

Flexibility Act. A final evaluation has been prepared for this action and it is contained in the Rules Docket. A copy of it may be obtained from the Rules Docket at the location provided under the caption **ADDRESSES**.

### List of Subjects in 14 CFR Part 39

Air transportation, Aircraft, Aviation safety, Safety.

### Adoption of the Amendment

■ Accordingly, pursuant to the authority delegated to me by the Administrator, the Federal Aviation Administration amends part 39 of the Federal Aviation Regulations (14 CFR part 39) as follows:

### PART 39—AIRWORTHINESS DIRECTIVES

■ 1. The authority citation for part 39 continues to read as follows:

**Authority:** 49 U.S.C. 106(g), 40113, 44701.

#### § 39.13 [Amended]

■ 2. Section 39.13 is amended by adding the following new airworthiness directive:

#### 2004–19–02 Dassault Aviation:

Amendment 39–13796. Docket 2002–NM–227–AD.

**Applicability:** All Model Fan Jet Falcon series airplanes and Model Mystere-Falcon 20 series airplanes, certificated in any category.

**Compliance:** Required as indicated, unless accomplished previously.

To prevent fatigue cracking of the window frames in the flight compartment, which could result in rapid depressurization of the fuselage and consequent reduced structural integrity of the airplane, accomplish the following:

#### Inspection and Test of Flight Compartment Window Frames

(a) Do an inspection and test for stress corrosion and cracking as specified in paragraphs (a)(1) and (a)(2) of this AD, at the applicable time specified in paragraph (b) of this AD.

(1) For airplanes that have not accomplished the actions specified in Dassault Service Bulletin FJF–701, dated March 25, 1986; or Revision 1 dated October 22, 1987: Do a detailed inspection (using an endoscope) to detect stress corrosion and cracking of the window frames in the flight compartment, including the pilot, co-pilot, and front windows. Do the inspection in accordance with a method approved by either the Manager, International Branch, ANM–116, FAA, Transport Airplane Directorate; or the Direction Générale de l'Aviation Civile (DGAC) (or its delegated agent). Dassault Aviation Work Card 53–30–12, titled “Endoscopic Inspection of the Frames of Pilot, Co-Pilot, and Front Glass Panels (Aircraft Not Changed Per SB No. 701),” of the Dassault Aviation Fan Jet Falcon Maintenance Manual is one approved method.

(2) For all airplanes: Do an ultrasonic test for cracking in the posts of window frames 2, 5, 7, 8, and 10. Do the test in accordance with a method approved by either the Manager, International Branch, ANM–116; or the DGAC (or its delegated agent). Dassault Aviation Work Card 53–30–07, titled “Non-Destructive Ultrasonic Testing of Vertical Posts on Screw-Mounted Windows,” of the Dassault Aviation Fan Jet Falcon Maintenance Manual is one approved method.

**Note 1:** For the purposes of this AD, a detailed inspection is defined as: “An intensive visual examination of a specific structural area, system, installation, or assembly to detect damage, failure, or irregularity. Available lighting is normally supplemented with a direct source of good lighting at intensity deemed appropriate by the inspector. Inspection aids such as mirror, magnifying lenses, etc., may be used. Surface cleaning and elaborate access procedures may be required.”

(b) Do the inspection and test required by paragraph (a) of this AD, at the times specified in paragraph (b)(1) or (b)(2) of this AD, as applicable.

(1) For airplanes having 35 or more years since the date of issuance of the original Airworthiness Certificate or the date of issuance of the original Export Certificate of Airworthiness, whichever is first; or having accumulated 20,000 or more total flight cycles as of the effective date of this AD: Within 7 months after the effective date of this AD.

(2) For airplanes not identified in paragraph (b)(1) of this AD: Within 25 months or 2,500 flight cycles after the effective date of this AD, whichever is first.

#### Repair

(c) If any stress corrosion or cracking is found during any inspection or test required by paragraph (a) of this AD: Before further flight, repair per a method approved by either the Manager, International Branch, ANM–116; or the DGAC (or its delegated agent).

