

set of servocontrols. The DGAC classified the Eurocopter alert service bulletins as mandatory and issued AD No. 2003-099(A) (for Model AS 350 helicopters) and No. 2003-100(A) (for Model AS 355 helicopters), both dated March 5, 2003, to ensure the continued airworthiness of these helicopters.

These helicopter models are manufactured in France and are type certificated for operation in the United States under the provisions of 14 CFR 21.29 and the applicable bilateral agreement. Pursuant to the applicable bilateral agreement, the DGAC has kept the FAA informed of the situation described above. The FAA has examined the findings of the DGAC, reviewed all available information, and determined that AD action is necessary for products of these type designs that are certificated for operation in the United States.

Interested persons have been afforded an opportunity to participate in the making of this amendment. No comments were received on the proposal or the FAA's determination of the cost to the public. The FAA has determined that air safety and the public interest require the adoption of the rule as proposed.

On July 10, 2002, the FAA issued a new version of 14 CFR part 39 (67 FR 47997, July 22, 2002), which governs the FAA's AD system. The regulation now includes material that relates to altered products, special flight permits, and alternative methods of compliance. Because we have now included this material in part 39, we no longer need to include it in each individual AD.

The FAA estimates that this AD will affect 627 helicopters of U.S. registry and will take approximately 1/2 work hour to identify and 2 work hours to replace each servocontrol per helicopter at an average labor rate of \$65 per work hour. Required parts will cost approximately \$9200 per helicopter. Based on these figures, we estimate the total cost impact of the AD on U.S. operators to be \$5,154,130, assuming 551 servocontrols are replaced.

The regulations adopted herein will not have a substantial direct effect on the States, on the relationship between the national Government and the States, or on the distribution of power and responsibilities among the various levels of government. Therefore, it is determined that this final rule does not have federalism implications under Executive Order 13132.

For the reasons discussed above, I certify that this action (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) will not have a significant economic impact, positive or negative, on a substantial number of small entities under the criteria of the Regulatory Flexibility Act. A final evaluation has been prepared for this action and is contained in the Rules Docket. A copy of it may be obtained from the Rules Docket at the FAA, Office of the Regional Counsel, Southwest Region, 2601 Meacham Blvd., Room 663, Fort Worth, Texas.

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 removing Amendment 39-12605 (67 FR 2804, January 22, 2002) and by adding a new airworthiness directive (AD), Amendment 39-13359, to read as follows:

2003-22-11 Eurocopter France:

Amendment 39-13359. Docket No. 2003-SW-18-AD. Supersedes AD 2001-26-53, Amendment 39-12605, Docket No. 2001-SW-70-AD.

Applicability: Model AS350B, B1, B2, B3, BA, C, D, D1, and AS355E, F, F1, F2, and N helicopters, certificated in any category, except those helicopters with TRW-SAMM main and tail servocontrols that have been reconditioned and identified by the letter "V" engraved on the identification plate on the right-hand side of the part number (P/N).

Compliance: Required as indicated, unless accomplished previously.

To prevent failure of a servocontrol in the flight control system and subsequent loss of control of the helicopter, accomplish the following:

(a) Before further flight, remove each main servocontrol, P/N SC5083, serial number (S/N) 1500 through 1515, and P/N SC5084, S/N 722 through 726.

(b) On or before 550 hours time-in-service or 24 months, whichever occurs first, remove the following main or tail servocontrols, P/N and S/N:

(1) P/N SC5081-1, with S/N 78, 89, 227, 240, 315, 362, 427, 451, 452, 492, 497, 498, 506, 512, 532, 550, 556, or 561.

(2) P/N SC5082-1, with S/N 045, 180, 194, 197, 254, or 264.

(3) P/N SC5083, with S/N 01, 03, 05, 082, 17, 21, 40, 43M, 65M, 77, 87, 103M, 106M, 107, 109, 128, 129, 138, 139, 144, 148, 152, 206, 207, 218, 221, 226, 235, 239, 240, 241, 243, 254, 256, 269, 286, 287, 290, 291, 302, 312, 321, 325, 327, 330, 331, 334, 338, 339, 347M, 356M, 365, 371, 372, 378M, 380M, 389, 412M, 418, 423, 428, 439, 484M, 503, 505, 525, 526, 528, 529, 573M, 587, 594M, 598, 612, 622, 1150 through 1155, 1157, 1159 through 1169, 1180 through 1199, 1207, 1208, 1210 through 1259, 1269, or 1291 through 1499.

(4) P/N SC5084, with S/N 013, 025, 31, 75, 087, 87, 101M, 102, 105, 108, 136, 160, 162, 165M, 203, 205, 205M, 209, 220, 225, 232M, 239M, 267M, 271, 288M, 292, 300, 320, 364M, 458, 612, 627, 630, 632 through 634, 636 through 652, 654, 656 through 660, 682 through 721, 727 through 731, or 733 through 756.

