

**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 April 15, 2004*

Orlando, FL, Executive, RNAV (GPS) RWY 7, Orig-A  
Orlando, FL, Executive, RNAV (GPS) RWY 25, Orig-A  
Orlando, FL, Executive, ILS OR LOC RWY 7, Amdt 22A  
Orlando, FL, Executive, VOR/DME RWY 7, Amdt 1A  
Orlando, FL, Executive, VOR/DME RWY 25, Amdt 2A  
Orlando, FL, Executive, LOC BC RWY 25, Amdt 21A  
Orlando, FL, Executive, NDB RWY 7, Amdt 16A  
Eunice, LA, Eunice, NDB RWY 16, Amdt 1  
Albert Lea, MN, Albert Lea Muni, VOR/DME RWY 34, Orig  
Albert Lea, MN, Albert Lea Muni, VOR RWY 16, Orig  
Albert Lea, MN, Albert Lea Muni, RNAV (GPS) RWY 16, Orig  
Albert Lea, MN, Albert Lea Muni, RNAV (GPS) RWY 34, Orig  
Albert Lea, MN, Albert Lea Muni, VOR/DME OR GPS RWY 34, Amdt 2B, CANCELLED  
Albert Lea, MN, Albert Lea Muni, VOR OR GPS RWY 16, Amdt 9B, CANCELLED  
Los Alamos, NM, Los Alamos, RNAV (GPS) RWY 27, Orig  
Tahlequah, OK, Tahlequah Muni, NDB RWY 17, Amdt 2  
Alice, TX, Alice Intl, RNAV (GPS) RWY 13, Orig  
Alice, TX, Alice Intl, RNAV (GPS) RWY 31, Orig  
Alice, TX, Alice Intl, VOR–A, Amdt 15  
Alice, TX, Alice Intl, VOR RWY 31, Amdt 13  
Alice, TX, Alice Intl, GPS RWY 13, Orig, CANCELLED  
Alice, TX, Alice Intl, GPS RWY 31, Amdt 1, CANCELLED

\* \* \* *Effective May 13, 2004*

Wilmington, OH, Clinton Field, VOR–A, Amdt 1A  
Zanesville, OH, Zanesville Muni, ILS OR LOC/DME RWY 22, Orig-A  
Madison, WI, Dane County Regional-Truax Field, VOR/DME OR TACAN RWY 18, Amdt 1

The FAA published an Amendment in Docket No. 30405, Amdt No. 3090 to Part 97 of the Federal Aviation Regulations (Vol 69, FR No. 38, Page 8811; dated February 26, 2004) under § 97.33 effective 15 April 2004, which is hereby rescinded:

Minot, ND, Minot Intl, LOC BC RWY 13, Amdt 7

[FR Doc. 04–5027 Filed 3–5–04; 8:45 am]

**BILLING CODE 4910–13–P**

**DEPARTMENT OF HEALTH AND HUMAN SERVICES****Food and Drug Administration****21 CFR Part 870**

[Docket Nos. 1994N–0418 and 1996P–0276]

**Medical Devices: Cardiovascular Devices: Reclassification of the Arrhythmia Detector and Alarm; Correction**

**AGENCY:** Food and Drug Administration, HHS.

**ACTION:** Final rule; correction.

**SUMMARY:** The Food and Drug Administration (FDA) is correcting a final rule that appeared in the **Federal Register** of October 28, 2003 (68 FR 61342). That document issued a final rule reclassifying arrhythmia detector and alarm devices from class III to class II (special controls). This device is used to monitor an electrocardiogram (ECG) and to produce a visible or audible signal or alarm when an atria or ventricular arrhythmia occurs. The document published with an inadvertent error. This document corrects that error.

**EFFECTIVE DATE:** March 8, 2004

**FOR FURTHER INFORMATION CONTACT:** Elias Mallis, Center for Devices and Radiological Health (HFZ–450), Food and Drug Administration, 9200 Corporate Blvd., Rockville, MD 20850, 301–441–8571, ext. 177.

**SUPPLEMENTARY INFORMATION:** In FR Doc. 03–27115, appearing on page 61342 in the **Federal Register** of Tuesday, October 28, 2003, the following correction is made:

**§ 870.5310 [Corrected]**

■ On page 61344, in the first column, in § 870.5310 *Automated external defibrillator*, beginning in the seventh line, the parenthetical “(restoring normal hearth rhythm)” is corrected to read “(restoring normal heart rhythm).”

