

lighting at intensity deemed appropriate by the inspector. Inspection aids such as mirror, magnifying lenses, etc., may be used. Surface cleaning and elaborate access procedures may be required."

(1) If no evidence of corrosion is found on any part, or if a new bolt is installed: Prior to further flight, apply corrosion prevention compound to the bolt shaft and install the bolt, per the applicable service bulletin.

(2) If any evidence of corrosion is found: Prior to further flight, replace the bolt with a part having the same part number and apply corrosion prevention compound to the bolt shaft and install the bolt, per the applicable service bulletin.

Alternative Methods of Compliance

(e) In accordance with 14 CFR 39.19, the Manager, International Branch, ANM-116, FAA, is authorized to approve alternative methods of compliance for this AD.

Incorporation by Reference

(f) The actions shall be done in accordance with Dornier Service Bulletin SB-328-32-414, dated December 3, 2001; or Dornier Service Bulletin SB-328J-32-147, dated December 3, 2001; as applicable. This incorporation by reference was approved by the Director of the Federal Register in accordance with 5 U.S.C. 552(a) and 1 CFR part 51. Copies may be obtained from AvCraft Aerospace GmbH, P.O. Box 1103, D-82230 Wessling, Germany. Copies may be inspected at the FAA, Transport Airplane Directorate, 1601 Lind Avenue SW, Renton, Washington; or at the Office of the Federal Register, 800 North Capitol Street, NW., suite 700, Washington, DC.

Note 3: The subject of this AD is addressed in German airworthiness directives 2002-014/2 and 2002-015/2, both dated March 7, 2002.

Effective Date

(g) This amendment becomes effective on October 27, 2003.

Issued in Renton, Washington, on September 11, 2003.

Vi L. Lipski,

*Manager, Transport Airplane Directorate,
Aircraft Certification Service.*

[FR Doc. 03-23672 Filed 9-18-03; 12:01 pm]

BILLING CODE 4910-13-U

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 97

[Docket No. 30387 ; Amdt. No. 3075]

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 September 22, 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 September 22, 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 September 12, 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 October 2, 2003*

South St. Paul, MN, South St. Paul Muni-Richard E. Fleming Field, LOC RWY 34, Orig

* * * *Effective October 30, 2003*

Clinton, AR, Holley Mountain Airpark, RNAV (GPS) RWY 23, Amdt 1
Clinton, AR, Holley Mountain Airpark, RNAV (GPS) RWY 5, Amdt 1
Bakersfield, CA, Meadows Field, GPS RWY 30R, Orig-B, CANCELLED
Redding, CA, Redding Muni, LOC/DME BC RWY 16, Amdt 6B

Douglas, GA, Douglas Muni, ILS OR LOC RWY 4, Orig
Douglas, GA, Douglas Muni, LOC RWY 4, Amdt 2C, CANCELLED
Kingman, KS, Kingman Airport-Clyde Cessna Field, RNAV (GPS) RWY 18, Orig
Kingman, KS, Kingman Airport-Clyde Cessna Field, RNAV (GPS) RWY 36, Orig
Kingman, KS, Kingman Airport-Clyde Cessna Field, VOR/DME RWY 18, Amdt 2
Kingman, KS, Kingman Airport-Clyde Cessna Field, GPS RWY 18, Orig-B, CANCELLED
Lawrence, KS, Lawrence Muni, RNAV (GPS) RWY 15, Orig
Lawrence, KS, Lawrence Muni, RNAV (GPS) RWY 33, Orig
Lawrence, KS, Lawrence Muni, VOR/DME-A, Amdt 10
Lawrence, KS, Lawrence Muni, VOR/DME RNAV RWY 33, Amdt 4A, CANCELLED
Eunice, LA, Eunice, VOR/DME-A, Amdt 3
Eunice, LA, Eunice, RNAV (GPS) RWY 16, Orig
Eunice, LA, Eunice, RNAV (GPS) RWY 34, Orig
Eunice, LA, Eunice, GPS RWY 34, Orig-A, CANCELLED
Jennings, LA, Jennings, RNAV (GPS) RWY 8, Orig
Jennings, LA, Jennings, VOR/DME RWY 8, Amdt 1
Jennings, LA, Jennings, GPS RWY 8, Orig-A, CANCELLED
Lake Providence, LA, Byerley, RNAV (GPS) RWY 17, Orig
Lake Providence, LA, Byerley, GPS RWY 17, Orig, CANCELLED
Detroit, MI, Berz-Macomb, NDB OR GPS RWY 22, Orig, CANCELLED
Detroit, MI, Berz-Macomb, VOR OR GPS-A, Orig, CANCELLED
Grants, NM, Grants-Milan Municipal, RNAV (GPS) RWY 13, Orig
Ponca City, OK, Ponca City Rgnl, NDB RWY 17, Amdt 5
Ponca City, OK, Ponca City Rgnl, NDB RWY 35, Amdt 4
Ponca City, OK, Ponca City Rgnl, VOR-A, Amdt 10
Seminole, OK, Seminole Muni, RNAV (GPS) RWY 16, Orig
Seminole, OK, Seminole Muni, NDB RWY 16, Amdt 3
Seminole, OK, Seminole Muni, GPS RWY 16, Orig, CANCELLED
Shawnee, OK, Shawnee Rgnl, ILS OR LOC RWY 17, Amdt 1
Shawnee, OK, Shawnee Rgnl, RNAV (GPS) RWY 17, Orig
Shawnee, OK, Shawnee Rgnl, GPS RWY 17, Orig-A, CANCELLED
Tahlequah, OK, Tahlequah Muni, RNAV (GPS) RWY 17, Orig