(5) P/N SC5071-1, with S/N 343 or 389.

(6) P/N SC5072, with S/N 003, 35, 108, 197, 216M, 253M, 339M, 347M, 432M, 700 through 724, 726 through 744, 763 through 768, 783 through 789, or 820 through 883.

(c) To request a different method of compliance or a different compliance time for this AD, follow the procedures in 14 CFR 39.19. Contact the Safety Management Group, Rotorcraft Directorate, FAA, for information about previously approved alternative methods of compliance.

(d) Special flight permits will not be issued.

(e) This amendment becomes effective on December 8, 2003.

Note: The subject of this AD is addressed in Direction General De L'Aviation Civile, France, AD Nos. 2003-099(A) and 2003-100(A), both dated March 5, 2003.

Issued in Fort Worth, Texas, on October 24, 2003.

David A. Downey,

Manager, Rotorcraft Directorate, Aircraft Certification Service.

[FR Doc. 03-27541 Filed 10-31-03; 8:45 am]

BILLING CODE 4910-13-P

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 97

[Docket No. 30394; Amdt. No. 3081]

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 November 3, 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 November 3, 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 October 24, 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 November 27, 2003*

Hattiesburg, MS, Hattiesburg/Bobby L. Chain Muni, RNAV (GPS) RWY 13, Orig
Gallatin, TN, Sumner County Regional, RADAR-1, Amdt 4
Memphis, TN, Memphis Intl, RNAV (GPS) Z RWY 36R, Orig
Memphis, TN, Memphis Intl, RNAV (GPS) RWY 36R, Orig, CANCELLED

* * * *Effective December 25, 2003*

Greeley, CO, Greeley-Weld County, NDB RWY 09, Amdt 1A, CANCELLED
Pocatello, ID, Pocatello Regional, VOR/DME OR TACAN RWY 21, Amdt 10
Pocatello, ID, Pocatello Regional, VOR OR TACAN RWY 3, Amdt 16
Pocatello, ID, Pocatello Regional, NDB RWY 21, Amdt 19
Pocatello, ID, Pocatello Regional, ILS OR LOC RWY 21, Amdt 26
Pocatello, ID, Pocatello Regional, RNAV (GPS) RWY 21, Orig

