

Issued in College Park, Georgia, October 29, 2003.  
**Walter R. Cochran,**  
*Acting Manager, Air Traffic Division,  
Southern Region.*  
[FR Doc. 03-28537 Filed 11-13-03; 8:45 am]  
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**DEPARTMENT OF TRANSPORTATION  
Federal Aviation Administration**

**14 CFR Part 71**

[Docket No. FAA-2003-16079; Airspace  
Docket No. 03-ACE-71]

**Establishment of Class E4 Airspace;  
and Modification of Class E5 Airspace;  
Goodland, KS.**

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

**SUMMARY:** This rule establishes a Class E airspace area designated as an extension to the existing Class E surface area and modifies Class E airspace extending upward from 700 feet above the surface at Goodland, KS. These actions are to accommodate new and amended Standard Instrument Approach Procedures (SIAPs) developed to serve Renner Field-Goodland Municipal Airport, Goodland, KS. The effect of this rule is to provide appropriate controlled Class E airspace for aircraft executing instrument approach procedures to Renner Field-Goodland Municipal Airport and to segregate aircraft using instrument approach procedures in instrument conditions from aircraft operating in visual conditions.

**DATES:** 0901 UTC, December 25, 2003.

**FOR FURTHER INFORMATION CONTACT:**  
Kathy Randolph, Air Traffic Division,  
Airspace Branch, ACE-520C, DOT  
Regional Headquarters Building, Federal  
Aviation Administration, 901 Locust,  
Kansas City, MO 64106; telephone:  
(816) 329-2525.

**SUPPLEMENTARY INFORMATION:**

**History**

On Monday, September 22, 2003, the FAA proposed to amend 14 CFR part 71 by establishing a Class E airspace area designated as an extension to the Class E surface area and revising the Class E airspace area extending upward from 700 feet or more above the surface at Goodland, KS (68 FR 55015) [FR Doc. 03-24143]. Area Navigation (RNAV) Global Positioning System (GPS) Runway (RWY) 30, ORIGINAL SIAP; RNAV (GPS) RWY 12, ORIGINAL SIAP; RNAV (GPS) RWY 23, ORIGINAL SIAP;

Instrument Landing System (ILS) or Localizer (LOC)/Distance Measuring Equipment (DME) RWY 30, ORIGINAL SIAP; VHF Omni-directional Range (VOR) RWY 30, AMENDMENT 8 SIAP; Nondirectional Radio Beacon (NDB) RWY 30, AMENDMENT 7 SIAP; and VOR/DME RWY 30, AMENDMENT 7 SIAP have been developed to serve Renner Field-Goodland Municipal Airport. The proposal was to provide appropriate controlled airspace to contain aircraft executing the approach procedures. Interested parties were invited to participate in this rulemaking proceeding by submitting written comments on the proposal to the FAA. No comments objecting to the proposal were received.

Class E airspace areas designated as an extension to a Class D or Class E surface area are published in Paragraph 6004 of FAA Order 7400.9L, dated September 2, 2003, and effective September 16, 2004, which is incorporated by reference in 14 CFR 71.1. Class E airspace areas extending upward from 700 feet or more above the surface of the earth are published in Paragraph 6005 of the same Order. The Class E airspace designations listed in this document will be subsequently published in the Order.

**The Rule**

This amendment to Title 14 Code of Federal Regulations, part 71 (14 CFR part 71) establishes a Class E airspace area designated as an extension to the Class E surface area and modifies the Class E airspace area extending upward from 700 feet or more above the surface at Goodland, KS. These actions provide appropriate controlled Class E airspace for aircraft executing instrument approach procedures to Renner Field-Goodland Municipal Airport and segregate aircraft using instrument approach procedures in instrument conditions from aircraft operating in visual conditions. The airspace areas will be depicted on appropriate aeronautical charts.

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. Since this is a routine matter that will only affect air traffic procedures and air navigation, it

is certified that this 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).

**Adoption of the Amendment**

■ In consideration of the foregoing, the Federal Aviation Administration amends 14 CFR part 71 as follows:

**PART 71—DESIGNATION OF CLASS A, CLASS B, CLASS C, CLASS D, AND CLASS E AIRSPACE AREAS; AIRWAYS; 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 Federal Aviation Administration Order 7400.9L, Airspace Designations and Reporting Points, dated September 2, 2003, and effective September 16, 2003, is amended as follows:

*Paragraph 6004 Class E airspace areas designated as an extension to Class D or Class E Surface area.*

\* \* \* \* \*

**ACE KS E4 Goodland, KS**

Renner Field-Goodland Municipal Airport,  
KS

(Lat. 39°22'14" N, long. 101°41'56" W)

Goodland VORTAC

(Lat. 39°23'16" N, long. 101°41'32" W)

That airspace extending upward from the surface within 2.4 miles each side of the Goodland VORTAC 164° radial extending from the 4.1-mile radius of Renner Field-Goodland Municipal Airport to 7 miles southeast of the VORTAC.

