

## DEPARTMENT OF TRANSPORTATION

## Federal Aviation Administration

## 14 CFR Part 171

[Docket No. FAA–2003–16749; Airspace  
Docket No. 03–ACE–93]

**Modification of Class E Airspace;  
Beloit, KS**

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

**ACTION:** Direct final rule; confirmation of  
effective date.

**SUMMARY:** This document confirms the  
effective date of the direct final rule  
which revises Class E airspace at Beloit,  
KS.

**EFFECTIVE DATE:** 0901 UTC, April 15,  
2004.

**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:** The FAA  
published this direct final rule with a  
request for comments in the **Federal  
Register** on January 12, 2004 (69 FR  
1661), and subsequently published a  
correction to the direct final rule in the  
**Federal Register** on February 3, 2004  
(69 FR 5012). The FAA uses the direct  
final rulemaking procedure for a non-  
controversial rule where the FAA  
believes that there will be no adverse  
public comment. This direct final rule  
advised the public that no adverse  
comments were anticipated, and that  
unless a written adverse comment, or a  
written notice of intent to submit such  
an adverse comment, were received  
within the comment period, the  
regulation would become effective on  
April 15, 2004. No adverse comments  
were received, and thus this notice  
confirms that this direct final rule will  
become effective on that date.

Issued in Kansas City, MO, on February 23,  
2004.

**Paul J. Sheridan,**

*Acting Manager, Air Traffic Division, Central  
Region.*

[FR Doc. 04–5182 Filed 3–5–04; 8:45 am]

**BILLING CODE 4910–13–M**

## DEPARTMENT OF TRANSPORTATION

## Federal Aviation Administration

## 14 CFR Part 171

[Docket No. FAA–2003–16408; Airspace  
Docket No. 03–ACE–76]

**Modification of Class E Airspace;  
Plattsmouth, NE**

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

**ACTION:** Direct final rule; confirmation of  
effective date.

**SUMMARY:** This document confirms the  
effective date of the direct final rule  
which revises Class E airspace at  
Plattsmouth, NE.

**EFFECTIVE DATE:** 0901 UTC, April 15,  
2004.

**FOR FURTHER INFORMATION CONTACT:**

Brenda Mumper, Air Traffic Division,  
Airspace Branch, ACE–520A, DOT  
Regional Headquarters Building, Federal  
Aviation Administration, 901 Locust,  
Kansas City, MO 64106; telephone:  
(816) 329–2524.

**SUPPLEMENTARY INFORMATION:** The FAA  
published this direct final rule with a  
request for comments in the **Federal  
Register** on January 6, 2004 (69 FR 495)  
and subsequently published a correction  
to the direct final rule in the **Federal  
Register** on January 12, 2004 (69 FR  
1783). The FAA uses the direct final  
rule making procedure for a non-  
controversial rule where the FAA  
believes that there will be no adverse  
public comment. This direct final rule  
advised the public that no adverse  
comments were anticipated, and that  
unless a written adverse comment, or a  
written notice of intent to submit such  
an adverse comment, were received  
within the comment period, the  
regulation would become effective on  
April 15, 2004. No adverse comments  
were received, and thus this notice  
confirms that this direct final rule will  
become effective on that date.

Issued in Kansas City, MO, on February 23,  
2004.

**Paul J. Sheridan,**

*Acting Manager, Air Traffic Division, Central  
Region.*

[FR Doc. 04–5183 Filed 3–5–04; 8:45 am]

**BILLING CODE 4910–13–M**

## DEPARTMENT OF TRANSPORTATION

## Federal Aviation Administration

## 14 CFR Part 95

[Docket No. 30407; Amdt. No. 447]

**IFR Altitudes; Miscellaneous  
Amendments**

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

**ACTION:** Final rule.

**SUMMARY:** This amendment adopts  
miscellaneous amendments to the  
required IFR (instrument flight rules)  
altitudes and changeover points for  
certain Federal airways, jet routes, or  
direct routes for which a minimum or  
maximum en route authorized IFR  
altitude is prescribed. This regulatory  
action is needed because of changes  
occurring in the National Airspace  
System. These changes are designed to  
provide for the safe and efficient use of  
the navigable airspace under instrument  
conditions in the affected areas.

