

Related Information

(o) Boeing 777 Fault Isolation Manual, section 71–05, Task 830, pertains to high oil consumption troubleshooting procedures referred to in this AD.

Issued in Burlington, Massachusetts, on December 23, 2003.

Mark C. Fulmer,

Acting Manager, Engine and Propeller Directorate, Aircraft Certification Service.

[FR Doc. 03–32156 Filed 12–30–03; 8:45 am]

BILLING CODE 4910–13–P

DEPARTMENT OF TRANSPORTATION**Federal Aviation Administration****14 CFR Part 71**

[Docket No. FAA–2003–16407; Airspace Docket No. 03–ACE–75]

Modification of Class D Airspace; and Modification of Class E Airspace; Topeka, Philip Billard Municipal Airport, 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 D and Class E airspace at Topeka, Philip Billard Municipal Airport, KS.

EFFECTIVE DATE: 0901 UTC, February 19, 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 November 12, 2003 (68 FR 63985). 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 February 19, 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 December 16, 2003.

Paul J. Sheridan,

Acting Manager, Air Traffic Division, Central Region.

[FR Doc. 03–32086 Filed 12–30–03; 8:45 am]

BILLING CODE 4910–13–M

DEPARTMENT OF TRANSPORTATION**Federal Aviation Administration****14 CFR Part 71**

[Docket No. FAA–2003–16411; Airspace Docket No. 03–ACE–77]

Modification of Class E Airspace; Johnson, 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 Johnson, KS.

EFFECTIVE DATE: 0901 UTC, February 19, 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 November 19, 2003 (68 FR 65159). 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 February 19, 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 December 16, 2003.

Paul J. Sheridan,

Acting Manager, Air Traffic Division, Central Region.

[FR Doc. 03–32087 Filed 12–30–03; 8:45 am]

BILLING CODE 4910–13–M

DEPARTMENT OF TRANSPORTATION**Federal Aviation Administration****14 CFR Part 97**

[Docket No. 30400; Amdt. No. 3086]

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 December 31, 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 December 31, 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 **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 December 19, 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 January 22, 2004*

