

Issued in Fort Worth, TX, on July 2, 1997.

**Albert L. Viselli,**

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

[FR Doc. 97-19251 Filed 7-22-97; 8:45 am]

BILLING CODE 4910-13-M

## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### 14 CFR Part 71

[Airspace Docket No. 97-AGL-15]

#### Modification of Class E Airspace; Medford, WI, Medford, Taylor County Airport

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

**ACTION:** Final rule.

**SUMMARY:** This action modifies Class E airspace at Medford, WI. A Global Positioning System (GPS) Standard Instrument Approach Procedure (SIAP) to Runway 27 has been developed for Medford, Taylor County Airport. Controlled airspace extending upward from 700 to 1200 feet above ground level (AGL) is needed to contain aircraft executing the approach. The intended effect of this action is to provide segregation of aircraft using instrument approach procedures in instrument conditions from other aircraft operating in visual weather conditions.

**DATES:** Effective 0901 UTC, September 11, 1997.

**FOR FURTHER INFORMATION CONTACT:** Manuel A. Torres, Air Traffic Division, Operations Branch, AGL-530, Federal Aviation Administration, 2300 East Devon Avenue, Des Plaines, Illinois 60018, telephone (847) 294-7568.

#### SUPPLEMENTARY INFORMATION:

##### History

On Thursday, April 24, 1997, the FAA proposed to amend part 71 of the Federal Aviation Regulations (14 CFR part 71) to modify Class E airspace at Medford, WI (62 FR 19955). The proposal was to add controlled airspace extending upward from 700 to 1200 feet AGL to contain Instrument Flight Rules (IFR) operations in controlled airspace during portions of the terminal operation and while transiting between the enroute and terminal environments.

Interested parties were invited to participate in this rulemaking proceeding by submitting written comments on the proposal to the FAA. No comments objecting to the proposal were received. Class E airspace designations for areas extending upward

from 700 feet or more above the surface of the earth are published in paragraph 6005 of FAA Order 7400.9D dated September 4, 1996, and effective September 16, 1996, which is incorporated by reference in 14 CFR 71.1. The Class E airspace designation listed in this document will be published subsequently in the Order.

#### The Rule

This amendment to part 71 of the Federal Aviation Regulations (14 CFR part 71) modifies Class E airspace at Medford, WI, to accommodate aircraft executing the GPS Runway 27 SIAP at Medford, Taylor County Airport. Controlled airspace extending upward from 700 to 1200 feet AGL is needed to contain aircraft executing the approach. The area will be depicted on appropriate aeronautical charts thereby enabling pilots to circumnavigate the area or otherwise comply with IFR procedures.

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. Therefore, this regulation—(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. Since this is 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—[AMENDED]

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; 14 CFR 11.69.

##### § 71.1 [Amended]

2. The incorporation by reference in 14 CFR 71.1 of the Federal Aviation Administration Order 7400.9D, Airspace Designations and Reporting Points, dated September 4, 1996, and effective

September 16, 1996, is amended as follows:

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

\* \* \* \* \*

#### AGL WI E5 Medford, WI [Revised]

Medford Taylor County Airport, WI  
(Lat. 45°06'04" N, long. 90°18'12" W)

That airspace extending upward from 700 feet above the surface within a 6.6-mile radius of the Medford, Taylor County Airport, and within 2.7 miles each side of the 162° bearing from the airport extending from the 6.6-mile radius to 7 miles southeast of the airport.

\* \* \* \* \*

Issued in Des Plaines, Illinois on June 24, 1997.

**Maureen Woods,**

*Manager, Air Traffic Division.*

[FR Doc. 97-19258 Filed 7-22-97; 8:45 am]

BILLING CODE 4910-13-M

## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### 14 CFR Part 97

[Docket No. 28957; Amdt. No. 1806]

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, U.S. 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 of 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 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 June 27, 1997.

**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, 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
05/13/97 .....	MS	Greenville .....	Mid Delta Regional .....	FDC 7/2730	VOR or GPS Rwy 18R, Amdt 5...
05/13/97 .....	MS	Greenville .....	Mid Delta Regional .....	FDC 7/2731	NDB or GPS Rwy 36L, Amdt 5...
06/10/97 .....	IN	Anderson .....	Anderson Municipal-Darlington Field	FDC 7/3519	NDB or GPS Rwy 30, Amdt 5...
06/10/97 .....	IN	Anderson .....	Anderson Municipal-Darlington Field	FDC 7/3521	VOR or GPS-A, Amdt 8...
06/11/97 .....	IL	Alton/St Louis .....	St Louis Regional .....	FDC 7/3545	LOC BC Rwy 11, Amdt 7...
06/11/97 .....	IL	Alton/St Louis .....	St Louis Regional .....	FDC 7/3546	VOR or GPS-A, Amdt 8...