Pocatello, ID, Pocatello Regional, RNAV (GPS) RWY 3, Orig

Topeka, KS, Philip Billard Muni, RNAV (GPS) RWY 18, Orig

Topeka, KS, Philip Billard Muni, RNAV (GPS) RWY 31, Orig

Topeka, KS, Philip Billard Muni, RNAV (GPS) RWY 4, Orig

Topeka, KS, Philip Billard Muni, RNAV (GPS) RWY 36, Orig

Topeka, KS, Philip Billard Muni, RNAV (GPS) RWY 13, Orig

Topeka, KS, Philip Billard Muni, RNAV (GPS) RWY 22, Orig

Topeka, KS, Philip Billard Muni, VOR RWY 22, Amdt 21

Topeka, KS, Philip Billard Muni, VOR/DME RNAV OR GPS RWY 18, Amdt 7 CANCELLED

Topeka, KS, Philip Billard Muni, GPS RWY 31, Orig, CANCELLED

Topeka, KS, Philip Billard Muni, GPS RWY 13, Orig, CANCELLED

Lexington, KY, Blue Grass, NDB RWY 22, Orig

Lexington, KY, Blue Grass, ILS RWY 22, Amdt 19

Hattiesburg, MS, Hattiesburg/Bobby L. Chain Muni, VOR RWY 13, Amdt 11

Altoona, PA, Altoona-Blair County, ILS OR LOC RWY 21, Amdt 6

Price, UT, Carbon County, VOR/DME RWY 36, Orig

Price, UT, Carbon County, VOR RWY 36, Amdt 2

Price, UT, Carbon County, RNAV (GPS) RWY 36, Orig

Price, UT, Carbon County, GPS RWY 36, Orig-A, CANCELLED

Tooele, UT, Bolinder Field-Tooele Valley, RNAV (GPS) RWY 17, Orig

Tooele, UT, Bolinder Field-Tooele Valley, GPS RWY 16, Orig, CANCELLED

Richmond, VA, Richmond Intl, VOR RWY 2, Amdt 5B

Richmond, VA, Richmond Intl, VOR RWY 16, Amdt 27

Richmond, VA, Richmond Intl, VOR RWY 20, Amdt 1

Richmond, VA, Richmond Intl, VOR RWY 25, Amdt 16

Richmond, VA, Richmond Intl, VOR RWY 34, Amdt 23

Richmond, VA, Richmond Intl, ILS RWY 2, Amdt 1

Richmond, VA, Richmond Intl, ILS RWY 16, Amdt 8

Richmond, VA, Richmond Intl, RNAV (GPS) RWY 34, Orig

Richmond, VA, Richmond Intl, RNAV (GPS) RWY 16, Orig

Richmond, VA, Richmond Intl, RNAV (GPS) RWY 20, Orig

Richmond, VA, Richmond Intl, RNAV (GPS) RWY 7, Orig

Richmond, VA, Richmond Intl, RNAV (GPS) RWY 2, Orig

Richmond, VA, Richmond Intl, GPS RWY 34, Orig, CANCELLED

Richmond, VA, Richmond Intl, VOR/DME RNAV RWY 20, Amdt 5, CANCELLED

Richmond, VA, Richmond Intl, RNAV (GPS) RWY 25, Orig

Mosinee, WI, Central Wisconsin, VOR/DME RWY 35, Amdt 8

The FAA published an Amendment in Docket No. 30392, Amdt No. 3079 to Part 97

of the Federal Aviation Regulations (Vol 68, FR No. 204, Page 60288; dated October 22, 2003) under § 97.33 effective 30 October 2003, which is hereby rescinded:

De Kalb, IL, De Kalb Taylor Muni, VOR/DME RWY 27, Orig

De Kalb, IL, De Kalb Taylor Muni, VOR/DME OR GPS RWY 27, Amdt 5, CANCELLED

The FAA published an Amendment in Docket No. 30392, Amdt No. 3079 to Part 97 of the Federal Aviation Regulations (Vol 68, FR No. 204, Page 60288; dated October 22, 2003) under § 97.33 effective 30 October 2003, which is hereby rescinded:

Greencastle, IN, Putnam County, NDB RWY 18, Amdt 1

[FR Doc. 03-27507 Filed 10-31-03; 8:45 am]

BILLING CODE 4910-13-P

ENVIRONMENTAL PROTECTION AGENCY

40 CFR Part 52

[KY145-200339(a); FRL-7582-6]

Approval and Promulgation of Implementation Plans for Kentucky: Permit Provisions for Jefferson County, KY

AGENCY: Environmental Protection Agency (EPA).

ACTION: Direct final rule.

SUMMARY: EPA is approving a revision to the Jefferson County, Kentucky portion of the Kentucky State Implementation Plan (SIP) which amends four regulations of the Metro Louisville Air Pollution Control District (MLAPCD). The four MLAPCD regulations being revised are: Regulation 1.08, "Administrative Procedures," Regulation 2.05, "Prevention of Significant Deterioration of Air Quality," Regulation 2.09, "Causes for Permit Modification, Revocation, or Suspension," and Regulation 2.17, "Federally Enforceable District Origin Operating Permits."

DATES: This direct final rule is effective January 2, 2004 without further notice, unless EPA receives adverse comment by December 3, 2003. 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: Comments may be submitted by mail to: Michele Notarianni, Air Planning Branch, Air, Pesticides and Toxics Management Division, U.S. Environmental Protection Agency Region 4, 61 Forsyth Street, SW, Atlanta, Georgia 30303-8960. Comments may also be submitted electronically, or through hand

delivery/courier. Please follow the detailed instructions described in sections I. B.1. through 3. of the **SUPPLEMENTARY INFORMATION** section.

FOR FURTHER INFORMATION CONTACT: Michele Notarianni, Air Planning Branch, Air, Pesticides and Toxics Management Division, U.S. Environmental Protection Agency Region 4, 61 Forsyth Street, SW., Atlanta, Georgia 30303-8960. Phone: (404) 562-9031. E-mail: notarianni.michele@epa.gov.

SUPPLEMENTARY INFORMATION:

I. General Information

A. How Can I Get Copies of This Document and Other Related Information?

1. The Regional Office has established an official public rulemaking file available for inspection at the Regional Office. EPA has established an official public rulemaking file for this action under KY145-200339. The official public file consists of the documents specifically referenced in this action, any public comments received, and other information related to this action. Although a part of the official docket, the public rulemaking file does not include Confidential Business Information (CBI) or other information whose disclosure is restricted by statute. The official public rulemaking file is the collection of materials that is available for public viewing at the Regulatory Development Section, Air Planning Branch, Air, Pesticides and Toxics Management Division, U.S. Environmental Protection Agency Region 4, 61 Forsyth Street, SW., Atlanta, Georgia 30303-8960. EPA requests that if at all possible, you contact the contact listed in the **FOR FURTHER INFORMATION CONTACT** section to schedule your inspection. The Regional Office's official hours of business are Monday through Friday, 9 to 3:30, excluding federal holidays.

2. Copies of the State submittal and EPA's technical support document are also available for public inspection during normal business hours, by appointment at the State and Local Air Agency. Commonwealth of Kentucky, Division for Air Quality, 803 Schenkel Lane, Frankfort, Kentucky 40601-1403. (502/573-3382). Air Pollution Control District of Jefferson County, 850 Barrett Avenue—Suite 200, Louisville, Kentucky 40204. (502/574-6000)

3. Electronic Access. You may access this **Federal Register** document electronically through the Regulation.gov Web site located at <http://www.regulations.gov> where you can find, review, and submit comments on