

aspects of the rule might suggest a need to modify the rule. All comments submitted will be available, both before and after the closing date for comments, in the rules docket for examination by interested persons. A report that summarizes each FAA-public contact concerned with the substance of this action will be filed in the rules docket.

Commenters wishing the FAA to acknowledge receipt of their comments submitted in response to this rule must submit a self-addressed, stamped postcard on which the following statement is made: "Comments to Docket No. 97-ACE-12." The postcard will be date stamped and returned to the commenter.

### Agency Finds

The regulations adopted herein will not have substantial direct effects on the States, on the relationship between the national government and the States, or on the distribution of power and responsibilities among the various levels of government. Therefore, in 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 part 71 of the Federal Aviation Regulations (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 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 Com., p. 389.

### § 71.1 [Amended]

2. The incorporation by reference in 14 CFR 71.1 of Federal Aviation Administration Order 7400.9E, Airspace Designations and Reporting Points, dated September 10, 1997, and effective September 16, 1997, is amended as follows:

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

\* \* \* \* \*

### ACE KS E5 Topeka, Philip Billard Municipal Airport, KS [Revised]

Philip Billard Municipal Airport, KS  
(lat. 39°04'07"N., long. 95°37'21"W.)

Topeka VORTAC  
(lat. 39°08'14"N., long. 95°32'57"W.)

BILOY LOM  
(lat. 39°07'13"N., long. 95°41'14"W.)

That airspace extending upward from 700 feet above the surface within a 6.5-mile radius of Philip Billard Municipal Airport and within 3.4 miles each side of the 025° radial of the Topeka VORTAC extending from the 6.5-mile radius to 5.6 miles northeast of the VORTAC and within 4 miles southwest and 7 miles northeast of the Philip Billard Municipal Airport ILS localizer course extending from 15 miles southeast of the airport to 12 miles northwest of BILOY LOM.

\* \* \* \* \*

Issued in Kansas City, MO, on August 29, 1997.

**Christopher R. Blum,**

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

[FR Doc. 97-27382 Filed 10-15-97; 8:45 am]

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## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

### 14 CFR Part 97

[Docket No. 29035; Amdt. No. 1826]

### 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

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 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.

### List of Subjects in 14 CFR Part 97

Air traffic control, Airports, Navigation (air).

Issued in Washington, DC on October 3, 1997.

**Thomas 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. 106(g), 40103, 40113, 40120, 44701; 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 November 6, 1997*

Crescent City, CA, Jack McNamara Field, ILS/DME RWY 11, Amdt 7  
Miami, FL, Miami Intl, GPS RWY 9R, Orig  
Miami, FL, Miami Intl, GPS RWY 27R, Orig  
Miami, FL, Miami Intl, VOR/DME RNAV OR GPS RWY 27R, ORIG—A, CANCELLED  
St. Joseph, MO, Rosecrans Memorial, VOR OR TACAN RWY 17, Amdt 13  
St. Joseph, MO, Rosecrans Memorial, LOC BC RWY 17, Amdt 8  
St. Joseph, MO, Rosecrans Memorial, ILS RWY 35, Amdt 30  
Omaha, NE, Eppley Airfield, ILS RWY 14R, Amdt 1  
Salisbury, NC, Rowan County, NDB OR GPS—B, Amdt 10, CANCELLED  
Southern Pines, NC, Moore County, LOC RWY 5, Amdt 5, CANCELLED  
Southern Pines, NC, Moore County, ILS RWY 5, Orig  
Conway, SC, Conway-Horry County, NDB RWY 4, Amdt 2  
Conway, SC, Conway-Horry County, NDB OR GPS—A, Amdt 2

Clarendon, TX, Clarendon Muni, NDB OR GPS RWY 1, Amdt 2, CANCELLED  
Fort Worth, TX, Fort Worth Meacham Intl, ILS RWY 34R, Amdt 1  
Salt Lake City, UT, Salt Lake City Intl, ILS/DME RWY 16L, Amdt 10