#### Reporting Requirement

(d) At the applicable time specified in paragraph (d)(1) or (d)(2) of this AD: Submit a report of the findings (positive and negative) of the inspection required by paragraph (a) of this AD to: Dassault Falcon Jet, Attn: Service Engineering/Falcon 20, fax: (201) 541–4706, at the applicable time specified in paragraph (d)(1) or (d)(2) of this AD. The report must include the airplane serial number, number of landings, number of flight hours, airplane age, and the number and length of any cracks found. Submission of the Charts of Records (part of French airworthiness directive 2001–600–028(B), dated December 12, 2001), is an acceptable method of complying with this requirement. Under the provisions of the Paperwork Reduction Act of 1980 (44 U.S.C. 3501 *et seq.*), the Office of Management and Budget (OMB) has approved the information collection requirements contained in this AD and has assigned OMB Control Number 2120–0056.

(1) If the inspection was done after the effective date of this AD: Submit the report within 5 days after the inspection.

(2) If the inspection was done prior to the effective date of this AD: Submit the report within 5 days after the effective date of this AD.

### Alternative Methods of Compliance

(e) In accordance with 14 CFR 39.19, the Manager, International Branch, ANM–116, is authorized to approve alternative methods of compliance for this AD.

**Note 2:** The subject of this AD is addressed in French airworthiness directive 2001–600–028(B), dated December 12, 2001.

### Effective Date

(f) This amendment becomes effective on October 25, 2004.

Issued in Renton, Washington, on September 9, 2004.

**Ali Bahrami,**

*Manager, Transport Airplane Directorate, Aircraft Certification Service.*

[FR Doc. 04–21051 Filed 9–17–04; 8:45 am]

**BILLING CODE 4910–13–P**

## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### 14 CFR Part 97

[Docket No. 30424; Amdt. No. 3105]

### 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 September 20, 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 September 20, 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 National Archives and Records Administration (NARA). For information on the availability of this material at NARA, call 202-741-6030, or go to: [http://www.archives.gov/federal\\_register/code\\_of\\_federal\\_regulations/ibr\\_locations.html](http://www.archives.gov/federal_register/code_of_federal_regulations/ibr_locations.html).

*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: PO 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 September 10, 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 September 30, 2004*

Cleveland, OH, Cleveland-Hopkins Intl, ILS or LOC Rwy 6L, Amdt 2, ILS RWY 6L (CAT II), Amdt 2, ILS Rwy 6L (CAT III), Amdt 2

Cleveland, OH, Cleveland-Hopkins Intl, RNAV (GPS) Rwy 6L, Amdt 1

\* \* \* *Effective November 25, 2004*

King Salmon, AK, King Salmon, ILS or LOC Rwy 11, Amdt 15  
King Salmon, AK, King Salmon, RNAV (GPS) Rwy 11, Orig  
King Salmon, AK, King Salmon, RNAV (GPS) Y Rwy 29, Orig  
King Salmon, AK, King Salmon, RNAV (GPS) Z Rwy 29, Orig  
King Salmon, AK, King Salmon, LOC/DME BC Rwy 29, Amdt 2  
King Salmon, AK, King Salmon, VOR/DME or TACAN Rwy 29, Amdt 9  
King Salmon, AK, King Salmon, VOR or TACAN Rwy 11, Amdt 12  
King Salmon, AK, King Salmon, GPS Rwy 11, Orig, Cancelled  
King Salmon, AK, King Salmon, GPS Rwy 29, Orig, Cancelled  
Shungnak, AK, Shungnak, RNAV (GPS) Rwy 9, Orig  
Shungnak, AK, Shungnak, RNAV (GPS) Rwy 27, Orig  
Payson, AZ, Payson, RNAV (GPS)—A, Amdt 1A  
Window Rock, AZ, Window Rock, RNAV (GPS)—B, Orig-A  
Window Rock, AZ, Window Rock, RNAV (GPS) Rwy 2, Orig-A  
Inyokern, CA, Inyokern, RNAV (GPS) Y Rwy 2, Orig-A