FDC Date	State	City	Airport	FDC No.	SIAP
06/11/97	IL	Alton/St Louis	St Louis Regional	FDC 7/3547	NDB or GPS Rwy 17, Amdt 10A...
06/11/97	IL	Alton/St Louis	St Louis Regional	FDC 7/3548	NDB or GPS Rwy 29, Amdt 10...
06/11/97	IL	Alton/St Louis	St Louis Regional	FDC 7/3567	ILS Rwy 29, Amdt 10...
06/11/97	IL	Chicago/Aurora	Aurora Muni	FDC 7/3541	ILS Rwy 9, Amdt 1...
06/11/97	IL	Chicago/Aurora	Aurora Muni	FDC 7/3543	VOR or GPS A, Amdt 1...
06/11/97	MI	Alpena	Alpena County Regional	FDC 7/3552	NDB or GPS Rwy 1, Amdt 6...
06/11/97	MI	Alpena	Alpena County Regional	FDC 7/3553	ILS Rwy 1, Amdt 8...
06/11/97	MI	Alpena	Alpena County Regional	FDC 7/3554	VOR Rwy 1, Amdt 14...
06/11/97	MI	Alpena	Alpena County Regional	FDC 7/3555	VOR or GPS Rwy 19, Amdt 14...
06/11/97	MI	West Branch	West Branch Community	FDC 7/3529	NDB or GPS Rwy 27, Amdt 6A...
06/11/97	NC	Greenville	Pitt-Greenville	FDC 7/3532	ILS Rwy 19, Amdt 2B...
06/11/97	OH	Columbus	Bolton Field	FDC 7/3539	ILS Rwy 4, Amdt 4...
06/11/97	OH	Columbus	Bolton Field	FDC 7/3540	NDB or GPS Rwy 4, Amdt 6...
06/16/97	IL	Springfield	Capital	FDC 7/3646	ILS Rwy 31, Orig...
06/16/97	PA	Ebensburg	Ebensburg	FDC 7/3636	VOR or GPS-A Amdt 6...
06/16/97	PR	Aguadilla	Rafael Hernandez	FDC 7/3634	VOR Rwy 8, Amdt 5...
06/17/97	MN	St Paul	St Paul Downtown Holman Field	FDC 7/3672	ILS Rwy 32, Amdt 3B...
06/17/97	WI	Eagle River	Eagle River Union	FDC 7/3665	VOR/DME or GPS Rwy 4 Amdt 1...
06/17/97	WI	Eagle River	Eagle River Union	FDC 7/3666	NDB or GPS Rwy 22 Amdt 5...
06/18/97	IA	Muscatine	Muscatine Muni	FDC 7/3693	GPS Rwy 23, Amdt 1...
06/18/97	IA	Muscatine	Muscatine Muni	FDC 7/3694	NDB or GPS Rwy 5, Amdt 12A...
06/18/97	IA	Muscatine	Muscatine Muni	FDC 7/3695	VOR Rwy 23, Amdt 6A...
06/18/97	OH	Columbus	Ohio State University	FDC 7/3691	GPS Rwy 27L, Orig...
06/18/97	OH	Columbus	Ohio State University	FDC 7/3692	GPS Rwy 9R, Orig...
06/19/97	GA	Gainesville	Lee Gilmer Memorial	FDC 7/3719	NDB or GPS Rwy 4, Amdt 4A...
06/19/97	GA	Gainesville	Lee Gilmer Memorial	FDC 7/3721	LOC Rwy 4, Amdt 5B...
06/19/97	IA	Muscatine	Muscatine Muni	FDC 7/3712	RNAV Rwy 23 Orig-A...
06/19/97	ID	Nampa	Nampa Muni	FDC 7/3708	NDB-A Orig...
06/19/97	IL	Lawrenceville	Lawrenceville-Vincennes Intl	FDC 7/3713	VOR or GPS Rwy 27, Amdt 6...
06/23/97	GA	Atlanta	The William B. Hartsfield Atlanta Intl	FDC 7/3791	ILS Rwy 26R Amdt 2...
06/23/97	TN	Memphis	Memphis Intl	FDC 7/3822	ILS Rwy 18L, Orig...

[FR Doc. 97-19360 Filed 7-22-97; 8:45 am]  
 BILLING CODE 4910-13-M

**DEPARTMENT OF TRANSPORTATION**

**Federal Aviation Administration**

**14 CFR Part 97**

[Docket No. 28958; Amdt. No. 1807]

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 Docker, 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

2. The FAA Regional Office of the region in which the affected airport is located.

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U.S. 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 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