

would issue a Determination of No Hazard.

As noted by commenters, the interim final rule that the FAA published on April 22, 2003 (68 FR 19730) will be in effect only for the duration of President George W. Bush's term of office. The FAA recognizes that all Presidents' private residences raise safety and national security concerns. However, the protections necessary to ensure the safe ingress and egress of the President may vary substantially depending on the nature and location of each President's residence. As we stated in SFAR No. 98, we anticipate that similar rules, tailored to the security concerns of the Presidential residence, may be needed at other locations to protect the transportation of future Presidents.

### Conclusion

After consideration of the comments submitted in response to the interim final rule, the FAA has determined that no further rulemaking action is necessary. SFAR No. 98 remains in effect as adopted.

Issued in Washington, DC, on January 29, 2004.

Marion C. Blakey,  
Administrator.

[FR Doc. 04-2450 Filed 2-5-04; 8:45 am]

BILLING CODE 4910-13-P

## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### 14 CFR Part 97

[Docket No. 30403; Amdt. No. 3088]

#### 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 6, 2004. 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 6, 2004.

**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 January 16, 2004.

**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 February 19, 2004*

Chicago, IL, Chicago Midway Intl, ILS OR LOC/DME RWY 13C, Orig  
Chicago, IL, Chicago Midway Intl, ILS OR LOC/DME RWY 31C, Orig  
Chicago, IL, Chicago Midway Intl, RNAV (GPS) RWY 13C, Orig  
Chicago, IL, Chicago Midway Intl, RNAV (GPS) RWY 31C, Orig  
Chicago, IL, Chicago Midway Intl, ILS RWY 13C, Amdt 40B, CANCELLED  
Chicago, IL, Chicago Midway Intl, ILS RWY 31C, Amdt 5F, CANCELLED  
Baton Rouge, LA, Baton Rouge Metropolitan Ryan Field, RNAV (GPS) RWY 13, Orig  
Baton Rouge, LA, Baton Rouge Metropolitan Ryan Field, RNAV (GPS) RWY 22R, Orig  
Baton Rouge, LA, Baton Rouge Metropolitan Ryan Field, RNAV (GPS) RWY 31, Orig  
Baton Rouge, LA, Baton Rouge Metropolitan Ryan Field, GPS RWY 31, Orig-B, CANCELLED  
Norwood, MA, Norwood Memorial, LOC RWY 35, Amdt 10  
Norwood, MA, Norwood Memorial, NDB RWY 35, Amdt 10  
Norwood, MA, Norwood Memorial, RNAV (GPS) RWY 35, Orig  
Norwood, MA, Norwood Memorial, GPS RWY 35, Orig, CANCELLED  
Plymouth, MA, Plymouth Muni, LOC/DME RWY 6, Orig  
Cadillac, MI, Wexford County, ILS OR LOC RWY 7, Orig

Springfield, MO, Springfield-Branson Regional, RNAV (GPS) RWY 2, Orig  
Springfield, MO, Springfield-Branson Regional, RNAV (GPS) RWY 14, Amdt. 1 Orig  
Springfield, MO, Springfield-Branson Regional, RNAV (GPS) RWY 20, Orig  
Springfield, MO, Springfield-Branson Regional, RNAV (GPS) RWY 32, Amdt. 1 Orig  
Springfield, MO, Springfield-Branson Regional, GPS RWY 2, Orig, CANCELLED  
Grants, NM, Grants-Milan Muni, RNAV (GPS) RWY 31, Orig  
Grants, NM, Grants-Milan Muni, GPS RWY 31, Orig-C, CANCELLED  
Statesville, NC, Statesville Muni, RNAV (GPS) RWY 28, Orig  
Ponca City, OK, Ponca City Rgnl, ILS OR LOC/DME RWY 17, Amdt 1  
Ponca City, OK, Ponca City Rgnl, LOC RWY 17, Orig, CANCELLED  
Seminole, OK, Seminole Muni, NDB RWY 16, Amdt 3A  
Hilton Head Island, SC, Hilton Head, LOC/DME RWY 21, Amdt 4

*\* \* \* Effective March 18, 2004*

West Memphis, AR, West Memphis Muni, ILS OR LOC RWY 17, Amdt 4

*\* \* \* Effective April 15, 2004*

Montgomery, AL, Montgomery Regional (Dannelly Field), VOR–A, Amdt 3B  
Montgomery, AL, Montgomery Regional (Dannelly Field), NDB RWY 10, Amdt 18D  
Montgomery, AL, Montgomery Regional (Dannelly Field), ILS OR LOC RWY 10, Amdt 23D  
Montgomery, AL, Montgomery Regional (Dannelly Field), ILS OR LOC RWY 28, Amdt 9  
Montgomery, AL, Montgomery Regional (Dannelly Field), RNAV (GPS) RWY 3, Orig  
Montgomery, AL, Montgomery Regional (Dannelly Field), RNAV (GPS) RWY 10, Orig  
Montgomery, AL, Montgomery Regional (Dannelly Field), RNAV (GPS) RWY 28, Orig  
Montgomery, AL, Montgomery Regional (Dannelly Field), VOR/DME RNAV OR GPS RWY 3, Amdt 5A, CANCELLED  
Muscle Shoals, AL, Northwest Alabama Regional, VOR/DME RWY 11, Amdt 6  
Muscle Shoals, AL, Northwest Alabama Regional, VOR RWY 29, Amdt 27  
Muscle Shoals, AL, Northwest Alabama Regional, ILS OR LOC RWY 29, Amdt 4  
Muscle Shoals, AL, Northwest Alabama Regional, RNAV (GPS) RWY 11, Orig  
Muscle Shoals, AL, Northwest Alabama Regional, RNAV (GPS) RWY 18, Orig  
Muscle Shoals, AL, Northwest Alabama Regional, RNAV (GPS) RWY 29, Orig  
Muscle Shoals, AL, Northwest Alabama Regional, RNAV (GPS) RWY 36, Orig  
Eau Claire, WI, Chippewa Valley Regional, ILS OR LOC RWY 22, Amdt 7  
Viroqua, WI, Viroqua Muni, RNAV (GPS) RWY 11, Orig  
Viroqua, WI, Viroqua Muni, RNAV (GPS) RWY 29, Orig

[FR Doc. 04–2434 Filed 2–5–04; 8:45 am]

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## DEPARTMENT OF TRANSPORTATION

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