Inyokern, CA, Inyokern, RNAV (GPS) Z Rwy 2, Orig-A  
 Kailua-Kona, HI, Kona Intl at Keahole, RNAV (GPS) Rwy 17, Orig-B  
 Kailua-Kona, HI, Kona Intl at Keahole, RNAV (GPS) Z Rwy 35, Orig-B  
 Lihue, HI, Lihue, RNAV (GPS) Rwy 35, Orig-B  
 Champaign-Urbana, IL, University of Illinois-Willard, VOR/DME Rwy 22, Amdt 8  
 Champaign-Urbana, IL, University of Illinois-Willard, RNAV (GPS) Rwy 22, Orig  
 Moline, IL, Quad City Intl, RNAV (GPS) Rwy 9, Orig  
 Moline, IL, Quad City Intl, RNAV (GPS) Rwy 13, Orig  
 Moline, IL, Quad City Intl, RNAV (GPS) Rwy 31, Orig  
 Moline, IL, Quad City Intl, RNAV (GPS) Y Rwy 27, Orig  
 Moline, IL, Quad City Intl, RNAV (GPS) Z Rwy 27, Orig  
 Moline, IL, Quad City Intl, ILS or LOC Rwy 9, Amdt 30  
 Moline, IL, Quad City Intl, ILS or LOC Rwy 27, Amdt 1  
 Moline, IL, Quad City Intl, NDB Rwy 9, Amdt 28  
 Moline, IL, Quad City Intl, VOR/DME RNAV Rwy 31, Amdt 10  
 Johnson, KS, Stanton County Muni, NDB Rwy 17, Amdt 1  
 Frederick, MD, Frederick Muni, ILS or LOC Rwy 23, Amdt 5  
 Battle Mountain, NV, Battle Mountain, RNAV (GPS) Rwy 3, Orig-A  
 Ely, NV, Ely Airport-Yelland Field, RNAV (GPS) Rwy 18, Orig-B  
 Albuquerque, NM, Albuquerque Intl Sunport, RNAV (GPS) Rwy 8, Orig  
 Albuquerque, NM, Albuquerque Intl Sunport, VOR or TACAN Rwy 8, Amdt 20  
 Deming, NM, Deming Muni, RNAV (GPS) Rwy 4, Orig  
 Deming, NM, Deming Muni, RNAV (GPS) Rwy 26, Orig  
 Deming, NM, Deming Muni, VOR Rwy 26, Amdt 10  
 Deming, NM, Deming Muni, GPS Rwy 4, Orig-A, Cancelled  
 Deming, NM, Deming Muni, GPS Rwy 26, Orig-A, Cancelled  
 Portales, NM, Portales Muni, RNAV (GPS) Rwy 1, Orig  
 Portales, NM, Portales Muni, NDB Rwy 1, Amdt 1  
 Portales, NM, Portales Muni, GPS Rwy 1, Orig-A, Cancelled  
 Findlay, OH, Findlay, RNAV (GPS) Rwy 7, Orig  
 Findlay, OH, Findlay, RNAV (GPS) Rwy 18, Orig  
 Findlay, OH, Findlay, RNAV (GPS) Rwy 25, Orig  
 Findlay, OH, Findlay, RNAV (GPS) Rwy 36, Orig  
 Findlay, OH, Findlay, NDB Rwy 36, Amdt 11  
 Findlay, OH, Findlay, VOR Rwy 7, Amdt 12  
 Findlay, OH, Findlay, VOR Rwy 25, Amdt 5  
 Findlay, OH, Findlay, VOR Rwy 36, Amdt 6  
 Findlay, OH, Findlay, GPS Rwy 18, Amdt 1A, Cancelled  
 Wilmington, OH, Airborne Airpark, ILS or LOC Rwy 22R, Amdt 5, ILS Rwy 22R (CAT II), Amdt 5, ILS Rwy 22R (CAT III), Amdt 5

Quinton, VA, New Kent County, RNAV (GPS) Rwy 10, Orig-A  
 Quinton, VA, New Kent County, RNAV (GPS) Rwy 28, Orig-A  
 Quinton, VA, New Kent County, VOR-A, Amdt 1A