Tahlequah, OK, Tahlequah Muni, RNAV (GPS) RWY 35, Orig
Tahlequah, OK, Tahlequah Muni, GPS RWY 17, Orig, CANCELLED
Tahlequah, OK, Tahlequah Muni, GPS RWY 35, Orig, CANCELLED
Chambersburg, PA, Chambersburg Muni, RNAV (GPS) RWY 6, Orig
Chambersburg, PA, Chambersburg Muni, RNAV (GPS) RWY 24, Orig
Chambersburg, PA, Chambersburg Muni, GPS RWY 24, Amdt 1, CANCELLED
Philadelphia, PA, Philadelphia Intl, ILS RWY 9L, Amdt 4
Philadelphia, PA, Philadelphia Intl, ILS RWY 9R, Amdt 9
Philadelphia, PA, Philadelphia Intl, ILS RWY 17, Amdt 6
Philadelphia, PA, Philadelphia Intl, ILS RWY 26, Amdt 3
Philadelphia, PA, Philadelphia Intl, ILS RWY 27R, Amdt 10
Philadelphia, PA, Philadelphia Intl, ILS PRM RWY 26, Amdt 2
Philadelphia, PA, Philadelphia Intl, ILS PRM RWY 27L, Amdt 2
Philadelphia, PA, Philadelphia Intl, CONVERGING ILS RWY 9R, Amdt 4
Philadelphia, PA, Philadelphia Intl, CONVERGING ILS RWY 17, Amdt 3
Philadelphia, PA, Philadelphia Intl, RNAV (GPS) RWY 26, Orig
Philadelphia, PA, Philadelphia Intl, RNAV (GPS) RWY 27L, Orig
Philadelphia, PA, Philadelphia Intl, RNAV (GPS) RWY 27R, Orig
Philadelphia, PA, Philadelphia Intl, RNAV (GPS) RWY 35, Orig
Philadelphia, PA, Philadelphia Intl, RNAV (GPS) Y RWY 9L, Orig
Philadelphia, PA, Philadelphia Intl, RNAV (GPS) Z RWY 9L, Orig
Philadelphia, PA, Philadelphia Intl, RNAV (GPS) Y RWY 9R, Orig
Philadelphia, PA, Philadelphia Intl, RNAV (GPS) Y RWY 17, Orig
Philadelphia, PA, Philadelphia Intl, RNAV (GPS) Z RWY 17, Orig
Philadelphia, PA, Philadelphia Intl, VOR/DME-A, Amdt 2
Philadelphia, PA, Philadelphia Intl, GPS RWY 17, Orig-A, CANCELLED
Philadelphia, PA, Philadelphia Intl, GPS RWY 27L, Orig-B, CANCELLED
Philadelphia, PA, Philadelphia Intl, GPS RWY 35, Orig-A, CANCELLED
Houston, TX, George Bush Intercontinental Arpt/Houston, ILS OR LOC RWY 8L, Orig, ILS RWY 8L (CAT II, III), Orig
Houston, TX, George Bush Intercontinental Arpt/Houston, ILS OR LOC RWY 8R, Amdt 21
Houston, TX, George Bush Intercontinental Arpt/Houston, ILS OR LOC RWY 9, Amdt 6

Houston, TX, George Bush
Intercontinental Arpt/Houston, ILS
OR LOC RWY 26L, Amdt 17, ILS
RWY 26L (CAT II, III), Amdt 17

Houston, TX, George Bush
Intercontinental Arpt/Houston, ILS
OR LOC RWY 26R, Orig, ILS RWY
26R (CAT II, III), Orig

Houston, TX, George Bush
Intercontinental Arpt/Houston, ILS
OR LOC RWY 27, Amdt 5/ILS RWY
27 (CAT II, III), Amdt 5

Houston, TX, George Bush
Intercontinental Arpt/Houston, RNAV
(GPS) Z RWY 8L, Orig

Houston, TX, George Bush
Intercontinental Arpt/Houston, RNAV
(GPS) Z RWY 8R, Orig

Houston, TX, George Bush
Intercontinental Arpt/Houston, RNAV
(GPS) Z RWY 9, Amdt 1

Houston, TX, George Bush
Intercontinental Arpt/Houston, RNAV
(GPS) Z RWY 26L, Orig