Dated: February 26, 2004.

**Beverly Chernaik Rothstein,**

*Acting Deputy Director for Policy and Regulations, Center for Devices and Radiological Health.*

[FR Doc. 04–5045 Filed 3–5–04; 8:45 am]

**BILLING CODE 4160–01–S**

**DEPARTMENT OF HOMELAND SECURITY****Coast Guard****33 CFR Part 117**

[CGD05–04–041]

RIN 1625–AA–09

**Drawbridge Operation Regulations; Albemarle and Chesapeake Canal, AICW, Virginia**

**AGENCY:** Coast Guard, DHS.

**ACTION:** Notice of temporary deviation from regulations.

**SUMMARY:** The Commander, Fifth Coast Guard District, has approved a temporary deviation from the regulations governing the operation of the new S168 (Great Bridge) lift-span bridge across the Albemarle and Chesapeake Canal, Atlantic Intracoastal Waterway (AICW) mile 12.0, at Chesapeake, Virginia to allow the bridge owner to conduct the demolition of the existing S168 (Great Bridge) swing-span bridge. The work will be performed on a three-day closure period to navigation.

**DATES:** This deviation is effective from 7 a.m. on March 3, 2004, to 7 a.m. on March 7, 2004.

**FOR FURTHER INFORMATION CONTACT:** Bill Brazier, Bridge Management Specialist, Fifth Coast Guard District, at (757) 398–6422.

**SUPPLEMENTARY INFORMATION:** Tidewater Skanska Corporation (TSC), on behalf of the bridge owner (U.S. Army Corps of Engineers), has requested a temporary deviation from the current operating regulation set out in 33 CFR 117.997(g) which requires the drawbridge to open on signal, except that, from 6 a.m. to 7 p.m., the draw need be opened only on the hour. If any vessel is approaching the bridge and cannot reach the draw exactly on the hour, the draw tender may delay the hourly opening up to 10 minutes past the hour for the passage of the approaching vessel and any other vessels that are waiting to pass. Vessels in an emergency condition, which presents danger to life or property, shall be passed at any time. TSC has requested the temporary deviation to close the new S168 (Great Bridge) lift-span bridge to navigation to demolish the existing S168 (Great Bridge) swing-span bridge.

The work involves the removal and disposal of the existing swing spans and turntable piers associated with the existing S168 (Great Bridge) swing-span bridge. To facilitate this work, the new S168 (Great Bridge) lift-span bridge will be locked in the closed-to-navigation

position on a three-day closure period from 7 a.m. to 7 a.m., from March 3–7, 2004. During this period, the work requires completely immobilizing the operation of the lift span in the closed-to-navigation position. At all other times, the new bridge will operate in accordance with the current operating regulations outlined in 33 CFR 117.997(g). Calling the project superintendent at (757) 672–4829 will provide for emergency opening requests.

The Coast Guard has informed the known users of the waterway of the closure periods for the bridge so that these vessels can arrange their transits to minimize any impact caused by the temporary deviation.

The District Commander has granted temporary deviation from the operating requirements listed in 33 CFR 117.35 for the purpose of repair completion of the drawbridge. The temporary deviation allows the S168 (Great Bridge) lift-span bridge across the Albemarle and Chesapeake Canal, AICW, mile 12.0, at Chesapeake, Virginia, to remain closed to navigation on a three-day closure period from March 3–7, 2004, from 7 a.m. to 7 a.m.

Dated: March 1, 2004.

**Waverly W. Gregory, Jr.,**

*Chief, Bridge Administration Branch, Fifth Coast Guard District.*

[FR Doc. 04–5099 Filed 3–5–04; 8:45 am]

**BILLING CODE 4910–15–P**

## DEPARTMENT OF HOMELAND SECURITY

### Coast Guard

#### 33 CFR Part 165

[COTP PHILADELPHIA 03–007]

RIN 1625–AA00

**Security Zone; Three Mile Island Generating Station, Susquehanna River, Dauphin County, Pennsylvania**

**AGENCY:** Coast Guard, DHS.

**ACTION:** Temporary final rule.

**SUMMARY:** The Coast Guard is continuing the effective period of the temporary security zone on the waters adjacent to the Three Mile Island Generating Station. This will protect the safety and security of the plants from subversive activity, sabotage, or terrorist attacks initiated from surrounding waters. This action will close water areas around the plants.

