

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 5, 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 December 25, 2003*

Orlando, FL, Orlando Intl, ILS OR LOC Rwy 35L, Amdt 5, ILS RWY 35L (Cat II/III), Amdt 5

Orlando, FL, Orlando Intl, ILS OR LOC Rwy 17R, Amdt 4, ILS Rwy 17R (Cat II), Amdt 4

Orlando, FL, Orlando Intl, ILS OR LOC Rwy 35R, Orig, ILS Rwy 35R (Cat II), Orig Orlando, FL, Orlando Intl, ILS OR LOC Rwy 17L, Orig, ILS Rwy 17L (Cat II), Orig Orlando, FL, Orlando Intl, ILS OR LOC Rwy 36R, Amdt 7A, ILS Rwy 36R (Cat II, III), Amdt 7A

Orlando, FL, Orlando Intl, ILS OR LOC Rwy 18R, Amdt 6A

Orlando, FL, Orlando Intl, RNAV (GPS) Rwy 17L, Orig

Orlando, FL, Orlando Intl, RNAV (GPS) Rwy 35L, Orig-A

Orlando, FL, Orlando Intl, RNAV (GPS) Rwy 17R, Orig-A

Orlando, FL, Orlando Intl, RNAV (GPS) Rwy 35R, Orig

Minneapolis, MN, Minneapolis-St Paul Intl/Wold-Chamberlain, ILS OR LOC Rwy 12L, Amdt 6, ILS Rwy 12L (Cat II, III), Amdt 6 Baker City, OR, Baker City Muni, VOR-A, Amdt 1

* * * *Effective February 19, 2004*

Paragould, AR, Kirk Field, VOR Rwy 4, Amdt 4

Paragould, AR, Kirk Field, NDB Rwy 4, Amdt 1

Paragould, AR, Kirk Field, RNAV (GPS) Rwy 4, Orig

Paragould, AR, Kirk Field, GPS Rwy 4, Orig, Cancelled

Paragould, AR, Kirk Field, NDB Rwy 22, Amdt 1

Paragould, AR, Kirk Field, RNAV (GPS) Rwy 22, Orig

Paragould, AR, Kirk Field, GPS Rwy 22, Orig, Cancelled

Beaufort, NC, Michael J. Smith Field, LOC Rwy 26, Amdt 1

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 135

[Docket No.1999–5401; Amendment No. 135–92]

RIN 2120–AE42

Aging Airplane Safety

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Final rule; technical amendment.

SUMMARY: The Federal Aviation Administration is making minor technical changes to its aging aircraft

regulations as a result of an interim final rule with a request for comments published in the **Federal Register** on December 6, 2002. This final rule requires airplanes covered by the aging aircraft regulations to undergo inspections and records reviews by the Administrator after their 14th year in service and at specified intervals thereafter. As part of this final rule, the FAA inadvertently did not make conforming amendments to an applicability section to reflect the existence of two new sections and the redesignation of an existing section. In addition to these changes, an error exists in the heading of a new section. These technical changes are necessary to keep our regulations clear, accurate and current. The intended effect is to make our regulations easier for the public and regulated industry to use. None of these amendments will impose any extra burden or restrictions on persons or organizations affected by these regulations.

EFFECTIVE DATE: This amendment is effective on December 8, 2003.

FOR FURTHER INFORMATION CONTACT: Frederick Sobeck, Airplane Maintenance Division, AFS–304, Flight Standards Service, Federal Aviation Administration, 800 Independence Avenue SW., Washington, DC 20591; telephone (202) 267–7355; facsimile (202) 267–5115.

SUPPLEMENTARY INFORMATION:

Background

The FAA is making some technical or administrative changes to its aging aircraft regulations. These changes do not affect the substance of the existing regulations or impose any new requirements and have no impact on activities carried out under the regulations.

The FAA published in the **Federal Register** of December 6, 2002 (67 FR 72726) a document that created a rule requiring (1) airplanes operated under 14 CFR part 121, (2) U.S.-registered multiengine airplanes operated under 14 CFR part 129, and (3) multiengine airplanes used in scheduled operations under 14 CFR part 135 to undergo inspections and records reviews by the Administrator after their 14th year in service and at specified intervals thereafter. The FAA inadvertently did not include revisions to § 135.411 to reflect the existence of the new §§ 135.422 and 135.423 and the redesignation of current § 135.423 to § 135.424, effective December 8, 2003. This amendment to § 135.411 will (a) add a reference to new § 135.422 to existing § 135.411(a)(2), (b) add a