Frederick, MD, Frederick Muni, RNAV (GPS) RWY 23, Amdt 2, CANCELLED

Frederick, MD, Frederick Muni, RNAV (GPS) Y RWY 23, Orig

Frederick, MD, Frederick Muni, RNAV (GPS) Z RWY 23, Orig

* * * *Effective February 19, 2004*

Deadhorse, AK, Deadhorse, ILS OR LOC/DME RWY 4, Orig

Deadhorse, AK, Deadhorse, GPS RWY 22, Orig, CANCELLED

Deadhorse, AK, Deadhorse, GPS RWY 4, Orig, CANCELLED

Deadhorse, AK, Deadhorse, VOR/DME OR TACAN RWY 22, Amdt 3

Deadhorse, AK, Deadhorse, VOR/DME OR TACAN RWY 4, Amdt 1

Deadhorse, AK, Deadhorse, LOC/DME BC RWY 22, Amdt 9

Deadhorse, AK, Deadhorse, RNAV (GPS) RWY 22, Orig

Deadhorse, AK, Deadhorse, RNAV (GPS) RWY 4, Orig

Deadhorse, AK, Deadhorse, ILS/DME RWY 4, Amdt 8, CANCELLED

Harrison, AR, Boone County, ILS RWY 36, Orig—A

Harrison, AR, Boone County, NDB—B, Amdt 3A

Russellville, AR, Russellville Rgnl, NDB—A, Amdt 4B

Russellville, AR, Russellville Rgnl, RNAV (GPS) RWY 25, Orig

Russellville, AR, Russellville Rgnl, GPS RWY 25, Orig—B, CANCELLED

Hanford, CA, Hanford Muni, VOR—A, Amdt 9

Hanford, CA, Hanford Muni, RNAV (GPS) RWY 32, Orig

Hanford, CA, Hanford Muni, GPS RWY 32, Amdt 1, CANCELLED

Oceanside, CA, Oceanside Muni, VOR—A, Amdt 3D

San Carlos, CA, San Carlos, RNAV (GPS) RWY 30, Orig

San Carlos, CA, San Carlos, GPS RWY 30, Orig, CANCELLED

Statesboro, GA, Statesboro-Bulloch County, ILS OR LOC RWY 32, Amdt 1A

De Ridder, LA, Beauregard Parish, RNAV (GPS) RWY 36, Orig

De Ridder, LA, Beauregard Parish, LOC RWY 36, Amdt 2

De Ridder, LA, Beauregard Parish, NDB RWY 36, Amdt 4

Gaithersburg, MD, Montgomery County Airpark, RNAV (GPS) RWY 14, Amdt 2

St Cloud, MN, St Cloud Regional, RNAV (GPS) RWY 31, Orig

St Cloud, MN, St Cloud Regional, RNAV (GPS) RWY 13, Orig

St Cloud, MN, St Cloud Regional, RNAV (GPS) RWY 5, Orig

St Cloud, MN, St Cloud Regional, RNAV (GPS) RWY 23, Orig

St Cloud, MN, St Cloud Regional, GPS RWY 23, Orig-B, CANCELLED

St Cloud, MN, St Cloud Regional, GPS RWY 5, Orig-B, CANCELLED

Mexico, MO, Mexico Memorial, RNAV (GPS) RWY 6, Orig

Mexico, MO, Mexico Memorial, GPS RWY 6, Orig-A, CANCELLED

Mexico, MO, Mexico Memorial, RNAV (GPS) RWY 18, Orig

Mexico, MO, Mexico Memorial, VOR/DME RWY 24, Amdt 2

Mexico, MO, Mexico Memorial, RNAV (GPS) RWY 24, Orig

Mexico, MO, Mexico Memorial, GPS RWY 24, Orig-A, CANCELLED

Mexico, MO, Mexico Memorial, RNAV (GPS) RWY 36, Orig

Plattsmouth, NE, Plattsmouth Muni, NDB RWY 16, Orig

Plattsmouth, NE, Plattsmouth Muni, NDB RWY 34, Orig

Plattsmouth, NE, Plattsmouth Muni, GPS RWY 34, Orig-B

Newburgh, NY, Stewart Intl, RNAV (GPS) RWY 9, Orig-A

Newburgh, NY, Stewart Intl, RNAV (GPS) RWY 27, Orig-A

White Plains, NY, Westchester County, RNAV (GPS) RWY 16, Orig-A

Seminole, OK, Seminole Muni, NDB RWY 16, Amdt 3A

Seminole, OK, Seminole Muni, RNAV (GPS) RWY 16, Orig-A

Harrisburg, PA, Harrisburg Intl, VOR RWY 31, Amdt 2

Pawtucket, RI, North Central State, LOC RWY 5, Amdt 5D

Dallas-Fort Worth, TX, Dallas/Fort Worth International, RNAV (GPS) RWY 17L, Orig-A

Kingsville, TX, Kleberg County, RADAR-1, Amdt 4, CANCELLED

Quinton, VA, New Kent County, RNAV (GPS) RWY 10, Orig

Quinton, VA, New Kent County, RNAV (GPS) RWY 28, Orig

Quinton, VA, New Kent County, VOR-A, Amdt 1

Elkins, WV, Elkins-Randolph Co—Jennings Randolph Field, LDA-C, Amdt 7

Janesville, WI, Southern Wisconsin Regional, ILS OR LOC RWY 32, Orig

Janesville, WI, Southern Wisconsin Regional, ILS OR LOC RWY 4, Amdt 12

[FR Doc. 03-32082 Filed 12-30-03; 8:45 am]

BILLING CODE 4910-13-P

DEPARTMENT OF COMMERCE

Bureau of Economic Analysis

15 CFR Part 801

[Docket No. 030910227-3318-02]

RIN 0691-AA53

International Services Surveys: BE-45, Quarterly Survey of Insurance Transactions by U.S. Insurance Companies with Foreign Persons

AGENCY: Bureau of Economic Analysis, Commerce.

