWY 5, Orig
 Washington, NC, Warren Field, RNAV (GPS) RWY 17, Orig
 Washington, NC, Warren Field, RNAV (GPS) RWY 23, Orig
 Washington, NC, Warren Field, RNAV (GPS) RWY 35, Orig
 Washington, NC, Warren Field, GPS RWY 5, Orig, CANCELLED
 Manchester, NH, Manchester, ILS RWY 35, Orig
 Farmington, NM, Four Corners Regional, RNAV (GPS) RWY 5, Orig
 Farmington, NM, Four Corners Regional, RNAV (GPS) RWY 7, Amdt 1
 Farmington, NM, Four Corners Regional, RNAV (GPS) RWY 23, Orig
 Farmington, NM, Four Corners Regional, VOR RWY 23, Orig
 Farmington, NM, Four Corners Regional, VOR RWY 25, Amdt 10
 Farmington, NM, Four Corners Regional, VOR/DME RWY 5, Orig
 Akron, OH, Akron-Canton Regional, ILS RWY 1, Amdt 37
 North Bend, OR, North Bend Muni, MLS RWY 22, Orig, CANCELLED
 Newport News, VA, Newport News/Williamsburg Intl, LOC BC RWY 25, Amdt 13E, CANCELLED
 Newport News, VA, Newport News/Williamsburg Intl, ILS RWY 7, Amdt 31
 Newport News, VA, Newport News/Williamsburg Intl, RNAV (GPS) RWY 7, Amdt 1
 Gillette, WY, Gillette-Campbell County, LOC/DME BC RWY 16, Amdt 3A, CANCELLED

* * * Effective March 20, 2003

Hays, KS, Hays Regional, NDB RWY 34, Amdt 3

Hays, KS, Hays Regional, RNAV (GPS) RWY 34, Amdt 1
 Humboldt, TN, Humboldt Muni, VOR/DME-A, Amdt 5

The FAA published the following procedure in Docket No. 30343; Amdt No. 3035 to Part 97 of the Federal Aviation Regulations (Vol. 67, FR No. 240, Page 76678; dated Friday, December 13, 2002) under section 97.23 effective January 23, 2003 which is hereby rescinded:

Crisfield, MD, Crisfield Muni, VOR-A, Orig [FR Doc. 03-97 Filed 1-2-03; 8:45 am]

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DEPARTMENT OF ENERGY

Federal Energy Regulatory Commission

18 CFR Parts 260, 357 and 385

[Docket No. RM03-3-000; Order No. 628]

Before Commissioners: Pat Wood, III, Chairman; William L. Massey, and Nora Mead Brownell; Elimination of the Paper Filing Requirements of FERC Form Nos. 2, 2-A and 6; Order No. 628

Issued December 26, 2002.

AGENCY: Federal Energy Regulatory Commission.

ACTION: Final rule.

SUMMARY: The Federal Energy Regulatory Commission (Commission) is amending its regulations to eliminate the paper filing requirements of Form Nos. 2 (Form 2), 2-A (Form 2-A), and 6 (Form 6). Commencing with the calendar year 2002 report filing due March 31, 2003 for the Form 2-A and Form 6, and April 30, 2003 for the Form 2, only electronic submission using Commission-provided software will be required. The elimination of the paper submissions yields significant benefits to the respondents and the Commission. These benefits include reduced printing and handling costs and an overall reduction in filing burden for the respondents, and a reduction in processing and maintenance costs incurred by the Commission.

EFFECTIVE DATE: This final rule is effective February 3, 2003.

FOR FURTHER INFORMATION CONTACT:

James M. Krug (Technical Information), Office of Markets, Tariffs and Rates, FERC, 888 First Street, NE., Washington, DC 20426, (202) 502-8419, james.krug@ferc.gov.
 Bolton Pierce (Electronic System), Office of Markets Tariffs and Rates, FERC, 888 First Street, NE.,

Washington, DC 20426, (202) 502-8803, bolton.pierce@ferc.gov.
 Julia Lake (Legal Information), Office of General Counsel, FERC, 888 First Street, NE., Washington, DC 20426, (202) 502-8370, julia.lake@ferc.gov.

SUPPLEMENTARY INFORMATION:

I. Introduction

1. This Final Rule revises parts 260, 357 and 385 of the Commission's regulations to require only the electronic filing of the FERC Form No. 2 "Annual Report for Major Natural Gas Companies" (Form 2), FERC Form No. 2-A "Annual Report for Nonmajor Natural Gas Companies" (Form 2-A) and FERC Form No. 6 "Annual Report of Oil Pipeline Companies" (Form 6). Commencing with the reports for calendar year 2002, due no later than March 31, 2003 for the Form 2-A and Form 6, and April 30, 2003 for the Form 2, there will be no further requirement for paper copy filings. The Commission has determined that the elimination of the paper copies of the Forms 2, 2-A and 6 will provide significant benefits to both the respondents and the Commission. These benefits include reduced printing and handling costs and an overall reduction in filing burden for the respondents, and a reduction in processing and maintenance costs incurred by the Commission.

II. Background

Forms 2 and 2-A

2. Forms 2 and 2-A data are collected pursuant to Sections 8 and 10 of the Natural Gas Act (NGA). Section 8 of the NGA¹ gives the Commission the authority to issue regulations and rules requiring natural gas companies to make, keep and preserve accounts, records, correspondence, memoranda, papers and books. Section 10 of the NGA² gives the Commission authority through rules and regulations to require periodic and special reports. The Commission's Forms 2 and 2-A filing requirements are found at 18 CFR 260.1 and 260.2.

3. Forms 2 and 2-A collect general corporate information that includes: Summary financial information, balance sheets and income statements and supporting information, gas plant information, operating expenses and statistical data. The information is used in the continuous review of the financial condition of jurisdictional natural gas companies, in various rate proceedings and in the Commission's audit program. Forms 2 and 2-A data

¹ 15 U.S.C. 717g.

² 15 U.S.C. 717i.