# 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 August 15, 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, 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/DME, MLS/RNAV; § 97.31 RADAR SIAPs: § 97.33 RNAV SIAPs; and § 97.35 COPTER SIAPs, Identified as follows:

<sup>\* \* \*</sup> Effective Upon Publication

| FDC date | State | City         | Airport                         | FDC NO. | Subject                    |
|----------|-------|--------------|---------------------------------|---------|----------------------------|
| 08/01/03 | NM    | Alamogordo   | Alamogordo-White Sands Regional | 3/6917  | RNAV (GPS) Rwy 3 Orig.     |
| 08/01/03 | NM    | Alamogordo   | Alamogordo-White Sands Regional | 3/6918  | VOR/DME Rwy 3 Orig.        |
| 08/01/03 | NM    | Alamogordo   | Alamogordo-White Sands Regional | 3/6919  | VOR Rwy 3 Amdt 2.          |
| 08/01/03 | NM    | Alamogordo   | Alamogordo-White Sands Regional | 3/6920  | NDB Rwy 3 Amdt 5.          |
| 08/06/03 | OR    | Redmond      | Roberts Field                   | 3/7052  | ILS Rwy 22, Amdt 1A.       |
| 08/07/03 | ТΧ    | McKinney     | McKinney Muni                   | 3/7065  | VOR/DME-A, Orig-C.         |
| 08/07/03 | ТΧ    | McKinney     | McKinney Muni                   | 3/7066  | GPS Rwy 17, Orig-C.        |
| 08/07/03 | ТΧ    | McKinney     | McKinney Muni                   | 3/7067  | GPS Rwy 35, Orig-B.        |
| 08/07/03 | ТΧ    | Rock Springs | Edwards County                  | 3/7107  | VOR Rwy 14, Amdt 4.        |
| 08/12/03 | ND    | Fargo        | Hector Intl                     | 3/7247  | RNAV (GPS) Rwy 35, Orig-A. |
| 08/12/03 | SC    | Beaufort     | Beaufort County                 | 3/7090  | RNAV (GPS) Rwy 25, Orig.   |
| 08/12/03 | SC    | Beaufort     | Beaufort County                 | 3/7089  | RNAV (GPS) Rwy 7, Orig.    |

[FR Doc. 03–21767 Filed 8–27–03; 8:45 am] BILLING CODE 4910–13–M

# DEPARTMENT OF TRANSPORTATION

## **Federal Aviation Administration**

14 CFR Part 97

[Docket No. 30383; Amdt. No. 3071]

## 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 August 28, 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 August 28, 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 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 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 August 15, 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:

\* \* \* Effective September 4, 2003

- Denver, CO, Denver Intl, ILS OR LOC RWY 16R, Orig
- Denver, CO, Denver Intl, ILS OR LOC RWY
- 34L, Orig Denver, CO, Denver Intl, RNAV (GPS) RWY 16R, Orig
- Denver, CO, Denver Intl, RNAV (GPS) RWY 34L, Orig
- Miami, FL, Miami Intl, LOC/DME, RWY 8, Orig
- Miami, FL, Miami Intl, LOC/DME RWY 26, Orig
- Miami, FL, Miami Intl, RNAV (GPS) RWY 8, Orig
- Miami, FL, Miami Intl, RNAV (GPS) RWY 26, Orig
- Lawrence, KS, Lawrence Muni, ILS OR LOC RWY 33, Amdt 1
- Lawrence, KS, Lawrence Muni, NDB RWY 33, Amdt 1
- Shreveport, LA, Shreveport Regional, RNAV (GPS) RWY 14, Orig
- Shreveport, LA, Shreveport Regional, RNAV (GPS) RWY 32, Orig
- Shreveport, LA, Shreveport Regional, RNAV (GPS) RWY 5, Orig
- Shreveport, LA, Shreveport Regional, RNAV (GPS) RWY 23, Orig
- Shreveport, LA, Shreveport Regional, ILS OR LOC RWY 14, Amdt 24

