

**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 August 15, 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:

**§§ 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
08/01/03 .....	NM	Alamogordo .....	Alamogordo-White Sands Regional .....	3/6917	RNAV (GPS) Rwy 3 Orig.
08/01/03 .....	NM	Alamogordo .....	Alamogordo-White Sands Regional .....	3/6918	VOR/DME Rwy 3 Orig.
08/01/03 .....	NM	Alamogordo .....	Alamogordo-White Sands Regional .....	3/6919	VOR Rwy 3 Amdt 2.
08/01/03 .....	NM	Alamogordo .....	Alamogordo-White Sands Regional .....	3/6920	NDB Rwy 3 Amdt 5.
08/06/03 .....	OR	Redmond .....	Roberts Field .....	3/7052	ILS Rwy 22, Amdt 1A.
08/07/03 .....	TX	McKinney .....	McKinney Muni .....	3/7065	VOR/DME–A, Orig-C.
08/07/03 .....	TX	McKinney .....	McKinney Muni .....	3/7066	GPS Rwy 17, Orig-C.
08/07/03 .....	TX	McKinney .....	McKinney Muni .....	3/7067	GPS Rwy 35, Orig-B.
08/07/03 .....	TX	Rock Springs .....	Edwards County .....	3/7107	VOR Rwy 14, Amdt 4.
08/12/03 .....	ND	Fargo .....	Hector Intl .....	3/7247	RNAV (GPS) Rwy 35, Orig-A.
08/12/03 .....	SC	Beaufort .....	Beaufort County .....	3/7090	RNAV (GPS) Rwy 25, Orig.
08/12/03 .....	SC	Beaufort .....	Beaufort County .....	3/7089	RNAV (GPS) Rwy 7, Orig.

[FR Doc. 03–21767 Filed 8–27–03; 8:45 am]

BILLING CODE 4910–13–M

**DEPARTMENT OF TRANSPORTATION**

**Federal Aviation Administration**

**14 CFR Part 97**

[Docket No. 30383; Amdt. No. 3071]

**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 28, 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 28, 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 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 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**

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Issued in Washington, DC on August 15, 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 September 4, 2003*

Denver, CO, Denver Intl, ILS OR LOC RWY 16R, Orig  
 Denver, CO, Denver Intl, ILS OR LOC RWY 34L, Orig  
 Denver, CO, Denver Intl, RNAV (GPS) RWY 16R, Orig  
 Denver, CO, Denver Intl, RNAV (GPS) RWY 34L, Orig  
 Miami, FL, Miami Intl, LOC/DME, RWY 8, Orig  
 Miami, FL, Miami Intl, LOC/DME RWY 26, Orig  
 Miami, FL, Miami Intl, RNAV (GPS) RWY 8, Orig  
 Miami, FL, Miami Intl, RNAV (GPS) RWY 26, Orig  
 Lawrence, KS, Lawrence Muni, ILS OR LOC RWY 33, Amdt 1  
 Lawrence, KS, Lawrence Muni, NDB RWY 33, Amdt 1  
 Shreveport, LA, Shreveport Regional, RNAV (GPS) RWY 14, Orig  
 Shreveport, LA, Shreveport Regional, RNAV (GPS) RWY 32, Orig  
 Shreveport, LA, Shreveport Regional, RNAV (GPS) RWY 5, Orig  
 Shreveport, LA, Shreveport Regional, RNAV (GPS) RWY 23, Orig  
 Shreveport, LA, Shreveport Regional, ILS OR LOC RWY 14, Amdt 24

Frederick, MD, Frederick Muni, RNAV (GPS) RWY 23, Amdt 2

Gaithersburg, MD, Montgomery County Airpark, RNAV (GPS) RWY 14, Amdt 1

Gaithersburg, MD, Montgomery County Airpark, RNAV (GPS) RWY 32, Orig

New York, NY, La Guardia, VOR/DME-E, Amdt 2A

New York, NY, La Guardia, VOR-F, Amdt 2A

New York, NY, La Guardia, VOR/DME-G, Amdt 2A

New York, NY, La Guardia, RNAV (GPS) RWY 22, Orig

New York, NY, La Guardia, RNAV (GPS) RWY 31, Orig

New York, NY, La Guardia, RNAV (GPS) RWY 4, Orig

New York, NY, La Guardia, ILS RWY 22, Amdt 19

New York, NY, La Guardia, VOR/DME-H, Amdt 2A

New York, NY, La Guardia, NDB RWY 22, Amdt 12C

New York, NY, La Guardia, NDB RWY 4, Amdt 36A

Midland, TX, Midland Intl, RNAV (GPS) RWY 4, Orig

Midland, TX, Midland Intl, RNAV (GPS) RWY 16R, Orig

Midland, TX, Midland Intl, RNAV (GPS) RWY 22, Orig

Midland, TX, Midland Intl, RNAV (GPS) RWY 28, Orig

Midland, TX, Midland Intl, RNAV (GPS) RWY 34L, Orig

Midland, TX, Midland Intl, GPS RWY 16R, Orig, CANCELLED

Midland, TX, Midland Intl, GPS RWY 34L, Orig, CANCELLED

Midland, TX, Midland Intl, VOR/DME RNAV RWY 16R, Amdt 3A, CANCELLED

Midland, TX, Midland Intl, VOR/DME RNAV RWY 34L, Amdt 2, CANCELLED

Leesburg, VA, Leesburg Executive, RNAV (GPS) RWY 17, Orig

Leesburg, VA, Leesburg Executive, GPS RWY 17, Amdt 1A, CANCELLED

Manassas, VA, Manassas Regional/Harry P. Davis Field, GPS RWY 16L, Orig-A, CANCELLED

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

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

Savannah, GA, Savannah/Hilton Head Intl, RNAV (GPS) RWY 9, Orig-A

Savannah, GA, Savannah/Hilton Head Intl, RNAV (GPS) RWY 18, Orig-A

Savannah, GA, Savannah/Hilton Head Intl, RNAV (GPS) RWY 27, Orig-A

Savannah, GA, Savannah/Hilton Head Intl, RNAV (GPS) RWY 36, Orig-A

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

Atlanta, GA, Cobb County-McCollum Field, RNAV (GPS) RWY 9, Orig-A

Atlanta, GA, Cobb County-McCollum Field, RNAV (GPS) RWY 27, Orig-A

Atlanta, GA, Cobb County-McCollum Field, VOR/DME RWY 9, Orig-F

Atlanta, GA, Cobb County-McCollum Field, ILS RWY 27, Amdt 1A

Blackfoot, ID, McCarley Field, VOR/DME RWY 19, Orig, CANCELLED

Portland, ME, Portland Intl Jetport, NDB RWY 11, Amdt 15B

Portland, ME, Portland Intl Jetport, ILS OR LOC RWY 11, Orig

Portland, ME, Portland Intl Jetport, ILS OR LOC RWY 29, Orig

Portland, ME, Portland Intl Jetport, RNAV (GPS) RWY 11, Orig

Portland, ME, Portland Intl Jetport, RNAV (GPS) RWY 29, Orig

Portland, ME, Portland Intl Jetport, ILS RWY 11, Amdt 20, CANCELLED

Portland, ME, Portland Intl Jetport, ILS RWY 29, Orig, CANCELLED

Duncan, OK, Halliburton Field, VOR RWY 35, Amdt 11

Duncan, OK, Halliburton Field, RNAV (GPS) RWY 17, Orig

Duncan, OK, Halliburton Field, RNAV (GPS) RWY 35, Orig

Duncan, OK, Halliburton Field, GPS RWY 35, Orig-A, CANCELLED

Milwaukee, WI, General Mitchell Intl, ILS RWY 1L, Amdt 8

Milwaukee, WI, General Mitchell Intl, ILS RWY 7R, Amdt 15

Milwaukee, WI, General Mitchell Intl, ILS RWY 19R, Amdt 10

Milwaukee, WI, General Mitchell Intl, NDB RWY 1L, Amdt 4B

Milwaukee, WI, General Mitchell Intl, NDB RWY 7R, Amdt 10D

Milwaukee, WI, General Mitchell Intl, RNAV (GPS) RWY 1L, Orig

Milwaukee, WI, General Mitchell Intl, RNAV (GPS) RWY 1R, Orig

Milwaukee, WI, General Mitchell Intl, RNAV (GPS) RWY 7R, Orig

Milwaukee, WI, General Mitchell Intl, RNAV (GPS) RWY 7L, Orig

Milwaukee, WI, General Mitchell Intl, RNAV (GPS) RWY 13, Orig

Milwaukee, WI, General Mitchell Intl, RNAV (GPS) RWY 19L, Orig

Milwaukee, WI, General Mitchell Intl, RNAV (GPS) Y RWY 19R, Orig

Milwaukee, WI, General Mitchell Intl, RNAV (GPS) Z RWY 19R, Orig

Milwaukee, WI, General Mitchell Intl, RNAV (GPS) RWY 25L, Orig

Milwaukee, WI, General Mitchell Intl, RNAV (GPS) RWY 25R, Orig

Milwaukee, WI, General Mitchell Intl, RNAV (GPS) RWY 31, Orig

[FR Doc. 03-21766 Filed 8-27-03; 8:45 am]

**BILLING CODE 4910-13-P**

## SOCIAL SECURITY ADMINISTRATION

### 20 CFR Parts 404 and 416

[Regulations No. 4 and 16]

RIN 0960-AF95

### Revised Medical Criteria for Evaluating Amyotrophic Lateral Sclerosis

**AGENCY:** Social Security Administration  
**ACTION:** Final rules.

**SUMMARY:** We are revising the criteria in the Listing of Impairments (the listings) that we use to evaluate Amyotrophic Lateral Sclerosis (ALS). We apply these criteria when you claim benefits based

on disability under title II or title XVI of the Social Security Act (the Act). The revision provides that we will find you disabled if you have medical evidence showing that you have ALS.

Because of this change, we are also adding guidance about ALS to our listings. We are also adding ALS to the list of specific impairment categories in our regulation that provides for presumptive disability payments under title XVI.

**DATES:** These rules are effective August 28, 2003.

**FOR FURTHER INFORMATION CONTACT:** Martin Sussman, Regulations Officer, Social Security Administration, 100 Altmeyer Building, 6401 Security Boulevard, Baltimore, Maryland 21235-6401, (410) 965-1767 or TTY (410) 966-5609. For information on eligibility or filing for benefits, call our national toll-free number, 1-800-772-1213 or TTY 1-800-325-0778, or visit our Internet Web site, *Social Security Online*, at <http://www.socialsecurity.gov>.

**Electronic Version:** The electronic file of this document is available on the date of publication in the **Federal Register** at <http://www.gpoaccess.gov/fr/index.html>. It is also available on the Internet site for SSA (*i.e.*, Social Security Online): <http://www.socialsecurity.gov/regulations>.

**SUPPLEMENTARY INFORMATION:** For the reasons we explain below, we are revising listing 11.10, our listing for ALS, in our neurological body system listings. The new listing provides that we will find you disabled if you have medical evidence that shows that you have ALS. Because of this change, we are also making two additional changes:

- We are adding a new section 11.00G to the introductory material to the neurological listings to provide information about ALS and the evidence we need so that we can evaluate ALS under the new listing.

- We are amending § 416.934 of our regulations to include ALS on the list of "specific impairment categories" our field offices and State agencies use to make findings of presumptive disability under the Supplemental Security Income (SSI) program. This change will allow us to make findings of presumptive disability in claims involving allegations of ALS, without obtaining any medical evidence. We are also making a nonsubstantive technical change to the specific impairment category for Down syndrome in § 416.934, so that the category reflects the current terminology for the condition.