\* \* \* \* \*

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

\* \* \* \* \*

**ACE KS E5 Goodland, KS**

Renner Field-Goodland Municipal Airport,  
KS

(Lat. 39°22'14" N, long. 101°41'56" W)

That airspace extending upward from 700 feet above the surface within a 6.6-mile radius of Renner Field-Goodland Municipal Airport.

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Issued in Kansas City, MO, on October 27, 2003.

**Paul J. Sheridan,**

*Acting Manager, Air Traffic Division, Central Region*

[FR Doc. 03-28538 Filed 11-13-03; 8:45 am]

**BILLING CODE 4910-13-M**

## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### 14 CFR Part 73

[Docket No. 2002-FAA-14912; Airspace Docket No. 03-AWP-4]

RIN 2120-AA66

#### Amendment of Restricted Area R-2301E Ajo East, AZ; and R-2304, and 2305 Gila Bend, AZ

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

**ACTION:** Final rule.

**SUMMARY:** This action amends the designated time of use for Restricted Area 2301E Ajo East, AZ (R-2301E); and R-2304 and R-2305, Gila Bend, AZ. Increased training requirements at Luke Air Force Base (AFB) have resulted in a continued need for restricted airspace usage up to 2400 hours in these areas. This modification of the designated time of use does not change the current boundaries or activities conducted in the airspace areas.

**DATES:** 0901 UTC, February 19, 2004.

**FOR FURTHER INFORMATION CONTACT:** Ken McElroy, 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:

##### History

On May 30, 2003, the FAA published in the *Federal Register* a notice proposing to amend R-2301, R-2304 and R-2305 (68 FR 14912). Interested parties were invited to participate in this rulemaking effort by submitting written comments on the proposal. No comments were received regarding this rulemaking. Except for editorial changes, this amendment is the same as that proposed in the notice. These rulemaking actions "are necessary in the interest of national defense," as required under 49 U.S.C. 40103(b)(3)(A).

##### The Rule

The FAA is amending Title 14 Code of Federal Regulations (14 CFR) part 73 (part 73) to amend the designated time

of use for R-2301, R-2304, and R-2305. Specifically, this action changes the designated time of use for R-2301E from "Monday-Friday, 0630-2230 local time; other times by NOTAM," to "Daily, 0630 to 2400 local time; other times by NOTAM;" R-2304 from "0700-2200 local time; other times by NOTAM," to "Monday-Saturday, 0630-2400 local time; other times by NOTAM;" and R-2305 from "0700-2300 local time; other times by NOTAM," to "Monday-Saturday, 0630-2400 local time; other times by NOTAM." Increased training requirements at Luke AFB have resulted in a continued need for restricted airspace availability until 2400 hours. This modification does not change the current boundaries or activities conducted in the airspace areas.

Section 73.23 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 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 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

The FAA has determined that this action qualifies for categorical exclusion under the National Environmental Policy Act in accordance with FAA Order 1050.1D, Policies and Procedures for Considering Environmental Impacts. This airspace action is not expected to cause any potentially significant environmental impacts, and no extraordinary circumstances exist that warrant preparation of an environmental assessment.

##### List of Subjects in 14 CFR Part 73

Airspace, Navigation (air).

##### Adoption of Amendment

■ In consideration of the foregoing, the Federal Aviation Administration amends 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.

### § 73.23 [Amended]

■ 2. § 73.23 is amended as follows:

\* \* \* \* \*

#### R-2301E, Ajo East, AZ (Amended)

■ By removing "Time of designation. Monday-Friday, 0630-2230 local time; other times by NOTAM," and substituting "Time of designation. Daily, 0630-2400 local time; other times by NOTAM."

\* \* \* \* \*

#### R-2304, Gila Bend, AZ (Amended)

■ By removing "Time of designation. 0700-2200 local time; other times by NOTAM," and substituting "Time of designation. Monday-Saturday, 0630-2400 local time; other times by NOTAM."

#### R-2305, Gila Bend, AZ (Amended)

■ By removing "Time of designation. 0700-2300 local time; other times by NOTAM," and substituting "Time of designation. Monday-Saturday, 0630-2400 local time; other times by NOTAM."

\* \* \* \* \*

Issued in Washington, DC, on November 4, 2003.

**Paul Gallant,**

*Acting Manager, Airspace and Rules Division.*

[FR Doc. 03-28529 Filed 11-13-03; 8:45 am]

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## PENSION BENEFIT GUARANTY CORPORATION

### 29 CFR Parts 4022 and 4044

#### Benefits Payable in Terminated Single-Employer Plans; Allocation of Assets in Single-Employer Plans; Interest Assumptions for Valuing and Paying Benefits

**AGENCY:** Pension Benefit Guaranty Corporation.

**ACTION:** Final rule.

**SUMMARY:** The Pension Benefit Guaranty Corporation's regulations on Benefits Payable in Terminated Single-Employer Plans and Allocation of Assets in Single-Employer Plans prescribe interest assumptions for valuing and paying benefits under terminating single-employer plans. This final rule amends the regulations to adopt interest