- Frederick, MD, Frederick Muni, RNAV (GPS) RWY 23, Amdt 2
- Gaithersburg, MD, Montgomery County Airpark, RNAV (GPS) RWY 14, Amdt 1 Gaithersburg, MD, Montgomery County
- Airpark, RNAV (GPS) RWY 32, Orig New York, NY, La Guardia, VOR/DME–E,
- Amdt 2A
- New York, NY, La Guardia, VOR–F, Amdt 2A
- New York, NY, La Guardia, VOR/DME–G, Amdt 2A
- New York, NY, La Guardia, RNAV (GPS) RWY 22, Orig
- New York, NY, La Guardia, RNAV (GPS) RWY 31, Orig
- New York, NY, La Guardia, RNAV (GPS) RWY 4, Orig
- New York, NY, La Guardia, ILS RWY 22, Amdt 19
- New York, NY, La Guardia, VOR/DME–H, Amdt 2A
- New York, NY, La Guardia, NDB RWY 22, Amdt 12C
- New York, NY, La Guardia, NDB RWY 4, Amdt 36A
- Midland, TX, Midland Intl, RNAV (GPS) RWY 4, Orig
- Midland, TX, Midland Intl, RNAV (GPS) RWY 16R, Orig
- Midland, TX, Midland Intl, RNAV (GPS) RWY 22, Orig
- Midland, TX, Midland Intl, RNAV (GPS) RWY 28, Orig
- Midland, TX, Midland Intl, RNAV (GPS) RWY 34L, Orig
- Midland, TX, Midland Intl, GPS RWY 16R, Orig, CANCELLED
- Midland, TX, Midland Intl, GPS RWY 34L, Orig, CANCELLED
- Midland, TX, Midland Intl, VOR/DME RNAV RWY 16R, Amdt 3A, CANCELLED
- Midland, TX, Midland Intl, VOR/DME RNAV RWY 34L, Amdt 2, CANCELLED
- Leesburg, VA, Leesburg Executive, RNAV (GPS) RWY 17, Orig
- Leesburg, VA, Leesburg Executive, GPS RWY 17, Amdt 1A, CANCELLED
- Manassas, VA, Manassas Regional/Harry P. Davis Field, GPS RWY 16L, Orig-A, CANCELLED
- Manassas, VA, Manassas Regional/Harry P. Davis Field, RNAV (GPS) RWY 16L, Orig

\* \* \* Effective October 2, 2003

- Savannah, GA, Savannah/Hilton Head Intl, RNAV (GPS) RWY 9, Orig-A
- Savannah, GA, Savannah/Hilton Head Intl, RNAV (GPS) RWY 18, Orig-A
- Savannah, GA, Savannah/Hilton Head Intl, RNAV (GPS) RWY 27, Orig-A
- Savannah, GA, Savannah/Hilton Head Intl, RNAV (GPS) RWY 36, Orig-A
- \* \* \* Effective October 30, 2003
- Atlanta, GA, Cobb County-McCollum Field, RNAV (GPS) RWY 9, Orig-A
- Atlanta, GA, Cobb County-McCollum Field, RNAV (GPS) RWY 27, Orig-A
- Atlanta, GA, Cobb County-McCollum Field, VOR/DME RWY 9, Orig-F Atlanta, GA, Cobb County-McCollum Field,
- ILS RWY 27, Amdt 1A
- Blackfoot, ID, McCarley Field, VOR/DME RWY 19, Orig, CANCELLED
- Portland, ME, Portland Intl Jetport, NDB RWY 11, Amdt 15B

