

§ 25.829(a). At least two flashlights—each equipped with a locator light—must be provided. One flashlight must be located adjacent to each emergency exit in the aft lower lobe service/cargo compartment at the foot of the stairs in the compartment.

c. The requirement of § 25.819(f) for a forward or aft facing seat for each occupant of the compartment is waived, because the physical constraints of the compartment, such as the reduced height and limited accessibility make the installation of a seat impractical and prohibitive.

4. Evacuation Routes

In addition to the two evacuation routes (including an exit) specified by § 25.819(a), procedures must be established in the AFM Supplement to keep the evacuation routes clear. The cargo in the compartment must be restrained to ensure that the crewmember's paths to the exits are clear. Further, all entrances and exits from the aft lower lobe service/cargo compartment must be capable of being closed after exiting. The aft lower lobe service/cargo compartment must be capable of being closed, because after evacuation it must comply with the requirements applicable to the Class C cargo compartment, including §§ 25.855, 25.857, and 25.858.

5. Training

Training materials which address the following procedures must be provided:

a. Use of the aft lower lobe service/service compartment and actions indicated by the warnings and placards specified herein.

b. Entering and exiting the aft lower lobe service/cargo compartment, including emergency exiting.

c. Checking the pressure of the portable oxygen bottle prior to entering the aft lower lobe service/cargo compartment.

d. Carrying a portable oxygen bottle when entering the aft lower lobe service/cargo compartment.

e. Maintaining an exit aisle and access to evacuation routes from the aft lower lobe service/cargo compartment. Training must address how to keep the evacuation routes clear, *i.e.*, how to restrain cargo in the compartment to ensure that the paths to the exits are clear.

f. A limitation in the AFM Supplement stating that all personnel accessing the aft lower lobe service/cargo compartment must be trained in the procedures listed above.

6. Ladders

The following requirements must be met for ladders between the main deck and the aft lower lobe service/cargo compartment:

a. The ladders must consist of a single segment.

b. The ladders must have essentially rectangular treads.

c. General illumination of at least 0.05 foot-candle, when measured along the centerlines of each ladder tread, must be provided.

Issued in Renton, Washington, on July 2, 2003.

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DEPARTMENT OF TRANSPORTATION (DOT)

Federal Aviation Administration

14 CFR Part 71

[Docket No. FAA-2003-14848; Airspace Docket No. 03-AWP-5]

Establishment of Class E Airspace; Susanville, CA

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Final rule.

SUMMARY: This action establishes a Class E airspace area at Susanville, CA. The establishment of an Area Navigation (RNAV) Global Positioning System (GPS) Standard Instrument Approach Procedures (SIAPs) at Susanville Municipal Airport, Susanville, CA has made this action necessary. Additional controlled airspace extending upward from 700 feet or more above the surface of the earth is needed to contain aircraft executing the RNAV (GPS) RWY 29 and RNAV (GPS)-A SIAPs to Susanville Municipal Airport. The intended effect of this action is to provide adequate controlled airspace for Instrument Flight Rules operations at Susanville Municipal Airport, Susanville, CA.

EFFECTIVE DATE: 0901 UTC September 4, 2003.

FOR FURTHER INFORMATION CONTACT: Jeri Carson, Airspace Specialist, Airspace Branch, AWP-520, Air Traffic Division, Western-Pacific Region, Federal Aviation Administration, 15000 Aviation Boulevard, Lawndale, California 90261, telephone (310) 725-6611.

SUPPLEMENTARY INFORMATION:

History

On June 9, 2003, the FAA proposed to amend 14 CFR part 71 by modifying the Class E airspace area at Susanville, CA (68 FR 34340). Additional controlled airspace extending upward from 700 feet or more above the surface is needed to contain aircraft executing the RNAV (GPS) RWY 29 and RNAV (GPS)-A SIAPs to Susanville Municipal Airport. This action will provide adequate controlled airspace for aircraft executing the RNAV (GPS) RWY 29 and RNAV (GPS)-A SIAPs to Susanville Municipal Airport, Susanville, CA.

Interested parties were invited to participate in this rulemaking, proceeding by submitting written comments on the proposal to the FAA. No comments to the proposal were received. Class E airspace designations for airspace extending from 700 feet or more above the surface of the earth are published in paragraph 6005 of FAA Order 7400.9K, dated August 30, 2002, and effective September 16, 2002, which is incorporated by reference in 14 CFR 71.1. The Class E airspace designation listed in this document will be published subsequently in the Order.

The Rule

This amendment to 14 CFR part 71 modifies the Class E airspace area at Susanville, CA. The establishment of a RNAV (GPS) RWY 29 and RNAV (GPS)-A SIAPs to Susanville Municipal Airport has made this action necessary. The effect of this action will provide adequate airspace for aircraft executing the RNAV (GPS) RWY 29 and RNAV (GPS)-A SIAPs to Susanville Municipal Airport, Susanville, CA.

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. Therefore, this regulation—(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. Since this is a routine matter that will only affect air traffic procedures and air navigation, it is certified that this rule 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 71

Airspace, Incorporation by reference, Navigation (air).