

Docket No. 02-ACE-13” The postcard will be date/time stamped and returned to the commenter.

### Agency Findings

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.

The FAA has determined that this regulation is noncontroversial and unlikely to result in adverse or negative comments. For the reasons discussed in the preamble, I certify that this regulation (1) is not a “significant regulatory action” under Executive Order 12866; (2) is not a “significant rule” under Department of Transportation (DOT) Regulatory Policies and Procedures (44 FR 11034, February 26, 1979); and (3) if promulgated, 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.

### List of Subjects in 14 CFR Part 71

Airspace, Incorporation by reference, Navigation (air).

### Adoption of the Amendment

Accordingly, the Federal Aviation Administration amends 14 CFR part 71 as follows:

### PART 71—DESIGNATION OF CLASS A, CLASS B, CLASS C, CLASS D, AND CLASS E AIRSPACE AREAS; AIRWAYS; ROUTES; AND REPORTING POINTS

1. The authority citation for part 71 continues to read as follows:

**Authority:** 49 U.S.C. 106(g), 40103, 40113, 40120; E.O. 10854, 24 FR 9565, 3 CFR, 1959–1963 Comp., p. 389.

#### § 71.1 [Amended]

2. The incorporation by reference in 14 CFR 71.1 of Federal Aviation Administration Order 7400.9K, dated August 30, 2002, and effective September 16, 2002, is amended as follows:

*Paragraph 6005 Class E airspace areas extending upward from 700 feet or more above the surface of the earth.*

\* \* \* \* \*

ACE MO E5 Caruthersville, MO,  
Caruthersville Memorial Airport, MO

(Lat. 36°10'09" N., long. 89°40'35" W.)  
That airspace extending upward from 700 feet above the surface within a 6.4-mile radius of Caruthersville Memorial Airport.  
\* \* \* \* \*

Issued in Kansas City, MO, on December 20, 2002.

**Herman J. Lyons, Jr.,**  
*Manager, Air Traffic Division, Central Region.*  
[FR Doc. 03-61 Filed 1-3-03; 8:45 am]  
**BILLING CODE 4910-13-M**

## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### 14 CFR Part 97

[Docket No. 30347; Amdt. No. 3038]

#### 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 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 January 6, 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 January 6, 2003.

**ADDRESSES:** Availability of matter 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 affected airport is located; or
3. The Flight Inspection Area Office which originated the SIAP.
4. The Office of the 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 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: PO 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 on each SIAP is contained in the appropriate FAA Form 8260 and the National Flight Data Center (FDC)/Permanent (P) Notices to Airmen (NOTAM) which are incorporated by reference in the amendment under 5 U.S.C. 552(a), 1 CFR part 51, and § 97.20 of the Federal Aviation's Regulations (FAR). 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 of 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 of the Federal Aviation Regulations (14 CFR

part 97) establishes, amends, suspends, or revokes SIAPs. For safety and timeliness of change considerations, this amendment incorporates only specific changes contained in the content of the following FDC/P NOTAMs for each SIAP. The SIAP information in some previously designated FDC/Temporary (FDC/T) NOTAMs is of such duration as to be permanent. With conversion to FDC/P NOTAMs, the respective FDC/T NOTAMs have been canceled.

The FDC/P NOTAMs for 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 chart changes to SIAPs by FDC/P NOTAMs, the TERPS criteria were applied to only these specific conditions existing at the affected airports. All SIAP amendments in this rule have been previously issued by the FAA in a National Flight Data Center (FDC) 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 all these SIAP amendments requires making them effective in less than 30 days.

Further, the SIAPs contained in this amendment are based on the criteria contained in the TERPS. 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 these 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 20, 2002.

