

FDC date	State	City	Airport	FDC No.	Subject
02/12/03	ND	Rugby	Rugby Muni	3/1196	NDB Rwy 30, Amdt 6.
02/12/03	PA	Somerset	Somerset County	3/1211	GPS Rwy 6, Orig.
02/12/03	PA	Somerset	Somerset County	3/1213	LOC Rwy 24, Amdt 3.
02/12/03	PA	Somerset	Somerset County	3/1214	LOC Rwy 24, Amdt 5.
02/12/03	PA	Somerset	Somerset County	3/1214	NDB Rwy 24, Amdt 5.

[FR Doc. 03-4320 Filed 2-24-03; 8:45 am]

BILLING CODE 4910-13-M

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 97

[Docket No. 30355; Amdt. No. 3045]

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 February 25, 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 February 25, 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 CFR Part 97

Air traffic control, Airports, Incorporation by reference, and Navigation (air).

Issued in Washington, DC on February 14, 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), 4103, 4106, 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, 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 March 20, 2003*

Ontario, CA, Ontario Intl, VOR/DME RWY 8L, Amdt 1

Ontario, CA, Ontario Intl, VOR/DME RWY 8R, Orig

Wray, CO, Wray Muni, RNAV (GPS) RWY 17, Orig

Wray, CO, Wray Muni, RNAV (GPS) RWY 34, Orig

Wray, CO, Wray Muni, GPS RWY 14, ORIG, CANCELLED

Wray, CO, Wray Muni, RNAV (GPS) RWY 35, Orig

Sault Ste Marie, MI, Chippewa County Intl, VOR OR TACAN–A, Amdt 6

Sault Ste Marie, MI, Chippewa County Intl, NDB RWY 16, Amdt 6

Sault Ste Marie, MI, Chippewa County Intl, NDB RWY 34, Amdt 5

Sault Ste Marie, MI, Chippewa County, ILS RWY 16, Amdt 8

Sault Ste Marie, MI, Chippewa County Intl, RNAV (GPS) RWY 16, Orig

Sault Ste Marie, MI, Chippewa County Intl, RNAV (GPS) RWY 34, Orig

Crete, NE, Crete Municipal, VOR/DME RWY 17, Amdt 3C

Crete, NE, Crete Municipal, RNAV (GPS) RWY 17, Orig

Beaufort, NC, Michael J. Smith Field, NDB RWY 14, Orig–B

Beaufort, NC, Michael J. Smith Field, NDB RWY 21, Orig–B

Beaufort, NC, Michael J. Smith Field, RADAR–1, Amdt 2, CANCELLED

Beaufort, NC, Michael J. Smith Field, RNAV (GPS) RWY 3, Orig

Beaufort, NC, Michael J. Smith Field, RNAV (GPS) RWY 8, Orig

Beaufort, NC, Michael J. Smith Field, RNAV (GPS) RWY 14, Orig–B

Beaufort, NC, Michael J. Smith Field, RNAV (GPS) RWY 21, Orig

Beaufort, NC, Michael J. Smith Field, RNAV (GPS) RWY 26, Orig

Beaufort, NC, Michael J. Smith Field, RNAV (GPS) RWY 32, Orig

Elizabeth City, NC, Elizabeth City Coast Guard Air Station/Regional, RNAV (GPS) RWY 1, Orig

Elizabeth City, NC, Elizabeth City Coast Guard Air Station/Regional, RNAV (GPS) RWY 19, Orig

Elizabeth City, NC, Elizabeth City Coast Guard Air Station/Regional, RNAV (GPS) RWY 28, Orig

Elizabeth City, NC, Elizabeth City Coast Guard Air Station/Regional, VOR/DME RWY 28, Amdt 1

Elizabeth City, NC, Elizabeth City Coast Guard Air Station/Regional, VOR/DME RWY 1, Amdt 11C

Elizabeth City, NC, Elizabeth City Coast Guard Air Station/Regional, VOR/DME RWY 10, Orig–C

