impact is so minimal. Since this a routine matter that will only affect air traffic procedures and air navigation, it is certified that this rule 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 71**

Airspace, Incorporation by reference, Navigation (air).

**Adoption of the Amendment**

■ In consideration of the foregoing, 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 14 CFR 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 7400.9L, *Airspace Designations and Reporting Points,* dated September 2, 2003, and effective September 16, 2003, is amended as follows:

* * * * *

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

* * * * *

**AAL AK E5 Manokotak, AK [New]**

Manokotak/New Airport, AK
(Lat. 58°59′25″ N., long. 159°03′00″ W.)
That airspace extending upward from 700 feet above the surface within a 6.2-mile radius of the Manokotak/New Airport.

* * * * *

Issued in Anchorage, AK, on December 3, 2003.

**Trent S. Cummings,**

*Manager, Air Traffic Division, Alaskan Region.*

[FR Doc. 03–30908 Filed 12–12–03; 8:45 am]

BILLING CODE 4910–13–P

## DEPARTMENT OF TRANSPORTATION

## Federal Aviation Administration

## 14 CFR Part 71

**[Docket No. FAA–2003–16503; Airspace Docket No. 03–ACE–87]**

## Modification of Class E Airspace; Winterset, IA

**AGENCY:** Federal Aviation Administration (FAA), DOT.

**ACTION:** Direct final rule; request for comments; correction.

**SUMMARY:** This action corrects a direct final rule; request for comments that was published in the **Federal Register** on Wednesday, December 3, 2003, (68 FR 67590) [FR Doc. 03–30013]. It corrects an error in the Winterset-Madison County Airport airport reference point used in the Winterset, IA Class E airspace area legal description.

**DATES:** This direct final rule is effective on 0901 UTC, April 15, 2004.

**FOR FURTHER INFORMATION CONTACT:** Kathy Randolph, Air Traffic Division, Airspace Branch, ACE–520C, DOT Regional Headquarters Building, Federal Aviation Administration, 901 Locust, Kansas City, MO 64106; telephone: (816) 329–2525.

**SUPPLEMENTARY INFORMATION:**

**History**

**Federal Register** document 03–30013, published on Wednesday, December 3, 2003, (68 FR 67590) modified Class E airspace at Winterset, IA. The modification enlarged the controlled airspace area around Winterset-Madison County Airport to provide proper protection for diverse departures and to bring the Winterset, IA Class E airspace area legal description into compliance with FAA Order 7400.2E, Procedures for Handling Airspace Matters. However, the Winterset-Madison County Airport airport reference point used in the legal description was published incorrectly.

■ Accordingly, pursuant to the authority delegated to me, the Winterset, IA Class E airspace, as published in the **Federal Register** on Wednesday, December 3, 2003, (68 FR 67590) [FR Doc. 03–30013] is corrected as follows:

**§ 71.1 [Corrected]**

■ On page 67591, Column 3, paragraph headed ''ACE IA E5 Winterset, IA,'' second line, change ''long.92°01′16'' to read ''long.94°01′16.''

Issued in Kansas City, MO, on December 4, 2003.

**Paul J. Sheridan,**

*Acting Manager, Air Traffic Division, Central Region.*

[FR Doc. 03–30910 Filed 12–12–03; 8:45 am]

BILLING CODE 4910–13–M

## DEPARTMENT OF ENERGY

## Federal Energy Regulatory Commission

## 18 CFR Part 35

**[Docket No. RM02–1–000]**

## Standardization of Generator Interconnection Agreements and Procedures; Notice of Extension of Time

September 26, 2003.

**AGENCY:** Federal Energy Regulatory Commission.

**ACTION:** Final rule: notice of extension of time.

**SUMMARY:** On July 24, 2003, the Commission issued a final rule (Order No. 2003) addressing the standardization of generator interconnection agreements and procedures (68 FR 49846, August 19, 2003). The date for complying with the extensive filing requirements of Commission's Order No. 2003 is being extended at the request of various regional transmission organizations and independent system operators.

**DATES:** Compliance filing deadline: January 20, 2004.

**FOR FURTHER INFORMATION CONTACT:** Michael G. Henry (Legal Information), Office of the General Counsel, Federal Energy Regulatory Commission, 888 First Street, NE., Washington, DC 20426, (202) 502–8532.

**SUPPLEMENTARY INFORMATION:**

**Notice of Extension of Time**

September 26, 2003.

On September 9, 12, 16, 22, and September 24, 2003, respective Motions for an Extension of Time to comply with Commission Order No. 2003 were filed in the above-captioned proceeding on behalf of the Midwest Independent Transmission System Operator, Inc., the New York Independent System Operator, Inc., PJM Interconnection, L.L.C., the New England Power Pool Participants Committee and ISO New England, Inc., the New England Transmission Owners, the California Independent System Operator Corporation and its Jurisdictional Participating Transmission Owners and

the New York Transmission Owners (Movants). The motions state that additional time is needed for Regional Transmission Organization and Independent System Operators to review the extensive filing requirements of Order No. 2003, to pursue discussions with stakeholders and various working groups, to study potential regional variances related to the Final Rule and to address time-consuming implementation issues. On September 16, 2003, Arizona Public Service Company and American Transmission L.L.C. filed answers in support of MISO's September 9th filing in this docket.

Upon consideration, notice is hereby given that Regional Transmission Organizations and Independent System Operators are granted an extension of time to comply with Commission Order No. 2003 until the close of business on January 20, 2004, as requested by the Movants.

**Magalie R. Salas,**

*Secretary.*

[FR Doc. 03–30933 Filed 12–12–03; 8:45 am]

**BILLING CODE 6717–01–P**

## DEPARTMENT OF STATE

### 22 CFR Part 89

**[Public Notice 4556]**

**RIN 1400–AA34**

### Foreign Prohibitions on Longshore Work by U.S. Nationals

**AGENCY:** Department of State.

**ACTION:** Final rule.

**SUMMARY:** In accordance with the Immigration and Nationality Act of 1952, as amended, the Department of State is updating the list of countries in which performance of one or more specified activities of longshore work by crewmembers aboard United States vessels is prohibited by law, regulation, or in practice in the country.

**EFFECTIVE DATE:** This rule is effective January 14, 2004.

**FOR FURTHER INFORMATION CONTACT:** Stephen M. Miller, Office of Transportation Policy (EB/TRA/OTP/MA), Room 5828, Department of State, Washington DC 20851–5816, who may be reached at (202) 647–9992.

**SUPPLEMENTARY INFORMATION:** Section 258 of the Immigration and Nationality Act of 1952 (the ''Act''), 8 U.S.C. 1288, as added by the Immigration Act of 1990, Pub. L. No. 101–649, and subsequently amended, has the effect that alien crewmen may not perform longshore work in the United States. Longshore work is defined to include ''any activity relating to the loading or unloading of cargo, the operation of cargo-related equipment (whether or not integral to the vessel), and the handling of mooring lines on the dock when the vessel is made fast or let go, in the United States or the coastal waters thereof.'' The Act goes on, however, to define a number of exceptions to the general prohibition on such work.

Among certain other exceptions, section 258(e), entitled the ''Reciprocity exception,'' allows the performance of activities constituting longshore work by alien crewmen aboard vessels flagged and owned in countries where such activities are permitted by crews aboard U.S. ships. The Secretary of State (hereinafter, ''the Secretary'') is directed to compile and annually maintain a list, of longshore work by particular activity, of countries where performance of such a particular activity by crewmembers aboard United States vessels is prohibited by law, regulation, or in practice in the country. The Attorney General will use the list to determine whether to permit an alien crewmember to perform an activity constituting longshore work in the United States or its coastal waters, in accordance with the conditions set forth in the Act.

The Department bases the list on reports from U.S. diplomatic posts abroad and submissions from interested parties in response to the notice-and-comment process. On the basis of this information, the Department is hereby issuing an amended list. The list includes 24 countries not previously listed: Albania, Antigua, Barbados, Brunei, Chile, Cook Islands, Grenada, Kazakhstan, Latvia, Lebanon, Macau, Namibia, Nigeria, Oman, Russia, St. Christopher and Nevis, Singapore, Sudan, Syria, Tonga, Turkey, Tuvalu, United Arab Emirates and Vietnam. Two countries were dropped from the list because the most recent information indicates that they do not restrict longshore activities by crewmembers of U.S. vessels: Estonia and Micronesia.

On February 12, 2002, the Department published for comments a Notice of Proposed Rulemaking (67 FR 6447) updating the list of countries ineligible for the reciprocity exception. The comment period closed on March 12, 2002. In response, the Department received one comment from the Lake Carriers' Association (''Association''). Writing as the representative of 12 U.S. corporations operating 58 U.S.-flag vessels on the Great Lakes, the Association confirmed that the crews of its members' vessels do perform certain longshore activities in Canadian ports, including operation of self-unloading equipment, line handling, opening and closing of cargo hold hatches, and shifting the vessel under the loading rigs. The Association believes that it is proper for the Department to continue granting Canada a reciprocity exception and to allow crewmembers on Canadian-flag vessels to perform those duties in U.S. Great Lakes ports.

**Regulatory Findings**

*Administrative Procedure Act*

The Department is publishing this rule as a final rule after it was published as a proposed rule on February 12, 2002 in public notice 3843 (*see* **SUPPLEMENTARY INFORMATION**).

*Regulatory Flexibility Act*

The Department of State, in accordance with the Regulatory Flexibility Act (5 U.S.C. 605(b)), has reviewed this regulation and, by approving it, certifies that this rule will not have a significant economic impact on a substantial number of small entities.

*Unfunded Mandates Act of 1995*

This rule will not result in the expenditure by State, local, and tribal governments, in the aggregate, or by the private sector, of $100 million or more in any one year and it will not significantly or uniquely affect small governments. Therefore, no actions were deemed necessary under the provisions of the Unfunded Mandates Reform Act of 1995 (2 U.S.C. 1531–1538).

*Small Business Regulatory Enforcement Fairness Act of 1996*

This rule is not a major rule as defined by the Small Business Regulatory Enforcement Fairness Act of 1996 (5 U.S.C. 804(2)). This rule will not result in an annual effect on the economy of $100 million or more; a major increase in costs or prices; or significant adverse effects on competition, employment, investment, productivity, innovation, or on the ability of United States-based companies to compete with foreign based companies in domestic and import markets.

*Executive Order 12866*

The Department of State does not consider this rule to be a ''significant regulatory action'' under section 3(f) of Executive Order 12866, Regulatory Planning and Review. In addition, the Department is exempt from Executive Order 12866 except to the extent that it is promulgating regulations in conjunction with a domestic agency and they are significant regulatory actions.