**DATES:** Effective February 25, 2004, § 165.T05–093, originally added at 68 FR 33399, June 4, 2003, effective from 5 p.m. e.d.t. on May 13, 2003, to 5 p.m.

e.s.t. on January 24, 2004; and reinstated and extended at 69 FR 6156, February 10, 2004, effective January 16, 2004, through 11:59 p.m. (e.s.t.) on February 29, 2004, is reinstated and is effective through July 31, 2004.

**ADDRESSES:** Documents as indicated in this preamble are available as part of docket COTP PHILADELPHIA 03–007 for inspection or copying at Coast Guard Marine Safety Office Philadelphia, One Washington Avenue, Philadelphia, Pennsylvania, 19147, between 8 a.m. and 4 p.m., Monday through Friday, except Federal holidays.

**FOR FURTHER INFORMATION CONTACT:** Lieutenant Junior Grade Kevin Sligh or Ensign Jill Munsch, Coast Guard Marine Safety Office/Group Philadelphia, at (215) 271–4889.

#### SUPPLEMENTARY INFORMATION:

##### Regulatory Information

We did not publish a notice of proposed rulemaking (NPRM) for this regulation. Under 5 U.S.C. 553(b)(B) and (d)(3), the Coast Guard finds that good cause exists for not publishing a NPRM and for making this regulation effective less than 30 days after publication in the **Federal Register**. Based upon the warnings from national security and intelligence personnel, this rule is urgently required to protect the plant from subversive activity, sabotage or possible terrorist attacks initiated from the waters surrounding the plants.

Delaying the effective date of the rule would be contrary to the public interest, since immediate action is needed to protect the persons at the facilities, the public and surrounding communities from the release of nuclear radiation. This security zone should have minimal impact on vessel transits because the security zone does not block the channel.

It took longer to resolve issues related to our proposed rule to created a permanent zone (68 FR 54177, September 16, 2003) than was expected at the time the last temporary final rule was issued, and new issues have since been discovered. This new temporary final rule is necessary because it would be contrary to public interest not to maintain a temporary safety and security zone until the final rule becomes effective.

##### Background and Purpose

Due to the continued warnings from national security and intelligence officials that future terrorist attacks are possible, such as those launched against New York and Washington, DC, on September 11, 2001, heightened security measures are necessary for the area

surrounding the Three Mile Island Generating Station. This rule will provide the Captain of the Port Philadelphia with enforcement options to deal with potential threats to the security of the plants.

The Coast Guard intends to implement a permanent security zone surrounding the plants. The Coast Guard will use the effective period of this temporary final rule to complete its rulemaking started with our September 16, 2003, publication of a notice of proposed rulemaking (NPRM) in the **Federal Register** (68 FR 54177) to develop a permanent regulation tailored to the present and foreseeable security environment within the Captain of the Port, Philadelphia, Pennsylvania zone.

Currently, the need for this security zone still exists. The extension of the security zone through the end of July 2004, will allow the Coast Guard time to establish a Memorandum of Understanding with civilian authorities and to publish a NPRM in the **Federal Register** without an interruption in the protection provided by the security zone.

##### Discussion of Rule

This temporary rule will extend the effective period of the security zone from 11:59 p.m. (e.s.t.) on February 29, 2004, through July 31, 2004. The size of the zone remains unchanged. No person or vessel may enter or remain in the prescribed security zone at any time without the permission of the Captain of the Port, Philadelphia, Pennsylvania or designated representative. Federal, State, and local agencies may assist the Coast Guard in the enforcement of this rule.

##### Regulatory Evaluation

This rule is not a “significant regulatory action” under section 3(f) of Executive Order 12866, Regulatory Planning and Review, and does not require an assessment of potential costs and benefits under section 6(a)(3) of that Order. The Office of Management and Budget has not reviewed it under that Order. It is not “significant” under the regulatory policies and procedures of the Department of Homeland Security (DHS).

The primary impact of this rule will be on vessels wishing to transit the affected waterway. Although this rule restricts traffic from freely transiting portions of the Susquehanna River, that restriction affects only a limited area and will be well publicized to allow mariners to make alternative plans.