\* \* \* *Effective December 4, 1997*

Knox, Inc, Starke County, VOR OR GPS RWY 18, Amdt 1  
Rockland, ME, Knox County Regional, ILS RWY 13, Amdt 1  
Davison, MI, Athelone Williams Memorial, VOR OR GPS RWY 8, Amdt 3  
Excelsior Springs, MO, Excelsior Springs Memorial, VOR OR GPS RWY 19, Amdt 1  
Lexington, NE, Jim Kelly Field, VOR OR GPS RWY 14, Amdt 3  
Lexington, NE, Jim Kelly Field, NDB RWY 14, Amdt 2  
Lexington, NE, Jim Kelly Field, GPS RWY 32, Orig  
Janesville, WI, Rock County, VOR OR GPS RWY 4, Amdt 26  
Janesville, WI, Rock County, VOR/DME RWY 22, Orig  
Janesville, WI, Rock County, ILS RWY 4, Amdt 11  
Milwaukee, WI, Lawrence J. Timmerman, VOR OR GPS RWY 4L, Amdt 8  
Milwaukee, WI, Lawrence J. Timmerman, VOR OR GPS RWY 15L, Amdt 13  
Milwaukee, WI, Lawrence J. Timmerman, LOC RWY 15L, Amdt 5

\* \* \* *Effective January 1, 1998*

Deadhorse, AK, Deadhorse, GPS RWY 4, Orig  
Deadhorse, AK, Deadhorse, GPS RWY 22, Orig  
Clinton, IA, Clinton Muni, VOR OR GPS RWY 3, Amdt 14  
Clinton, IA, Clinton Muni, VOR/DME RWY 21, Amdt 9  
Clinton, IA, Clinton Muni, NDB RWY 3, Amdt 6  
Clinton, IA, Clinton Muni, NDB RWY 14, Amdt 4  
Clinton, IA, Clinton Muni, ILS RWY 3, Amdt 4  
Clinton, IA, Clinton Muni, GPS RWY 14, Amdt 1  
Clinton, IA, Clinton Muni, GPS RWY 21, Amdt 1  
Clinton, IA, Clinton Muni, GPS RWY 32, Amdt 1  
Eagle Grove, IA, Eagle Grove Muni, GPS RWY 31, Orig  
Rensselaer, IN, Jasper County, GPS RWY 18, Orig  
Winchester, IN, Randolph County, GPS RWY 25, Orig  
Brainerd, MN, Brainerd-Crow Wing Co Regional, GPS RWY 5, Orig  
Chapel Hill, NC, Horace Williams, GPS RWY 9, Orig  
Waxhaw, NC, Jaars-Townsend, GPS RWY 4, Orig  
Waxhaw, NC, Jaars-Townsend, GPS RWY 22, Orig  
Waxhaw, NC, Jaars-Townsend, RNAV RWY 4, Amdt 2, CANCELLED  
Cincinnati, OH, Cincinnati-Blue Ash, GPS RWY 24, Orig  
London, OH, Madison County, GPS RWY 8, Orig  
Portsmouth, OH, Greater Portsmouth Regional, GPS RWY 36, Amdt 1

Portsmouth, OH, Greater Portsmouth Regional, VOR/DME RNAV OR GPS RWY 18, Amdt 6  
 Aurora, OR, Aurora State, GPS RWY 17, Amdt 1  
 Aurora, OR, Aurora State, GPS RWY 35, Amdt 1  
 Anderson, SC, Anderson County, GPS RWY 23, Orig  
 Anderson, SC, Anderson County, RNAV OR GPS RWY 23, Amdt 5A, CANCELLED  
 Cheraw, SC, Cheraw Muni/Lynch Bellinger Field, GPS RWY 25, Orig  
 Florence, SC, Florence Regional, GPS RWY 27, Orig  
 Florence, SC, Florence Regional, RNAV OR GPS RWY 27, Amdt 2, CANCELLED  
 Shelton, WA, Sanderson Field, GPS RWY 5, Orig  
 Shelton, WA, Sanderson Field, GPS RWY 23, Orig

[FR Doc. 97-27403 Filed 10-15-97; 8:45 am]

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## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### 14 CFR Part 97

[Docket No. 29036; Amdt. No. 1827]

#### 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 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 one of such duration as to 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. Standards 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 the 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.