

Alma, MI, Gratiot Community, RNAV (GPS) RWY 27, Orig  
 Santa Fe, NM, Santa Fe Muni, RNAV (GPS) RWY 2, Orig  
 Santa Fe, NM, Santa Fe Muni, RNAV (GPS) RWY 15, Orig  
 Santa Fe, NM, Santa Fe Muni, RNAV (GPS) RWY 20, Orig  
 Santa Fe, NM, Santa Fe Muni, RNAV (GPS) RWY 28, Orig  
 Santa Fe, NM, Santa Fe Muni, RNAV (GPS) RWY 33, Orig  
 Santa Fe, NM, Santa Fe Muni, GPS RWY 2, Orig, Cancelled  
 Santa Fe, NM, Santa Fe Muni, GPS RWY 28, Orig-D, Cancelled  
 Santa Fe, NM, Santa Fe Muni, GPS RWY 33, Orig, Cancelled  
 Newark, OH, Newark-Heath, SDF RWY 9, Amdt 5A, Cancelled  
 Corry, PA, Corry-Lawrence, RNAV (GPS) RWY 14, Orig  
 Corry, PA, Corry-Lawrence, RNAV (GPS) RWY 32, Orig  
 Corry, PA, Corry-Lawrence, NDB RWY 14, Amdt 5  
 Corry, PA, Corry-Lawrence, VOR RWY 32, Amdt 5  
 Harlingen, TX, Valley Intl, VOR/DME RWY 35L, Orig-A  
 San Antonio, TX, San Antonio Intl, ILS OR LOC RWY 3, Amdt 20

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 BILLING CODE 4910-13-P

## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### 14 CFR Part 97

[Docket No. 30396; Amdt. No. 3083]

#### 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 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 November 18, 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 November 18, 2003.

**ADDRESSES:** Availability of matter 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 affected airport is located; or
3. The Flight Inspection Area Office which originated the SIAP.
4. The Office of the 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 on each SIAP is contained in the appropriate FAA Form 8260 and the National Flight Data Center (FDC)/Permanent (P) Notices to Airmen (NOTAM) which are incorporated by reference in the amendment under 5 U.S.C. 552(a), 1 CFR part 51, and § 97.20 of the Federal Aviation's Regulations (FAR). 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 of 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 of the Federal Aviation Regulations (14 CFR part 97) establishes, amends, suspends, or revokes SIAPs. For safety and timeliness of change considerations, this amendment incorporates only specific changes contained in the content of the following FDC/P NOTAMs for each SIAP. The SIAP information in some previously designated FDC/Temporary (FDC/T) NOTAMs is of such duration as to be permanent. With conversion to FDC/P NOTAMs, the respective FDC/T NOTAMs have been canceled.

The FDC/P NOTAMs for 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 chart changes to SIAPs by FDC/P NOTAMs, the TERPS criteria were applied to only these specific conditions existing at the affected airports. All SIAP amendments in this rule have been previously issued by the FAA in a National Flight Data Center (FDC) 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 all these SIAP amendments requires making them effective in less than 30 days.

Further, the SIAPs contained in this amendment are based on the criteria contained in the TERPS. 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 these 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 November 7, 2003.

**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:

**§§ 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/DME, ISMLS, MLS/DME, MLS/RNAV; § 97.31 RADAR SIAPs; § 97.33 RNAV SIAPs; and § 97.35 COPTER SIAPs, Identified as follows:

\* \* \* *Effective Upon Publication*

FDC Date	State	City	Airport	FDC No.	Subject
10/16/03 .....	DC	Washington .....	Ronald Reagan Washington National	3/0019	VOR/DME or GPS RWY 15 Amdt 1B. This replaces FDC 3/9310 dated 9/24/03 in TL03–23.

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**DEPARTMENT OF COMMERCE**

**National Oceanic and Atmospheric Administration**

[Docket No. 031016260–3260–01; I.D. 091603A]

**15 CFR Part 902**

RIN 0648–AR71

**NOAA Information Collection Requirements; Update and Correction**

**AGENCY:** National Marine Fisheries Service (NMFS), National Oceanic and Atmospheric Administration (NOAA), Commerce.

**ACTION:** Final rule; technical amendment; republication.

**SUMMARY:** On October 28, 2003, NMFS published a final rule, technical amendment, to update and correct Office of Management and Budget (OMB) control numbers and related regulatory citations for NMFS information collection requirements. The published document contained only a portion of the table contained in the regulatory text, which was updated and corrected in this final rule. On November 4, 2003, the Office of the Federal Register issued a correction to the regulation by publishing the remaining portions of the table. However, to ensure that the public is aware of the modifications made to the

Code of Federal Regulations through this final rule, NMFS is republishing the final rule, technical amendment in its entirety. NMFS is also including editorial corrections to the final rule, technical amendment in this republication. Therefore, this final rule, technical amendment updates and corrects the NOAA inventory of control numbers so that the inventory reflects the valid OMB control number with its associated regulatory citation for each NMFS information collection requirement. Under the Paperwork Reduction Act (PRA), agencies are required to display a current control number assigned by the Director of OMB for each agency information requirement. The intent of this action is to update and correct the NOAA inventory of control numbers so that the inventory reflects the valid OMB control number with its associated regulatory citation for each NMFS information collection requirement.

**DATES:** This regulation is effective on October 28, 2003.

**FOR FURTHER INFORMATION CONTACT:** Catherine Belli, Fishery Management Specialist, (301) 713–2341.

**SUPPLEMENTARY INFORMATION:** On October 28, 2003 (68 FR 61339), NMFS published a final rule; technical amendment in the Federal Register updating and correcting portions of 15 CFR Part 902. However, only a portion of the table contained in the regulation was published in the October 28th **Federal Register** document. On November 4, 2003 (68 FR 62501), the

Office of the Federal Register published the remaining portions of the table in a correction notification. However, because this final rule, technical amendment was published in two documents, NMFS is reprinting the text of the final rule in its entirety to avoid any confusion and to ensure the public is aware of the regulatory changes to 15 CFR Part 902.

Pursuant to the Paperwork Reduction Act, Part 902 of title 15 CFR displays control numbers assigned to NMFS information collection requirements by OMB. This part fulfills the requirements of section 3506(c)(1)(B)(i) of the PRA, which requires that agencies display a current control number, assigned by the Director of OMB, for each agency information collection requirement. Portions of 15 CFR 902.1(b) reflect expired or incorrect OMB control numbers. In some cases, the regulations cited have previously been removed from the CFR and, therefore, there are no approved OMB control numbers for those regulations. In addition, the OMB control numbers for some requirements have changed but the obsolete numbers are still reflected in the inventory. Also, when new collection-of-information requirements were previously approved, the final rule implementing the collection-of-information requirement did not update 15 CFR Part 902.

Therefore, through this final rule, technical amendment, the inventory of OMB approved control numbers is corrected and updated to reflect the currently valid control numbers. All of