**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, and 44721–44722.

2. Part 97 is amended to read as follows:

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

By amending: § 97.23 VOR, VOR/DME, VOR or TACAN, and VOR/DME or TACAN; § 97.25 LOC, LOC/DEM, 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	FDIC No.	Subject
11/14/02	NY	Albany	Albany Intl	2/1946	GPS RWY 19, ORIG–A. This Corrects FDC 2/1946 Published in TL 03–01 Dated 12/6/02.
11/14/02	NY	Albany	Albany Intl	2/1947	GPS RWY 1, ORIG–A. This Corrects FDC 2/1947 Published in TL 03–01 Dated 12/6/02.
1/14/02	NY	Albany	Albany Intl	2/1949	VOR RWY 28, ORIG–A. This Corrects FDC 2/1949 Published in TL 03–01 Dated 12/6/02.
11/14/02	NY	Albany	Albany Intl	2/1950	GPS RWY 28, ORIG–A. This Corrects FDC 2/1950 Published in TL 03–01 Dated 12/6/02.
12/03/02	AR	West Memphis	West Memphis Muni	2/2466	NDB–B, AMDT 3.
12/04/02	AR	Rogers	Rogers Muni-Carter Field	2/2483	VOR/DME RWY 19, AMDT 10.
12/04/02	AR	Fayetteville	Drake Field	2/2484	LDA/DME RWY 34, AMDT 2.
12/04/02	AR	Fayetteville	Drake Field	2/2485	VOR/DME–B, Orig.
12/04/02	AR	Fayetteville/Springdale/Rogers.	Northwest Arkansas Regional.	2/2486	ILS/DME RWY 16, ORIG.
12/04/02	AR	Fayetteville/Springdale/Rogers.	Northwest Arkansas Regional.	2/2487	ILS/DME RWY 34, ORIG.
12/04/02	AR	Springdale	Springdale Muni	2/2488	VOR RWY 18, AMDT 15.
12/04/02	AR	Springdale	Springdale Muni	2/2489	VOR/DME RWY 36, AMDT 9.
12/04/02	AR	Springdale	Springdale Muni	2/2490	ILS RWY 18, AMDT 7.
12/04/02	AR	Fayetteville	Drake Field	2/2491	LOC RWY 16, AMDT 16.
12/04/02	AR	Fort Smith	Fort Smith Regional	2/2494	VOR or TACAN RWY 25, AMDT 20D
12/04/02	OH	Cleveland	Cleveland Hopkins Intl	2/2507	ILS RWY 6L, ORIG.
12/04/02	NC	Wilmington	Wilmington Intl	2/2516	RNVA (GPS) RWY 6, ORIG.
12/05/02	IA	Waterloo	Waterloo Muni	2/2538	RNAV (GPS) RWY 36, ORIG.
12/05/02	IA	Waterloo	Waterloo Muni	2/2539	RNAV (GPS) RWY 18, ORIG.
12/05/02	IA	Waterloo	Waterloo Muni	2/2540	VOR RWY 36, AMDT 17.
12/05/02	IA	Waterloo	Waterloo Muni	2/2541	VOR RWY 18, AMDT 8.

FDC date	State	City	Airport	FDIC No.	Subject
12/05/02	CO	Grand Junction	Grand Junction/Walker Field.	2/2548	LDA/DME RWY 29, ORIG-A.
12/05/02	MI	Grayling	Grayling AAF	2/2558	VOR RWY 14, AMDT 1B.
12/05/02	MI	Grayling	Grayling AAF	2/2562	GPS RWY 14, ORIG.
12/05/02	MI	Grayling	Grayling AAF	2/2563	NDB RWY 14, AMDT 7.
12/05/02	TX	Houston	West Houston	2/2570	RNAV (GPS) Y RWY 33, ORIG.
12/05/02	MS	Tupelo	Tupelo RGNL	2/2710	ILSRWY 36, AMDT 7.
12/06/02	OH	Cleveland	Cleveland Hopkins Intl	2/2506	ILS RWY 6R, AMDT 18.
12/06/02	OH	Cleveland	Cleveland Hopkins Intl	2/2617	RNAV (GPS) Z RWY 6L, ORIG.
12/06/02	OH	Cleveland	Cleveland Hopkins Intl	2/2618	RNAV (GPS) Y RWY 6L, ORIG.
12/13/02	TX	McKinney	McKinney Muni	2/2769	ILS RWY 17, AMDT 1C.
12/13/02	SC	Greenwood	Greenwood County	2/2787	VOR RWY 27, AMDT 12.
12/13/02	ND	Bismarck	Bismarck Muni	2/2810	ILS RWY 13, AMDT 2B.
12/13/02	ND	Bismarck	Bismarck Muni	2/2812	RNAV (GPS) RWY 3, ORIG-A.
12/13/02	ND	Bismarck	Bismarck Muni	2/2813	RNAV (GPS) RWY 21, ORIG-B.
12/13/02	ND	Bismarck	Bismarck Muni	2/2815	RADAR-1, AMDT 3.
12/17/02	AR	Rogers	Rogers Muni-Carter Field	2/2889	VOR RWY 1, AMDT 13A.
12/18/02	ND	Bismarck	Bismarck Muni	2/2898	ILS RWY 31, AMDT 32B.
12/19/02	PA	Philadelphia	Wings Field	2/2934	RNAV (GPS) RWY 24, Orig. This Notam Replaces FDC 2/2329 Intl03-01.

[FR Doc. 03-96 Filed 1-3-03; 8:45 am]

BILLING CODE 4910-13-M

## DEPARTMENT OF THE TREASURY

### 31 CFR Part 103

RIN 1505-AA35

#### Financial Crimes Enforcement Network; Anti-Money Laundering Requirements—Correspondent Accounts for Foreign Shell Banks; Recordkeeping and Termination of Correspondent Accounts for Foreign Banks; Correction

**AGENCY:** Financial Crimes Enforcement Network (FinCEN), Treasury.

**ACTION:** Final rule; correction.

**SUMMARY:** FinCEN published in the *Federal Register* of September 26, 2002, a document (67 FR 60562) finalizing a rule to require certain financial institutions to obtain information from each foreign bank for which they maintain a correspondent account concerning (1) the foreign bank's status as "shell" bank, (2) whether the foreign bank provides banking services to foreign shell banks, (3) certain owners of the foreign bank, and (4) the identity of a person in the United States to accept service of legal process. The document contained an incorrect citation to a website maintained by the Federal Reserve Bank.

**DATES:** This correction is effective October 28, 2002.

**FOR FURTHER INFORMATION CONTACT:** Office of the Chief Counsel (FinCEN), (703) 905-3590 (not a toll-free number).

#### SUPPLEMENTARY INFORMATION:

#### Background

The final rule that is the subject of these corrections provides guidance under 31 U.S.C. 5318(j).

#### Need for Correction

As published, the final rule contains errors that may prove to be misleading and are in need of clarification.

#### Correction of Publication

In final rule FR Doc. 02-24142, published on September 26, 2002 (67 FR 60562), make the following correction:

On page 60568, in column 1, correct footnote 25 to read as follows:

"<sup>25</sup> A covered financial institution may verify that a foreign bank is required to file an FR Y-7 by checking the list of foreign banks with U.S. offices at <http://www.federalreserve.gov/releases/iba/default.htm>."

Dated: December 30, 2002.

**Cynthia L. Clark,**

*Deputy Chief Counsel, Financial Crimes Enforcement Network, Federal Register Liaison.*

[FR Doc. 03-192 Filed 1-3-03; 8:45 am]

BILLING CODE 4810-02-P

## GENERAL SERVICES ADMINISTRATION

### 41 CFR Part 301-10

[FTR Amendment 112]

RIN 3090-AH77

#### Federal Travel Regulation; Privately Owned Vehicle Mileage Reimbursement

**AGENCY:** Office of Governmentwide Policy, GSA.

**ACTION:** Final rule.

**SUMMARY:** This final rule decreases the mileage reimbursement rate for use of a privately owned vehicle (POV) on official travel to reflect current costs of operation as determined in cost studies conducted by the General Services Administration (GSA). The governing regulation is revised to decrease the mileage allowance for advantageous use of a privately owned airplane from 97.5 to 95.5 cents per mile, the cost of operating a privately owned automobile from 36.5 to 36.0 cents per mile, and the cost of operating a privately owned motorcycle from 28.0 to 27.5 cents per mile.

**DATES:** *Effective Date:* January 1, 2003.

*Applicability Date:* This final rule applies to travel performed on or after January 1, 2003.

**FOR FURTHER INFORMATION CONTACT:** The Regulatory Secretariat, Room 4035, GSA Building, Washington, DC, 20405, (202) 208-7312, for information pertaining to status or publication schedules. For clarification of content, contact Devoanna R. Reels, Program Analyst, Office of Governmentwide Policy, Travel Management Policy, at (202) 501-3781. Please cite FTR Amendment 112.

#### SUPPLEMENTARY INFORMATION:

##### A. Background

Pursuant to 5 U.S.C. 5707(b), the Administrator of General Services has the responsibility to establish the privately owned vehicle (POV) mileage reimbursement rates. Separate rates are set for airplanes, automobiles (including trucks), and motorcycles. In order to set these rates, GSA is required to conduct periodic investigations. Subsection (b) of section 5707 of title 5, U.S.C., requires the Administrator of General Services, in consultation with the