

ACTION: Direct final rule; withdrawal.

SUMMARY: This action withdraws the Direct Final Rule amending the Class E airspace designations at Alliance, NE. The Direct Final Rule is being withdrawn due to the delay in installation of the Nondirectional Radio Beacon (NDB) to serve the Alliance Municipal Airport, NE.

FOR FURTHER INFORMATION CONTACT:

Kathy Randolph, Air Traffic Division, Airspace Branch, ACE-520C, Federal Aviation Administration, 601 East 12th Street, Kansas City, MO 64106; telephone: (816) 426-3408.

SUPPLEMENTARY INFORMATION:

The Direct Final Rule

On February 17, 1998, a Direct Final Rule was published in the **Federal Register** to amend the Class E airspace designations at Alliance, NE. The airspace was enlarged to accommodate the proposed NDB Standard Instrument Approach Procedures (SIAPs) to Runway (RWY) 12 and RWY 30. The FAA has encountered a delay in the installation of the new NDB, therefore it is necessary to withdraw the Direct Final Rule until installation of the NDB is complete.

Conclusion

In consideration of the aforementioned installation delay, action is being taken to withdraw the Direct Final Rule until such time the NDB is installed.

List of Subjects in 14 CFR Part 71

Airspace, Incorporation by reference, Navigation (air).

Withdrawal of the Direct Final Rule

Accordingly, pursuant to the authority delegated to me, Airspace Docket No. 97-ACE-29, as published in the **Federal Register** on February 17, 1998 (63 FR 7698), is hereby withdrawn.

Issued in Kansas City, MO, on February 25, 1998.

Christopher R. Blum,

Acting Manager, Air Traffic Division, Central Region.

[FR Doc. 98-6322 Filed 3-11-98; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 97

[Docket No. 29159; Amdt. No. 1856]

RIN 2120-AA65

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: An effective date for each SIAP is specified in the amendatory provisions.

Incorporation by reference approved by the Director of the Federal Register on December 31, 1980, and reapproved as of January 1, 1982.

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.

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, US Government Printing Office, Washington, DC 20402.

FOR FURTHER INFORMATION CONTACT: Paul J. Best, Flight Procedures Standards Branch (AFS-420), Technical Programs Division, Flight Standards

Service, Federal Aviation Administration, 800 Independence Avenue, SW., Washington, DC 20591; telephone (202) 267-8277.

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 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 NOTAM 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 cancelled.

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 Approach 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 create 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, Navigation (air).

Issued in Washington, DC, on March 6, 1998.

Tom E. Stuckey,

Acting 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 is revised to read as follows:

Authority: 49 U.S.C. 40103, 40113, 40120, 44701; 49 U.S.C. 106(g); and 14 CFR 11.49(b)(2).

2. Part 97 is amended to read as follows:

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, 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.	SIAP
02/19/98	FL	West Palm Beach	Palm Beach Intl	8/1103	ILS Rwy 9L, Amdt 22...
02/19/98	MN	Madison	Madison-Lac Qui Parle County	8/1108	NDB or GPS Rwy 31, Amdt 3...
02/20/98	AK	Nuiqsut	Nuiqsut	8/1126	GPS Rwy 22, Orig...
02/20/98	AK	Nuiqsut	Nuiqsut	8/1127	GPS Rwy 4, Orig...
02/20/98	MI	Detroit	Detroit Metropolitan Wayne County	8/1138	ILS Rwy 27R, Amdt 10A...
02/20/98	WI	Baraboo	Baraboo Wisconsin Dells	8/1140	VOR or GPS-A, Amdt 11...
02/23/98	MO	Sedalia	Sedalia Memorial	8/1192	NDB Rwy 18, Amdt 7B... This Replaces Notan in TL98-06.
02/23/98	NC	Concord	Concord Regional	8/1198	VOR/DME or GPS-A, Amdt 1...
02/23/98	NC	Concord	Concord Regional	8/1199	ILS Rwy 20, Orig...
02/23/98	SD	Spearfish	Black Hills-Clyde Ice Field	8/1178	NDB or GPS-A, Orig-A...
02/23/98	SD	Spearfish	Black Hills-Clyde Ice Field	8/1179	GPS Rwy 12, Orig-A...
02/24/98	LA	Slidell	Slidell	8/1211	GPS Rwy 36, Orig-A...
02/24/98	NE	Kearney	Kearney Muni	8/1227	VOR or GPS Rwy 13, Amdt 1...
02/24/98	NE	Kearney	Kearney Muni	8/1228	VOR or GPS Rwy 18, Amdt 12...
02/24/98	NE	Kearney	Kearney Muni	8/1229	VOR Rwy 36, Amdt 9B...
02/24/98	NE	Kearney	Kearney Muni	8/1230	NDB Rwy 36, Amdt 4A...
02/25/98	GA	Cartersville	Cartersville	8/1263	NDB or GPS Rwy 19, Amdt 3B...
02/25/98	GA	Cartersville	Cartersville	8/1264	VOR/DME or GPS-A, Amdt 1...
02/25/98	LA	Slidell	Slidell	8/1243	NDB Rwy 36, Orig-A...
02/25/98	NC	Albemarle	Stanly County	8/1252	GPS Rwy 4 Orig...
02/25/98	NC	Albemarle	Stanly County	8/1253	LOC Rwy 22 Orig-C...
02/25/98	NC	Albemarle	Stanly County	8/1254	NDB or GPS Rwy 22 Orig...
02/25/98	TN	Memphis	Memphis Intl	8/1265	ILS Rwy 36R (CAT I, II, III), Orig-A...
02/26/98	AR	Forrest City	Forrest City Muni	8/1340	NDB Rwy 36, Amdt 4A...
02/26/98	FL	Jacksonville	Jacksonville Intl	8/1320	ILS Rwy 25, Orig...
02/26/98	LA	Hammond	Hammond Muni	8/1279	GPS Rwy 31, Orig...
02/26/98	VI	St Thomas	Cyril E. King (Charlotte Amalie)	8/1285	VOR-A Amdt 14B...
02/27/98	AR	Forrest City	Forrest City Muni	8/1358	GPS Rwy 36, Orig-A...
02/27/98	MO	Boonville	Jesse Viertel Memorial	8/1353	VOR or GPS-A, Amdt 4A...
02/27/98	MO	Boonville	Jesse Viertel Memorial	8/1354	NDB or GPS Rwy 18, Amdt 9...
03/02/98	OH	Youngstown	Youngstown-Warren Regional	8/1399	ILS Rwy 32, Amdt 25...
03/02/98	TX	San Antonio	San Antonio Intl	8/1426	NDB or GPS Rwy 12R, Amdt 20A...
03/03/98	TX	Monahans	Roy Hurd Memorial	8/1443	GPS Rwy 12, Orig...
03/03/98	TX	Monahans	Roy Hurd Memorial	8/1444	GPS Rwy 30, Orig...

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 97

[Docket No. 29158; Amdt. No. 1855]

RIN 2120-AA65

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: An effective date for each SIAP is specified in the amendatory provisions.

Incorporation by reference—approved by the Director of the Federal Register on December 31, 1980, and reapproved as of January 1, 1982.

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; or

3. The Flight Inspection Area Office which originated the SIAP.

*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

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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 (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 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 Approach 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.

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.

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