[FR Doc. 04-21008 Filed 9-17-04; 8:45 am]

BILLING CODE 4910-13-P

## ENVIRONMENTAL PROTECTION AGENCY

### 40 CFR Parts 52 and 81

[CO-001-0076a, CO-001-0077a; FRL-7815-4]

### Approval and Promulgation of Air Quality Implementation Plans; CO; Designation of Areas for Air Quality Planning Purposes, Lamar and Steamboat Springs

**AGENCY:** Environmental Protection Agency (EPA).

**ACTION:** Direct final rule; withdrawal.

**SUMMARY:** On August 5, 2004 EPA published a direct final rule (69 FR 47366) approving, and an accompanying proposed rule (69 FR 47399) proposing to approve a revision submitted by the State of Colorado on July 31, 2002, for the purpose of redesignating the Lamar, Colorado and Steamboat Springs, Colorado areas from nonattainment to attainment for particulate matter with an aerodynamic diameter less than or equal to a nominal 10 micrometers (PM<sub>10</sub>) under the 1987 standards. In the direct final rule, EPA stated that if adverse comments were received by September 7, 2004, the rule would be withdrawn and not take effect. EPA subsequently received adverse comments. EPA will summarize and respond to the comments received based on the proposed action published on August 5, 2004 (69 FR 47399). EPA will not institute a second comment period on this action.

**DATES:** The direct final rule published at 69 FR 47366 is withdrawn as of September 20, 2004.

**FOR FURTHER INFORMATION CONTACT:** Libby Faulk, Air Quality Planning and Management Unit, Air and Radiation Program, Mailcode 8P-AR, Environmental Protection Agency (EPA), Region VIII, 999 18th Street, Suite 300, Denver, Colorado, 80202. Telephone: (303) 312-6083. E-mail address: [faulk.libby@epa.gov](mailto:faulk.libby@epa.gov).

### List of Subjects

#### 40 CFR Part 52

Environmental protection, Air pollution control, Incorporation by

reference, Intergovernmental relations, Reporting and recordkeeping requirements, Particulate Matter.

### 40 CFR Part 81

Air pollution control.

Dated: September 9, 2004.

**Patricia D. Hull,**

*Acting Regional Administrator, Region 8.*

[FR Doc. 04-20971 Filed 9-17-04; 8:45 am]

BILLING CODE 6560-50-P

## ENVIRONMENTAL PROTECTION AGENCY

### 40 CFR Part 52

[R04-OAR-2004-NC-0002-200417(a); FRL-7815-9]

### Approval and Promulgation of Implementation Plans; North Carolina: Raleigh/Durham Area and Greensboro/Winston-Salem/High Point Area Maintenance Plan Updates

**AGENCY:** Environmental Protection Agency (EPA).

**ACTION:** Direct final rule.

**SUMMARY:** The EPA is approving revisions to the State Implementation Plan (SIP) submitted by the North Carolina Department of Environment and Natural Resources (NCDENR) on June 4, 2004. This SIP revision satisfies the requirement of the Clean Air Act (CAA) as amended in 1990 for the second 10-year updates of both the Raleigh/Durham area (Durham and Wake Counties, and a portion of Granville County) and the Greensboro/Winston-Salem/High Point area (Davidson, Forsyth, and Guilford Counties, and a portion of Davie County) 1-hour ozone maintenance plans.

**DATES:** This direct final rule is effective November 19, 2004, without further notice, unless EPA receives adverse comment by October 20, 2004. If adverse comment is received, EPA will publish a timely withdrawal of the direct final rule in the **Federal Register** and inform the public that the rule will not take effect.

**ADDRESSES:** Submit your comments, identified by Regional Material in EDocket (RME) ID No. R04-OAR-2004-NC-0002, by one of the following methods:

1. Federal eRulemaking Portal: <http://www.regulations.gov>. Follow the on-line instructions for submitting comments.

2. Agency Web site: <http://docket.epa.gov/rmepub/> RME, EPA's electronic public docket and comment