- Portland, ME, Portland Intl Jetport, ILS OR LOC RWY 11, Orig
- Portland, ME, Portland Intl Jetport, ILS OR LOC RWY 29, Orig
- Portland, ME, Portland Intl Jetport, RNAV (GPS) RWY 11, Orig
- Portland, ME, Portland Intl Jetport, RNAV (GPS) RWY 29, Orig
- Portland, ME, Portland Intl Jetport, ILS RWY 11, Amdt 20, CANCELLED
- Portland, ME, Portland Intl Jetport, ILS RWY 29, Orig, CANCELLED
- Duncan, OK, Halliburton Field, VOR RWY 35, Amdt 11
- Duncan, OK, Halliburton Field, RNAV (GPS) RWY 17, Orig
- Duncan, OK, Halliburton Field, RNAV (GPS) RWY 35, Orig
- Duncan, OK, Halliburton Field, GPS RWY 35, Orig-A, CANCELLED
- Milwaukee, WI, General Mitchell Intl, ILS RWY 1L, Amdt 8
- Milwaukee, WI, General Mitchell Intl, ILS RWY 7R, Amdt 15
- Milwaukee, WI, General Mitchell Intl, ILS RWY 19R, Amdt 10
- Milwaukee, WI, General Mitchell Intl, NDB RWY 1L, Amdt 4B
- Milwaukee, WI, General Mitchell Intl, NDB RWY 7R, Amdt 10D
- Milwaukee, WI, General Mitchell Intl, RNAV (GPS) RWY 1L, Orig
- Milwaukee, WI, General Mitchell Intl, RNAV (GPS) RWY 1R, Orig
- Milwaukee, WI, General Mitchell Intl, RNAV (GPS) RWY 7R, Orig
- Milwaukee, WI, General Mitchell Intl, RNAV (GPS) RWY 7L, Orig
- Milwaukee, WI, General Mitchell Intl, RNAV (GPS) RWY 13, Orig
- Milwaukee, WI, General Mitchell Intl, RNAV (GPS) RWY 19L, Orig
- Milwaukee, WI, General Mitchell Intl, RNAV (GPS) Y RWY 19R, Orig
- Milwaukee, WI, General Mitchell Intl, RNAV (GPS) Z RWY 19R, Orig
- Milwaukee, WI, General Mitchell Intl, RNAV (GPS) RWY 25L, Orig
- Milwaukee, WI, General Mitchell Intl, RNAV (GPS) RWY 25R, Orig
- Milwaukee, WI, General Mitchell Intl, RNAV (GPS) RWY 31, Orig

[FR Doc. 03–21766 Filed 8–27–03; 8:45 am] BILLING CODE 4910–13–P

## SOCIAL SECURITY ADMINISTRATION

#### 20 CFR Parts 404 and 416

[Regulations No. 4 and 16]

RIN 0960-AF95

# Revised Medical Criteria for Evaluating Amyotrophic Lateral Sclerosis

**AGENCY:** Social Security Administration **ACTION:** Final rules.

**SUMMARY:** We are revising the criteria in the Listing of Impairments (the listings) that we use to evaluate Amyotrophic Lateral Sclerosis (ALS). We apply these criteria when you claim benefits based on disability under title II or title XVI of the Social Security Act (the Act). The revision provides that we will find you disabled if you have medical evidence showing that you have ALS.

Because of this change, we are also adding guidance about ALS to our listings. We are also adding ALS to the list of specific impairment categories in our regulation that provides for presumptive disability payments under title XVI.

**DATES:** These rules are effective August 28, 2003.

FOR FURTHER INFORMATION CONTACT: Martin Sussman, Regulations Officer, Social Security Administration, 100 Altmeyer Building, 6401 Security Boulevard, Baltimore, Maryland 21235– 6401, (410) 965–1767 or TTY (410) 966– 5609. For information on eligibility or filing for benefits, call our national tollfree number, 1–800–772–1213 or TTY 1–800–325–0778, or visit our Internet Web site, Social Security Online, at http://www.socialsecurity.gov.

Electronic Version: The electronic file of this document is available on the date of publication in the **Federal Register** at *http://www.gpoaccess.gov/fr/ index.html.* It is also available on the Internet site for SSA (*i.e.*, Social Security Online): *http:// www.socialsecurity.gov/regulations.* 

**SUPPLEMENTARY INFORMATION:** For the reasons we explain below, we are revising listing 11.10, our listing for ALS, in our neurological body system listings. The new listing provides that we will find you disabled if you have medical evidence that shows that you have ALS. Because of this change, we are also making two additional changes:

• We are adding a new section 11.00G to the introductory material to the neurological listings to provide information about ALS and the evidence we need so that we can evaluate ALS under the new listing.

• We are amending §416.934 of our regulations to include ALS on the list of "specific impairment categories" our field offices and State agencies use to make findings of presumptive disability under the Supplemental Security Income (SSI) program. This change will allow us to make findings of presumptive disability in claims involving allegations of ALS, without obtaining any medical evidence. We are also making a nonsubstantive technical change to the specific impairment category for Down syndrome in § 416.934, so that the category reflects the current terminology for the condition.