Houston, TX, George Bush
Intercontinental Arpt/Houston, RNAV
(GPS) Z RWY 26R, Orig

Houston, TX, George Bush
Intercontinental Arpt/Houston, RNAV
(GPS) Z RWY 27, Orig

Houston, TX, George Bush
Intercontinental Arpt/Houston, RNAV
(GPS) RWY 8, Orig-C, CANCELLED

Houston, TX, George Bush
Intercontinental Arpt/Houston, RNAV
(GPS) Y RWY 9, Orig-B, CANCELLED

Houston, TX, George Bush
Intercontinental Arpt/Houston, RNAV
(GPS) RWY 26, Orig-C, CANCELLED

Houston, TX, George Bush
Intercontinental Arpt/Houston, RNAV
(GPS) RWY 27, Orig-C,
CANCELLED

Manassas, VA, Manassas Regional/Harry
P. Davis Field, RNAV (GPS) RWY
16R, Orig

Manassas, VA, Manassas Regional/Harry
P. Davis Field, RNAV (GPS) RWY
34R, Orig

Manassas, VA, Manassas Regional/Harry
P. Davis Field, GPS RWY 34R, Orig-
A, CANCELLED

Manassas, VA, Manassas Regional/Harry
P. Davis Field, VOR/DME RNAV OR
GPS RWY 16R, AMDT 7C,
CANCELLED

[FR Doc. 03-23969 Filed 9-18-03; 12:01 pm]

BILLING CODE 4910-13-P

DEPARTMENT OF HOMELAND SECURITY

Bureau of Customs and Border Protection

19 CFR Part 12

[CBP Decision 03-28]

RIN 1515-AD34

Import Restrictions Imposed on Archaeological Materials From Cambodia

AGENCY: Customs and Border Protection, Department of Homeland Security.

ACTION: Final rule.

SUMMARY: This document amends the Customs Regulations to reflect the imposition of import restrictions on certain archaeological materials originating in Cambodia. These restrictions are being imposed pursuant to an agreement between the United States and the Government of the Kingdom of Cambodia that was entered into under the authority of the Convention on Cultural Property Implementation Act in accordance with the 1970 United Nations Educational, Scientific and Cultural Organization (UNESCO) Convention on the Means of Prohibiting and Preventing the Illicit Import, Export and Transfer of Ownership of Cultural Property. The document amends the Customs Regulations by adding Cambodia to the list of countries for which an agreement has been entered into for imposing import restrictions. The document contains the list of designated archaeological materials that describes the types of articles to which the restrictions apply. The document also rescinds the emergency restrictions already in place for certain stone archaeological material from Cambodia. These materials are subsumed in the restrictions published today.

EFFECTIVE DATE: September 22, 2003.

FOR FURTHER INFORMATION CONTACT: (Legal Aspects) Joseph Howard, Intellectual Property Rights Branch (202) 572-8701; (Operational Aspects) Michael Craig, Trade Operations (202) 927-1684.

SUPPLEMENTARY INFORMATION:

Background

The value of cultural property, whether archaeological or ethnological in nature, is immeasurable. Such items often constitute the very essence of a society and convey important information concerning a people's origin, history, and traditional setting. The importance and popularity of such

items regrettably makes them targets of theft, encourages clandestine looting of archaeological sites, and results in their illegal export and import.

The United States shares in the international concern for the need to protect endangered cultural property. The appearance in the United States of stolen or illegally exported artifacts from other countries where there has been pillage has, on occasion, strained our foreign and cultural relations. This situation, combined with the concerns of museum, archaeological, and scholarly communities, was recognized by the President and Congress. It became apparent that it was in the national interest for the United States to join with other countries to control illegal trafficking of such articles in international commerce.

The United States joined international efforts and actively participated in deliberations resulting in the 1970 UNESCO Convention on the Means of Prohibiting and Preventing the Illicit Import, Export and Transfer of Ownership of Cultural Property (823 U.N.T.S. 231 (1972)). United States acceptance of the 1970 UNESCO Convention was codified into U.S. law as the "Convention on Cultural Property Implementation Act" (Pub. L. 97-446, 19 U.S.C. 2601 *et seq.*) (the Act). This was done to promote United States leadership in achieving greater international cooperation towards preserving cultural treasures that are of importance to nations from where they originate and greater international understanding of mankind's common heritage.

During the past several years, import restrictions have been imposed on archaeological and ethnological artifacts of a number of signatory nations. These restrictions have been imposed as a result of requests for protection received from those nations and pursuant to bilateral agreements between the United States and these other countries. Additional information on cultural property import restrictions can be found on the International Cultural Property Protection web site (<http://exchanges.state.gov/education/culprop>).

Determinations

Under 19 U.S.C. 2602(a)(1), the United States must make certain determinations before entering into an agreement to impose import restrictions under 19 U.S.C. 2602(a)(2). With respect to the import restrictions in the instant case, these determinations, made initially on August 25, 1999, by the then Associate Director for Education and Cultural Affairs, United States Information Agency, and subsequently