ACTION: Final rule.

SUMMARY: This final rule amends regulations that set forth the reporting requirements for the BE-45, Quarterly Survey of Insurance Transactions by U.S. Insurance Companies with Foreign Persons.

The survey is mandatory and will be conducted by the Bureau of Economic Analysis (BEA), U.S. Department of Commerce, under the International Investment and Trade in Services Survey Act. The first survey conducted under this rule will cover transactions in the first quarter of 2004. Data from the BE-45 survey are needed to monitor trade in insurance services, analyze its impact on the U.S. and foreign economies, compile and improve the U.S. economic accounts, support U.S. commercial policy on financial services, conduct trade promotion, improve the ability of U.S. businesses to identify and evaluate market opportunities, and for other government uses.

The survey will cover the same insurance services presently covered by the BE-48, Annual Survey of Reinsurance and Other Insurance Transactions by U.S. Insurance Companies with Foreign Persons, and auxiliary insurance services presently covered by the Benchmark and Annual Surveys of Selected Services Transactions with Unaffiliated Foreign Persons (Forms BE-20 and BE-22).

EFFECTIVE DATE: This final rule will be effective January 30, 2004.

FOR FURTHER INFORMATION CONTACT: Obie G. Whichard, Chief, International Investment Division (BE-50), Bureau of Economic Analysis, U.S. Department of Commerce, Washington, DC 20230; or via the Internet at obie.whichard@bea.gov (telephone (202) 606-9890).

SUPPLEMENTARY INFORMATION: In the September 23, 2003, *Federal Register*, (68 FR 55202-55204), BEA published a notice of proposed rulemaking setting forth reporting requirements for the BE-45, Quarterly Survey of Insurance

Transactions by U.S. Insurance Companies with Foreign Persons. No comments on the proposed rule were received. Thus, the proposed rule is adopted without change.

The Bureau of Economic Analysis (BEA), U.S. Department of Commerce, will conduct the survey under the International Investment and Trade in Services Survey Act (22 U.S.C. 3101-3108). Section 4(a) of the Act (22 U.S.C. 3103(a)) provides that the President shall, to the extent he deems necessary and feasible, conduct a regular data collection program to secure current information related to international investment and trade in services and publish for the use of the general public and United States government agencies periodic, regular, and comprehensive statistical information collected pursuant to this subsection. In section 3 of Executive Order 11961, as amended by Executive Order 12518, the President delegated authority granted under the Act as concerns international trade in services to the Secretary of Commerce, who has redelegated it to BEA.

The major purposes of the survey are to monitor trade in insurance services, analyze its impact on the U.S. and foreign economies, compile and improve the U.S. economic accounts, support U.S. commercial policy on insurance services, conduct trade promotion, and improve the ability of U.S. businesses to identify and evaluate market opportunities.

The first survey conducted under this rule will cover transactions in the first quarter 2004. BEA will send the survey to potential respondents in March of 2004; responses will be due by May 30, 2004. The survey will update the data provided on the universe of insurance services transactions between U.S. insurance companies and foreign persons. Reporting is required from U.S. insurance companies whose covered transactions with foreign persons exceeded \$8 million for the previous fiscal year, or are expected to exceed that amount during the current fiscal year. In addition, the reporting threshold for this survey is applied separately to each of the eight individual types of transactions covered by the survey rather than to the sum of the data for all eight types combined. Insurance companies meeting these criteria must supply data on the amount of their insurance transactions for each type of insurance category, disaggregated by country. U.S. insurance companies that do not meet the mandatory reporting requirements are requested to provide voluntary estimates of their covered insurance transactions.