

accordance with Executive Order 12612, it is determined that this final rule does not have sufficient federalism implications to warrant the preparation of a Federalism Assessment.

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—DESIGNATIONS 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 7400.9F, Airspace Designations and Reporting Points, dated September 10, 1998, and effective September 16, 1998, is amended as follows:

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

\* \* \* \* \*

#### ACE NE E5 Columbus, NE [Revised]

Columbus Municipal Airport, NE  
(Lat. 41°26'52" N., long. 97°20'24" W.)  
Columbus VOR/DME  
(Lat. 41°27'00" N., long. 97°20'27" W.)  
Columbus Municipal Airport ILS  
(Lat. 41°26'25" N., long. 97°20'12" W.)

That airspace extending upward from 700 feet above the surface within a 6.6-mile radius of Columbus Municipal Airport and within 4.2 miles each side of the 157° radial of the Columbus VOR/DME extending from the 6.6-mile radius to 9.5 miles southeast of

the VOR/DME and within 4 miles each side of the Columbus ILS localizer course extending from the 6.6-mile radius to 10.5 miles northwest of the airport.

\* \* \* \* \*

Issued in Kansas City, MO, on December 22, 1998.

**Jack L. Skelton,**

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

[FR Doc. 99–1093 Filed 1–15–99; 8:45 am]

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## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### 14 CFR Part 97

[Docket No. 29438; Amdt. No. 1910]

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:

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 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 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 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 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,  
Navigation (air).

Issued in Washington, DC, on January 8, 1999.

**Richard O. Gordon,**

*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:

**§§ 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/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                                |
|----------|-------|-----------------|-----------------------------|---------|-------------------------------------|
| 01/05/99 | AL    | BIRMINGHAM      | BIRMINGHAM INTL             | 9/0084  | RADAR-1, AMDT 19.                   |
| 01/05/99 | CA    | MERCED          | MERCED MUNI-MACREADY FIELD  | 9/0078  | ILS RWY, 30, AMDT 14A.              |
| 01/05/99 | CA    | MERCED          | MERCED MUNI-MACREADY FIELD  | 9/0079  | LOC BC RWY 12, AMDT 10.             |
| 01/05/99 | CA    | MERCED          | MERCED MUNI-MACREADY FIELD  | 9/0080  | VOR RWY 12, AMDT 7.                 |
| 01/05/99 | CA    | MERCED          | MERCED MUNI-MACREADY FIELD  | 9/0081  | ILS RWY 30, AMDT 18.                |
| 01/05/99 | CA    | MERCED          | MERCED MUNI-MACREADY FIELD  | 9/0082  | GPS RWY 30, ORIG.                   |
| 01/05/99 | CA    | MERCED          | MERCED MUNI-MACREADY FIELD  | 9/0083  | GPS RWY 12, ORIG.                   |
| 01/05/99 | MO    | CAMERON         | CAMERON MEMORIAL            | 9/0068  | NDB OR GPS RWY 35, AMDT 1.          |
| 01/05/99 | MO    | JEFFERSON CITY  | JEFFERSON CITY MEMORIAL     | 9/0055  | LOC BC RWY 12, AMDT 6B.             |
| 01/05/99 | MO    | JEFFERSON CITY  | JEFFERSON CITY MEMORIAL     | 9/0056  | NDB RWY 12, AMDT 2.                 |
| 01/06/99 | NC    | GREENVILLE      | PITT-GREENVILLE             | 9/0104  | ILS RWY 19, AMDT 14B.               |
| 01/06/99 | NC    | GREENVILLE      | PITT-GREENVILLE             | 9/0105  | ILS RWY 19, AMDT 2C.                |
| 01/06/99 | NC    | GREENVILLE      | PITT-GREENVILLE             | 9/0106  | VOR/DME RNAV RWY 25, AMDT 3A.       |
| 01/06/99 | OK    | TULSA           | TULSA                       | 9/0099  | NDB RWY 36R, AMDT 19D.              |
| 01/06/99 | TX    | AUSTIN          | AUSTIN-BERGSTROM INTL       | 9/0097  | GPS RWY 35R, ORIG.                  |
| 01/06/99 | VA    | CHARLOTTESVILLE | CHARLOTTESVILLE-ALBEMARLE   | 9/0093  | ILS RWY 3, AMDT 12A.                |
| 12/10/98 | GA    | ATLANTA         | PEACHTREE CITY-FALCON FIELD | 9/8640  | VOR/DME RNAV OR GPS RWY 31, ORIG-B. |
| 12/10/98 | NJ    | WILDWOOD        | CAPE MAY COUNTY             | 8/8651  | GPS RWY 10 ORIG.                    |
| 12/11/98 | IL    | MARION          | WILLIAMSON COUNTY REGIONAL  | 8/8701  | VOR OR GPS RWY 2 AMDT 12.           |
| 12/17/98 | OK    | BARTLESVILLE    | BARTLESVILLE MUNI           | 8/8878  | GPS RWY 35, ORIG.                   |
| 12/17/98 | OK    | BARTLESVILLE    | BARTLESVILLE MUNI           | 8/8879  | GPS RWY 17, ORIG.                   |
| 12/17/98 | TX    | AUSTIN          | LAKEWAY AIRPARK             | 8/8881  | GPS RWY 16, ORIG.                   |
| 12/17/98 | TX    | AUSTIN          | LAKEWAY AIRPARK             | 8/8882  | VOR/DME-A, ORIG.                    |
| 12/17/98 | TX    | BRYAN           | COULTER FIELD               | 8/8872  | VOR/DME OR GPS-A, AMDT 2.           |
| 12/18/98 | NC    | WADESBORO       | ANSON COUNTY                | 8/8897  | NDB OR GPS RWY 16 AMDT 1C.          |
| 12/22/98 | PA    | ALTOONA         | ALTONNA-BLAIR COUNTY        | 8/8967  | ILS RWY 20 AMDT 5.                  |