**EFFECTIVE DATE:** 0901 UTC, April 15,  
2004.

**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 95 of the Federal  
Aviation Regulations (14 CFR part 95)  
amends, suspends, or revokes IFR  
altitudes governing the operation of all  
aircraft in flight over a specified route  
or any portion of that route, as well as  
the changeover points (COPs) for  
Federal airways, jet routes, or direct  
routes as prescribed in part 95.

**The Rule**

The specified IFR altitudes, when  
used in conjunction with the prescribed  
changeover points for those routes,  
ensure navigation aid coverage that is  
adequate for safe flight operations and  
free of frequency interference. The  
reasons and circumstances that create  
the need for this amendment involve  
matters of flight safety and operational  
efficiency in the National Airspace  
System, are related to published  
aeronautical charts that are essential to  
the user, and provide for the safe and  
efficient use of the navigable airspace.  
In addition, those various reasons or

circumstances require making this amendment effective before the next scheduled charting and publication date of the flight information to assure its timely availability to the user. The effective date of this amendment reflects those considerations. In view of the close and immediate relationship between these regulatory changes and safety in air commerce, I find that notice and public procedure before adopting this amendment are impracticable and contrary to the public interest and that good cause exists for making the amendment 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 95

Airspace, Navigation (air).

Issued in Washington, DC, on March 2, 2004.

**James J. Ballough,**

*Director, Flight Standards Service.*

#### Adoption of the Amendment

■ Accordingly, pursuant to the authority delegated to me by the Administrator, part 95 of the Federal Aviation Regulations (14 CFR part 95) is amended as follows effective at 0901 UTC, April 15, 2004.

#### PART 95—[AMENDED]

■ 1. The authority citation for part 95 continues to read as follows:

**Authority:** 49 U.S.C. 106(g), 40103, 40106, 40113, 40114, 40120, 44502, 44514, 44719, 44721.

■ 2. Part 95 is amended to read as follows:

#### REVISIONS TO IFR ALTITUDES & CHANGEOVER POINTS

[Amendment 447; Effective Date April 15, 2004]

From		To		MEA	
§ 95.6001 Victor Routes-U.S.					
§ 95.6070 VOR Federal Airway 70 Is Amended to Read in Part					
Wilmington, NC VORTAC .....		Beula, NC FIX .....		5,000	
§ 95.6195 VOR Federal Airway 195 Is Amended to Read in Part					
Tomad, CA FIX .....		*Yager, CA FIX .....		**9,500	
*7,700—MCA Yager FIX E BND.					
**7,900—MOCA.					
§ 95.6210 VOR Federal Airway 210 Is Amended to Read in Part					
Sperry, PA FIX .....		Propp, PA FIX .....		*3,000	
*2,200—MOCA.					
§ 95.6213 VOR Federal Airway 213 Is Amended to Read in Part					
Wilmington, NC VORTAC .....		Wallo, NC FIX .....		*5,000	
*3,000—MOCA.					
§ 95.6296 VOR Federal Airway 296 Is Amended to Read in Part					
Rapvy, NC FIX .....		Wilmington, NC VORTAC .....		*5,000	
*3,000—MOCA.					
§ 95.6136 VOR Federal Airway 307 Is Amended to Delete					
US Canadian Border .....		Ann, AK VORTAC .....		5000	
§ 95.6136 VOR Federal Airway 362 Is Amended to Delete					
US Canadian Border .....		Ann, AK VORTAC .....		5000	
4900*MOCA.					
From		To	Changeover Points		
			Distance	From	
§ 95.8003 VOR Federal Airway Changeover Points Airway Segment V-165 Is Amended to Add Changeover Point					
Deschutes, OR VORTAC .....		Newberg, OR VOR/DME .....		43	Deschutes, OR VORTAC

[FR Doc. 04-5152 Filed 3-5-04; 8:45 am]

BILLING CODE 4910-13-P

**DEPARTMENT OF TRANSPORTATION****Federal Aviation Administration****14 CFR Part 97****[Docket No. 30406; Amdt. No. 3091]****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 March 8, 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 March 8, 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 February 27, 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: