TABLE 4.—NEW SERVICE INFORMATION

| Service information | Date |
|---|---|
| Airbus Service Bulletin A300–78–6017 | August 6, 2001. |
| Airbus Service Bulletin A300–78–6018 | July 17, 2001. |
| Airbus Service Bulletin A300–78–6020 | August 10, 2001. |
| Airbus Service Bulletin A310–78–2018 | June 1, 2001. |
| Airbus Service Bulletin A310–78–2019 | May 2, 2001. |
| Airbus Service Bulletin A310–78–2020 | June 1, 2001. |

(2) The incorporation by reference of Airbus All Operators Telex 78–08, dated November 30, 1998, was approved previously by the Director of the Federal Register as of December 28, 1998 (63 FR 70637, December 22, 1998).

(3) Copies may be obtained from Airbus, 1 Rond Point Maurice Bellonte, 31707 Blagnac Cedex, France. Copies may be inspected at the FAA, Transport Airplane Directorate, 1601 Lind Avenue, SW., Renton, Washington; or at the the National Archives and Records Administration (NARA). For information on the availability of this material at NARA, call (202) 741–6030, or go to: *http://www.archives.gov/federal_register/code_of_federal_regulations/ibr_locations.html.*

**Note 5:** The subject of this AD is addressed in French airworthiness directive 2001–523(B), dated October 31, 2001.

**Effective Date**

(g) This amendment becomes effective on August 17, 2004.

Issued in Renton, Washington, on June 30, 2004.

**Kalene C. Yanamura,**

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

[FR Doc. 04–15514 Filed 7–12–04; 8:45 am]

**BILLING CODE 4910–13–P**

## DEPARTMENT OF TRANSPORTATION

## Federal Aviation Administration

## 14 CFR Part 97

**[Docket No. 30418; Amdt. No. 3100]**

## 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 July 13, 2004. 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 July 13, 2004.

**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 National Archives and Records Administration (NARA). For information on the availability of this material at NARA, call 202–741–6030, or go to: *http://www.archives.gov/federal_register/code_of_federal_regulations/ibr_locations.html.*

*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 July 2, 2004.

**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 amened to read as follows:

** * * Effective August 5, 2004*

Eagle, CO, Eagle County Regional, LOC/DME–C, Amdt 2B
Eagle, CO, Eagle County Regional, LOC–B, Amdt 1C
Portland, ME, Portland Intl Jetport, ILS OR LOC RWY 29, Amdt 1
Olive Branch, MS, Olive Branch, RNAV (GPS) RWY 18, Amdt 1
Olive Branch, MS, Olive Branch, RNAV (GPS) RWY 36, Orig
Olive Branch, MS, Olive Branch, ILS OR LOC RWY 18, Amdt 1
Olive Branch, MS, Olive Branch, NDB RWY 18, Amdt 5
Olive Branch, MS, Olive Branch, NDB RWY 36, Amdt 6
Binghamton, NY, Greater Binghamton/Edwin A. Link Field, VOR/DME RWY 28, Amdt 10
Binghamton, NY, Greater Binghamton/Edwin A. Link Field, NDB RWY 34, Amdt 18
Binghamton, NY, Greater Binghamton/Edwin A. Link Field, RNAV (GPS) RWY 16, Orig
Binghamton, NY, Greater Binghamton/Edwin A. Link Field, RNAV (GPS) RWY 28, Orig
Binghamton, NY, Greater Binghamton/Edwin A. Link Field, RNAV (GPS) RWY 34, Orig
Carlsbad, NM, Cavern City Air Terminal, GPS RWY 21, Amdt 1, CANCELLED
Cleveland, OH, Cleveland-Hopkins Intl, ILS OR LOC RWY 6L, Amdt 1
Cleveland, OH, Cleveland-Hopkins Intl, ILS OR LOC RWY 6R, Amdt 19; ILS RWY 6R (CAT II), Amdt 19; ILS RWY 6R (CAT III), Amdt 19
Cleveland, OH, Cleveland-Hopkins Intl, ILS OR LOC/DME RWY 24R, Amdt 2
Salem, OR, McNary Fld, RNAV (GPS) Y RWY 31, Orig
Salem, OR, McNary Fld, RNAV (GPS) Z RWY 31, Amdt 1
Quakertown, PA, Quakertown, VOR RWY 29, Amdt 1
Quakertown, PA, Quakertown, NDB RWY 29, Amdt 10
Quakertown, PA, Quakertown, RNAV (GPS) RWY 29, Orig
Fort Worth, TX, Fort Worth Alliance, ILS OR LOC RWY 34R, Amdt 5
Lancaster, TX, Lancaster, NDB RWY 31, Amdt 2
Lancaster, TX, Lancaster, RNAV (GPS) RWY 31, Orig
Sheboygan, WI, Sheboygan County Memorial, VOR RWY 3, Amdt 7
Sheboygan, WI, Sheboygan County Memorial, VOR RWY 21, Amdt 7
Sheboygan, WI, Sheboygan County Memorial, NDB RWY 21, Amdt 1
Sheboygan, WI, Sheboygan County Memorial, ILS OR LOC RWY 21, Amdt 1
Sheboygan, WI, Sheboygan County Memorial, RNAV (GPS) RWY 21, Orig

** * * Effective September 2, 2004*

Indianapolis, IN, Mount Comfort, VOR RWY 34, Amdt 2
Indianapolis, IN, Mount Comfort, RNAV (GPS) RWY 16, Orig
Indianapolis, IN, Mount Comfort, RNAV (GPS) RWY 34, Orig

** * * Effective September 30, 2004*

Allakaket, AK, Allakaket, RNAV (GPS) RWY 5, Orig
Allakaket, AK, Allakaket, RNAV (GPS) RWY 23, Orig
Waynesboro, GA, Burke County, NDB RWY 8, Amdt 2B
Waynesboro, GA, Burke County, RNAV (GPS) RWY 8, Orig
Waynesboro, GA, Burke County, RNAV (GPS) RWY 26, Orig
Roswell, NM, Roswell International Air Center, VOR–B, Amdt 1
Lubbock, TX, Lubbock Intl, ILS OR LOC RWY 26, Amdt 2B

The FAA published an Amendment in Docket No. 30416, Amdt No. 3099 to Part 97 of the Federal Aviation Regulations (Vol 69, FR No. 123, Page 36009; dated June 28, 2004) under Section 97.33 effective 5 Aug 2004, which is hereby rescinded:

Allakaket, AK, Allakaket, RNAV (GPS) RWY 5, Orig
Allakaket, AK, Allakaket, RNAV (GPS) RWY 23, Orig

[FR Doc. 04–15643 Filed 7–12–04; 8:45 am]

BILLING CODE 4910–13–P

## NATIONAL AERONAUTICS AND SPACE ADMINISTRATION

### 14 CFR Part 1260 and 1274

**RIN 2700–AC79**

### NASA Grant and Cooperative Agreement Handbook—Property Reporting

**AGENCY:** National Aeronautics and Space Administration.

**ACTION:** Final rule.

**SUMMARY:** This rule adopts as final the interim rule published in the **Federal Register** (69 FR 5016) on February 3, 2004, which amended the NASA Grant and Cooperative Agreement Handbook to require earlier submission of annual property inventory reports.

This final rule makes additional changes to reflect the revised reporting date in instructions and one table which were omitted in the interim rule.

**EFFECTIVE DATE:** July 13, 2004.

**FOR FURTHER INFORMATION CONTACT:** Paul Brundage, NASA Headquarters, Code HC, Washington, DC, (202) 358–0481, e-mail: *paul.d.brundage@nasa.gov.*

**SUPPLEMENTARY INFORMATION:**

**A. Background**

The Office of Management and Budget has required NASA to complete its annual financial statements sooner.