| FDC date       | State | City  | Airport                           | FDC No. | SIAP                                    |
|----------------|-------|---|-----------------------------------|---------|---|
| 12/22/98 ..... | PA    | BRADFORD .....                              | BRADFORD REGIONAL .....           | 8/8968  | VOR/DME OR GPS RWY 14<br>AMDT 8.        |
| 12/22/98 ..... | PA    | DU BOISE .....                              | DU BOSI-JEFFERSON COUNTY .....    | 8/8965  | ILS RWY 25 AMDT 7.                      |
| 12/22/98 ..... | PA    | PHILADELPHIA .....                          | PHILADELPHIA INTL .....           | 8/8963  | ILS RWY 17 AMDT 5.                      |
| 12/22/98 ..... | PA    | PHILADELPHIA .....                          | PHILADELPHIA INTL .....           | 8/8964  | CONVERGING ILS RWY 17<br>AMDT 2.        |
| 12/22/98 ..... | TN    | MEMPHIS .....                               | MEMPHIS INTL .....                | 8/8985  | ILS RWY 36R (CAT I, II, III)<br>AMDT 1. |
| 12/22/98 ..... | TX    | AUSTIN .....                                | ROBERT MUELLER MUNI .....         | 8/8975  | GPS RWY 31L, ORIG.                      |
| 12/22/98 ..... | WI    | OSHKOSH .....                               | WITTMAN REGIONAL .....            | 8/8980  | VOR RWY 36, AMDT 16A.                   |
| 12/22/98 ..... | WI    | OSHKOSH .....                               | WITTMAN REGIONAL .....            | 8/8981  | ILS RWY 36, AMDT 6A.                    |
| 12/22/98 ..... | WI    | OSHKOSH .....                               | WITTMAN REGIONAL .....            | 8/8982  | NDB OR GPS RWY 36, AMDT<br>5A.          |
| 12/23/98 ..... | FL    | BOCA RATON .....                            | BOCA RATON .....                  | 8/9006  | VOR/DME OR GPS-A ORIG.                  |
| 12/23/98 ..... | FL    | BOCA RATON .....                            | BOCA RATON .....                  | 8/9007  | GPS RWY 5 ORIG .                        |
| 12/24/98 ..... | AK    | ANCHORAGE .....                             | ANCHORAGE INTL .....              | 8/9004  | GPS RWY 14, AMDT 1.                     |
| 12/24/98 ..... | AK    | ANCHORAGE .....                             | ANCHORAGE INTL .....              | 8/9005  | ILS RWY 14, AMDT 1.                     |
| 12/24/98 ..... | TX    | FOLLETT .....                               | FOLLETT-LIPSCOMB COUNTY .....     | 8/8997  | VOR/DME OR GPS-A, AMDT 2.               |
| 12/28/98 ..... | IA    | SPENCER .....                               | SPENCER MUNI .....                | 8/9077  | VOR OR GPS RWY 30, ADMT<br>2.           |
| 12/28/98 ..... | VA    | STAUNTON-WAY-<br>NESBORO-HARRI-<br>SONBURG. | SHENANDOAH VALLEY REGIONAL ..     | 8/9049  | NDB OR GPS RWY 5 AMDT 9.                |
| 12/28/98 ..... | VA    | STAUNTON-WAY-<br>NESBORO-HARRI-<br>SONBURG. | SHENANDOAH VALLEY REGIONAL ..     | 8/9050  | ILS RWY 5 AMDT 8.                       |
| 12/29/98 ..... | IA    | DENISON .....                               | DENISON MUNI .....                | 8/9084  | NDB OR GPS RWY 30, AMDT<br>4.           |
| 12/29/98 ..... | IA    | SPENCER .....                               | SPENCER MUNI .....                | 8/9078  | NDB RWY 30, AMDT 8.                     |
| 12/29/98 ..... | IA    | SPENCER .....                               | SPENCER MUNI .....                | 8/9081  | VOR OR GPS RWY 12, AMDT<br>2.           |
| 12/29/98 ..... | IA    | SPENCER .....                               | SPENCER MUNI .....                | 8/9082  | NDB RWY 12, AMDT 1.                     |
| 12/29/98 ..... | IA    | SPENCER .....                               | SPENCER MUNI .....                | 8/9083  | ILS RWY 12, AMDT 1                      |
| 12/29/98 ..... | IA    | WASHINGTON .....                            | WASHINGTON MUNI .....             | 8/9067  | VOR/DME RWY 36, ORIG.                   |
| 12/29/98 ..... | IA    | WASHINGTON .....                            | WASHINGTON MUNI .....             | 8/9068  | NDB RWY 31, AMDT 1.                     |
| 12/29/98 ..... | IA    | WASHINGTON .....                            | WASHINGTON MUNI .....             | 8/9069  | VOR/DME RNAV OR GPS RWY<br>31, AMDT 4A. |
| 12/29/98 ..... | NE    | YORK .....                                  | YORK MUNI .....                   | 8/9079  | NDB RWY 35, AMDT 3.                     |
| 12/30/98 ..... | IA    | CLARINDA .....                              | SCHENCK FIELD .....               | 8/9134  | NDB OR GPS-A, AMDT 4.                   |
| 12/30/98 ..... | IA    | CRESTON .....                               | CRESTON MUNI .....                | 8/9135  | NDB OR GPS RWY 34, AMDT<br>1.           |
| 12/30/98 ..... | NE    | GOTHENBURG .....                            | QUINN FIELD .....                 | 8/9111  | NDB OR GPS RWY 32, AMDT<br>1A.          |
| 12/30/98 ..... | NY    | JAMESTOWN .....                             | CHAUTAUQUA COUNTY/JAMES-<br>TOWN. | 8/9101  | ILS RWY 25 AMDT 5A.                     |
| 12/30/98 ..... | NY    | NEW YORK .....                              | JOHN F. KENNEDY INTL .....        | 8/9102  | ILS RWY 13L (CAT I AND II)<br>AMDT 14B. |
| 12/30/98 ..... | NY    | ROCHESTER .....                             | GREATER ROCHESTER INTL .....      | 8/9099  | ILS RWY 28 AMDT 27.                     |
| 12/30/98 ..... | NY    | ROCHESTER .....                             | GREATER ROCHESTER INTL .....      | 8/9100  | NDR OR GPS RWY 28 AMDT<br>20.           |
| 12/30/98 ..... | OK    | TULSA .....                                 | TULSA INTL .....                  | 8/9136  | ILS RWY 36R, AMDT 28B.                  |

[FR Doc. 99-1104 Filed 1-15-99; 8:45 am]

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**DEPARTMENT OF TRANSPORTATION****Federal Aviation Administration****14 CFR Part 97**

[Docket No. 29437; Amdt. No. 1909]

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;