Elizabeth City, NC, Elizabeth City Coast Guard Air Station/Regional, VOR/DME RWY 19, Amdt 10C

Elizabeth City, NC, Elizabeth City Coast Guard Air Station/Regional, NDB RWY 10, Orig–D

Oak Island, NC, Brunswick County, NDB–A, Orig

Oak Island, NC, Brunswick County, NDB RWY 23, Orig

Oak Island, NC, Brunswick County, RNAV (GPS) RWY 5, Orig

Oak Island, NC, Brunswick County, RNAV (GPS) RWY 23, Orig

Southport, NC, Brunswick County, NDB RWY 23, Orig, CANCELLED

Southport, NC, Brunswick County, NDB–A, Orig, CANCELLED

Southport, NC, Brunswick County, GPS RWY 23, Amdt 1, CANCELLED

Wilson, NC, Wilson Industrial Air Center, NDB RWY 3, Amdt 6A

Wilson, NC, Wilson Industrial Air Center, NDB RWY 21, Amdt 1C

Wilson, NC, Wilson Industrial Air Center, RNAV (GPS) RWY 3, Orig

Wilson, NC, Wilson Industrial Air Center, RNAV (GPS) RWY 9, Orig

Wilson, NC, Wilson Industrial Air Center, RNAV (GPS) RWY 15, Orig

Wilson, NC, Wilson Industrial Air Center, RNAV (GPS) RWY 21, Orig

Wilson, NC, Wilson Industrial Air Center, RNAV (GPS) RWY 33, Orig

Knoxville, TN, McGhee Tyson, RNAV (GPS) RWY 5R, Orig

Knoxville, TN, McGhee Tyson, RNAV (GPS) RWY 23L, Orig

Oak Harbor, WA, Wes Lupien, RADAR–2, Orig, CANCELLED

* * * *Effective April 17, 2003*

Houston, TX, Clover Field, VOR–B, Orig
Houston, TX, Clover Field, VOR–A, Amdt 1, CANCELLED

* * * *Effective May 15, 2003*

New Smyrna Beach, FL, Massey Ranch Airpark, NDB OR GPS RWY 18, Amdt 1
Orlando, FL, Orlando Intl, VOR/DME RWY 36L, Amdt 5

Sulphur Springs, TX, Sulphur Springs Muni, NDB RWY 18, Amdt 5, CANCELLED

The FAA published an Amendment in Docket No. 30350, Amdt No. 3041 to Part 97 of the Federal Aviation Regulations (Vol. 68 FR No. 17 Page 3811 dated January 27, 2003) under section 97.33 effective 20 March 2003, which is hereby amended as follows:

The following procedure published in TL 03–4 is hereby RESCINDED:

Isla De Vieques, PR, Antonio Rivera Rodriguez, RNAV (GPS) RWY 9, Amdt 1

[FR Doc. 03–4319 Filed 2–24–03; 8:45 am]

BILLING CODE 4910–13–M

DEPARTMENT OF ENERGY

Federal Energy Regulatory Commission

18 CFR Part 157

[Docket No. RM81–19–000]

Natural Gas Pipelines; Project Cost and Annual Limits

January 30, 2003.

AGENCY: Federal Energy Regulatory Commission, DOE.

ACTION: Final rule.

SUMMARY: Pursuant to the authority delegated by 18 CFR 375.308(x)(1), the Director of the Office of Energy Projects (OEP) computes and publishes the project cost and annual limits for natural gas pipelines blanket construction certificates for each calendar year.

EFFECTIVE DATE: January 1, 2003.

FOR FURTHER INFORMATION CONTACT: Michael J. McGehee, Division of Pipeline Certificates, (202) 502–8962.

Order of the Director, OEP

Section 157.208(d) of the Commission's Regulations provides for project cost limits applicable to construction, acquisition, operation and miscellaneous rearrangement of facilities (Table I) authorized under the blanket certificate procedure (Order No. 234, 19 FERC ¶ 61,216). Section