

**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:

§§ 97.23, 97.25, 97.27, 97.29, 97.31, 97.33, 97.35 [Amended]

■ By amending: § 97.23 VOR, VOR/DME, VOR or TACAN, and VOR/DME or TACAN; § 97.25 LOC, LOC/DME, LDA,

LDA/DME, SDF, SDF/DME; § 97.27 NDB, NDB/DME; § 97.29 ILS, ILS/DME, ISMLS, MLS/DME, MLS/RNAV; § 97.31 RADAR SIAPs; § 97.33 RNAV SIAPs; and § 97.35 COPTER SIAPs, Identified as follows:

\* \* \* Effective Upon Publication

FDC Date	State	City	Airport	FDC No.	Subject
07/16/03	TX	Waco	TSTC Waco	3/6036	NDB Rwy 35R, Amdt 10A
07/16/03	CT	Windsor Locks	Bradley Intl	3/6058	RNAV (GPS) Z Rwy 6, Orig
07/16/03	CT	Windsor Locks	Bradley Intl	3/6059	RNAV (GPS) Rwy 24, Orig
07/16/03	CT	Windsor Locks	Bradley Intl	3/6060	RNAV (GPS) Rwy 33 Orig
07/16/03	RI	Providence	Theodore Francis Green State	3/6061	RNAV (GPS) Z Rwy 5, Orig
07/16/03	RI	Providence	Theodore Francis Green State	3/6062	RNAV (GPS) Rwy 34, Orig
07/16/03	RI	Providence	Theodore Francis Green State	3/6063	RNAV (GPS) Rwy 23, Orig
07/16/03	TX	Killeen	Killeen Muni	3/6076	ILS Rwy 1, Amdt 2A
07/17/03	AR	Corning	Corning Muni	3/6174	GPS Rwy 18, Orig
07/17/03	AR	Corning	Corning Muni	3/6176	GPS Rwy 36, Orig
07/21/03	PA	Bradford	Bradford Regional	3/6263	RNAV (GPS) Rwy 32, Orig
07/21/03	PA	Bradford	Bradford Regional	3/6264	RNAV (GPS) Z Rwy 14, Orig
07/22/03	CO	Rifle	Garfield County Regional	3/6358	LOC/DME–A, Amdt 6
07/22/03	CO	Rifle	Garfield County Regional	3/6359	ILS Rwy 26, Orig
07/22/03	CO	Eagle	Eagle County Regional	3/6360	LOC–B, Amdt 1A
07/23/03	ID	Boise	Boise Air Terminal (Gowen Field)	3/6434	RNAV (GPS) Rwy 10R, Orig
07/24/03	CO	Denver	Denver Intl	3/6489	ILS Rwy 35R (CAT I,II,III), Amdt 1A
07/24/03	CO	Denver	Denver Intl	3/6490	ILS Rwy 35L (CAT I,II,III), Amdt 3A
07/24/03	CO	Denver	Denver Intl	3/6491	ILS Rwy 34R (CAT I,II,III), Amdt 1A
07/24/03	TX	Brenham	Brenham Muni	3/6517	RNAV (GPS) Rwy 16, Orig
07/28/03	PA	Philadelphia	Philadelphia Intl	3/6470	NDB Rwy 27L, Amdt 5A
07/28/03	MS	Meridian	Key Field	3/6471	ILS Rwy 1, Amdt 23
07/28/03	AR	De Queen	J. Lynn Helms Sevier County	3/6694	GPS Rwy 8, Orig–A
07/28/03	TX	Brenham	Brenham Muni	3/6708	RNAV (GPS) Rwy 34, Orig
07/28/03	AR	Carlisle	Carlisle Muni	3/6717	VOR/DME Rwy 9, Amdt 2A
07/30/03	CO	Alamosa	San Luis Valley Regional—Bergman Field.	3/6695	ILS Rwy 2, Orig

[FR Doc. 03–20395 Filed 8–12–03; 8:45 am]  
BILLING CODE 4910–13–P

**DEPARTMENT OF TRANSPORTATION**

**Federal Aviation Administration**

**14 CFR Part 97**

[Docket No. 30381; Amdt. No. 3069]

**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 August 13, 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 August 13, 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 August 1, 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

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#### §§ 97.23, 97.25, 97.27, 97.29, 97.31, 97.33, 97.35 [Amended]

■ By amending: § 97.23 VOR, VOR/DME, VOR or TACAN, and VOR/DME or TACAN; § 97.25 LOC, LOC/DME, LDA, LDA/DME, SDF, SDF/DME; § 97.27 NDB, NDB/DME; § 97.29 ILS, ILS/DME, ISMLS, MLS, MLS/DME, MLS/RNAV; § 97.31 RADAR SIAPs; § 97.33 RNAV SIAPs; and § 97.35 COPTER SIAPs, identified as follows:

\* \* \* *Effective September 4, 2003*

Meeker, CO, Meeker, VOR/DME RNAV OR GPS RWY 3, Orig, CANCELLED  
Meeker, CO, Meeker, VOR-A, Amdt 1  
Meeker, CO, Meeker, RNAV (GPS)-B, Orig  
Meeker, CO, Meeker, RNAV (GPS) RWY 3, Orig  
Presque Isle, ME, Northern Maine Regional Airport at Presque Isle, RNAV (GPS) RWY 28, Orig  
Westhampton Beach, NY, Francis S. Gabreski, RNAV (GPS) RWY 6, Orig  
Westhampton Beach, NY, Francis S. Gabreski, RNAV (GPS) RWY 24, Orig  
Westhampton Beach, NY, Francis S. Gabreski, NDB RWY 24, Amdt 3D  
Oklahoma City, OK, Will Rogers World, RNAV (GPS) RWY 17R, Amdt 1  
Oklahoma City, OK, Will Rogers World, RNAV (GPS) RWY 35L, Amdt 1  
Oshkosh, WI, Wittman Regional, RNAV (GPS) RWY 36, Amdt 1

\* \* \* *Effective October 2, 2003*

Old Town, ME, Dewitt Field Old Town Muni, RADAR-1, Amdt 2, CANCELLED  
Granbury, TX, Granbury Muni, VOR/DME RWY 14, Amdt 1

\* \* \* *Effective October 30, 2003*

Willimantic, CT, Windham, VOR-A, Amdt 9  
Willimantic, CT, Windham, RNAV (GPS) RWY 9, Orig  
Willimantic, CT, Windham, RNAV (GPS) RWY 27, Orig  
Willimantic, CT, Windham, GPS RWY 9, Orig, CANCELLED  
Charlotte, NC, Charlotte/Douglas Intl, VOR/DME RWY 23, Amdt 1, CANCELLED  
Charlotte, NC, Charlotte/Douglas Intl, VOR/DME RWY 18L, Amdt 6A, CANCELLED  
Charlotte, NC, Charlotte/Douglas Intl, NDB RWY 23, Amdt 7, CANCELLED  
Corvallis, OR, Corvallis Muni, VOR-A, Amdt 10  
Van Horn, TX, Culberson County, NDB RWY 21, Amdt 2  
Van Horn, TX, Culberson County, RNAV (GPS) RWY 21, Orig  
Rock Springs, WY, Rock Springs-Sweetwater County, VOR-B, Amdt 4A  
Rock Springs, WY, Rock Springs-Sweetwater County, NDB-C, Amdt 2A  
Rock Springs, WY, Rock Springs-Sweetwater County, ILS OR LOC/DME RWY 27, Orig  
Rock Springs, WY, Rock Springs-Sweetwater County, ILS/DME RWY 27, Amdt 5A, CANCELLED  
Rock Springs, WY, Rock Springs-Sweetwater County, GPS RWY 27, Orig, CANCELLED  
Rock Springs, WY, Rock Springs-Sweetwater County, RNAV (GPS) Z RWY 27, Orig  
Rock Springs, WY, Rock Springs-Sweetwater County, RNAV (GPS) Y RWY 27, Orig

■ The FAA published an Amendment in Docket No. 30378, Amdt No. 3067 to Part 97 of the Federal Aviation Regulations (Vol 68 FR No. 144, Page 44205; dated July 28, 2003) under Section 97.33 effective 04 September 2003, which is hereby amended as follows:

*Change the Following Eff Date to 30 October 2003 for the Following Procedures*

Rock Springs, WY, Rock Springs-Sweetwater County, VOR-B, Amdt 4A

Rock Springs, WY, Rock Springs-Sweetwater County, NDB-C, Amdt 2A  
 Rock Springs, WY, Rock Springs-Sweetwater County, ILS OR LOC/DME RWY 27, Orig  
 Rock Springs, WY, Rock Springs-Sweetwater County, ILS/DME RWY 27, Amdt 5A, CANCELLED  
 Rock Springs, WY, Rock Springs-Sweetwater County, GPS RWY 27, Orig, CANCELLED  
 Rock Springs, WY, Rock Springs-Sweetwater County, RNAV (GPS) Z RWY 27, Orig  
 Rock Springs, WY, Rock Springs-Sweetwater County, RNAV (GPS) Y RWY 27, Orig

■ The FAA published an Amendment in Docket No. 30378, Amdt No. 3067 to Part 97 of the Federal Aviation Regulations (Vol 68, FR No. 144, Page 44204; dated July 28, 2003) under Section 97.33 effective 04 September 2003, which is hereby amended as follows:

Kamuela, HI, Waimea-Kohala, VOR/DME-A, Orig  
 Kamuela, HI, Waimea-Kohala, VOR/DME RWY 4, Orig  
 Kamuela, HI, Waimea-Kohala, RNAV (GPS) RWY 4, Orig  
 Kamuela, HI, Waimea-Kohala, RNAV (GPS) RWY 22, Orig

■ The FAA published the following procedures in Docket No. 30378; Amdt. No. 3067 to Part 97 of the Federal Aviation Regulations (Vol. 68, FR No. 144, Page 44204; dated Monday, July 28, 2003) under section 97.33 effective May 15, 2003 which are hereby rescinded:

Brookfield, MO, North Central Missouri Regional, RNAV (GPS) RWY 18, Orig  
 Brookfield, MO, North Central Missouri Regional, RNAV (GPS) RWY 36, Orig

[FR Doc. 03-20397 Filed 8-12-03; 8:45 am]

BILLING CODE 4910-13-P

**DEPARTMENT OF HOMELAND SECURITY**

**Bureau of Customs and Border Protection**

**19 CFR Part 4**

[CBP Decision 03-16]

RIN 1515-AD35

**Tonnage Duties—Revised Amounts**

**AGENCY:** Customs and Border Protection, Homeland Security.

**ACTION:** Final rule.

**SUMMARY:** This document amends the rules dealing with vessels in foreign and domestic trades by revising the amounts of tonnage duties applicable to those entering the United States from a foreign port. These revisions are necessary to reflect recent changes in the pertinent statutory provisions.

**EFFECTIVE DATE:** August 13, 2003.

**FOR FURTHER INFORMATION CONTACT:** Glen Vereb, Entry Procedures & Carriers Branch, (202) 572-8730.

**SUPPLEMENTARY INFORMATION:**

**Background**

Customs and Border Protection (CBP) assesses and collects tonnage duties and light money on vessels brought into the United States from a foreign port or place, under the authority of 46 U.S.C. App. 121. Tonnage duties, which are in effect charges for the privilege of entering, trading in, or lying in a port, cover the expenses incurred in clearing and improving harbors, erecting lighthouses and keeping up lights. The amount of tonnage duty depends on the registry of the vessel, subject to certain exemptions, as prescribed by law.

On November 5, 1990, the President signed the Omnibus Budget Reconciliation Act of 1990 (Pub. L. 101-508), which amended 46 U.S.C App. 121 to increase the tonnage taxes collected from vessels arriving in the United States from foreign ports. The amendment intended to offset the costs incurred by Coast Guard operations. For vessels calling on the United States from North American ports and certain Central American, South American and Caribbean ports, the amount of tonnage tax was increased to 9 cents per ton, not to exceed in the aggregate 45 cents per ton per annum. For vessels entering a port of the United States from any other foreign port or place, the amount of tonnage tax was increased to 27 cents per ton, not to exceed \$1.35 per ton per annum. These increases were in effect until the end of fiscal year 2002; thereafter the duties were to revert to the same amount as in effect prior to the passage of this legislation.

Congress has not enacted legislation renewing these provisional tonnage duty rates. In accordance with the statute, the tonnage tax rates have reverted to the previous rates of 2 cents per ton (10 cents annual aggregate cap) for vessels arriving in the United States from the first group of ports and 6 cents per ton (30 cents annual aggregate cap) for vessels arriving from all other originating ports.

Thus, CBP has determined that current statutory provisions require CBP to amend Part 4 of the Customs Regulations (19 CFR 4.20) to revise the amounts of tonnage duties applicable to vessels entering from a foreign port or place. Following is a summary of those changes.

**Discussion of Changes**

1. Section 4.20(a) generally provides for the payment of tonnage tax on vessels entering from a foreign port or place. Section 4.20(a) is revised to reflect changes in the regular tonnage duty applicable in such circumstances.

2. Section 4.20(b) is amended to reflect the revised maximum assessment amount of tonnage duty of a vessel per tonnage year. The revised aggregate amount for vessels arriving in the United States from North American ports, certain Central American, South American and Caribbean ports is 10 cents per ton. For vessels arriving from all other originating ports the revised amount is 30 cents per ton.

3. Section 4.20(c) generally provides for the payment of special tonnage tax and light money on vessels entering from a foreign port or place. The present table in this section listing the vessel tonnage and light money rates payable under various conditions is revised to reflect the current tonnage duty rates.

The following chart indicates the provisional tonnage tax amount that has expired and the currently assessed amount.

Vessels entering U.S. from	Provisional tonnage tax per ton (annual cap)	Current tonnage tax per ton (annual cap)
North America, Central America, the West Indies, the Bahama Islands, the Bermuda Islands, the coast of South America bordering on the Caribbean Sea, or the high seas adjacent to the U.S. or the above listed foreign locations .....	9¢ (45¢)	2¢ (10¢)
Any other foreign port .....	27¢ (\$1.35)	6¢ (30¢)