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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 97

[Docket No. 29162; Amdt. No. 1858]

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

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 the 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 March 20, 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. 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 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 23 April 1998*

Crosett, AR, Z M Jack Stell Field, VOR/DME RNAV RWY 23, Orig-A, CANCELLED
Chicago/Prospect Hgts/Wheeling, IL, Palwaukee Muni, ILS RWY 16, Orig, CANCELLED
Chicago/Prospect Hgts/Wheeling, IL, Palwaukee Muni, ILS RWY 16, Orig
Chicago/Prospect Hgts/Wheeling, IL, Palwaukee Muni, GPS RWY 16, Orig
Okmulgee, OK, Okmulgee Muni, ILS RWY 17, Amdt 3, CANCELLED
Okmulgee, OK, Okmulgee Muni, ILS RWY 17, Orig
Pittsburgh, PA, Pittsburgh Intl, ILS RWY 10C, Orig
Pittsburgh, PA, Pittsburgh Intl, ILS RWY 28C, Orig
Amarillo, TX, Amarillo Intl, GPS RWY 4, Orig
Amarillo, TX, Amarillo Intl, GPS RWY 22, Orig

** * * Effective 21 May 1998*

Fayetteville, AR, Drake Field, LDA/DME RWY 34, Amdt 2
Fayetteville, AR, Drake Field, MLS RWY 34, Amdt 2
Chicago, IL, Chicago Midway, MLS RWY 22L, Orig-A, CANCELLED
Springfield, IL, Capital, ILS RWY 31, Amdt 1
Springfield, IL, Capital, RADAR-1, Amdt 8
Cambridge, NE, Cambridge Muni, GPS RWY 32, Orig
Gallup, NM, Gallup Muni, GPS RWY 6, Orig
Cortland, NY, Cortland County-Chase Field, GPS RWY 24, Amdt 1
Youngstown, OH, Youngstown Elser Metro, GPS RWY 28, Orig
Grove, OK, Grove Muni, VOR OR GPS-A, Amdt 1, CANCELLED
Grove, OK, Grove Muni, VOR/DME-A, Orig

** * * Effective 18 June 1998*

Kotzebue, AK, Ralph Wien Memorial, GPS RWY 8, Orig
Kotzebue, AK, Ralph Wien Memorial, GPS RWY 26, Orig
Oxnard, CA, Oxnard, GPS RWY 7, Orig
Oxnard, CA, Oxnard, GPS RWY 25, Orig
Visalia, CA, Visalia Muni, GPS RWY 12, Orig
Visalia, CA, Visalia Muni, GPS RWY 30, Orig
Lake In The Hills, IL, Lake In The Hills, GPS RWY 8, Orig
Huntington, IN, Huntington Muni, GPS RWY 9, Amdt 1
Scott City, KS, Scott City Muni, NDB RWY 35, Amdt 1
Scott City, KS, Scott City Muni, GPS RWY 17, Orig
Scott City, KS, Scott City Muni, GPS RWY 35, Orig

Wichita, KS, Beech Factory, VOR OR GPS-B, Amdt 2
Wichita, KS, Beech Factory, RNAV OR GPS RWY 18, Orig, CANCELLED
Wichita, KS, Beech Factory, RNAV OR GPS RWY 36, Orig, CANCELLED
Wichita, KS, Beech Factory, VOR/DME RNAV RWY 18, Orig
Wichita, KS, Beech Factory, VOR/DME RNAV RWY 36, Orig
Wichita, KS, Beech Factory, GPS RWY 18, Orig
Wichita, KS, Beech Factory, GPS RWY 36, Orig
Minneapolis, MN, Anoka County-Blaine Airport (Janes Field), VOR OR GPS RWY 8 Amdt 11
Minneapolis, MN, Anoka County-Blaine Airport (Janes Field), VOR/DME RWY 26, Amdt 4
Minneapolis, MN, Anoka County-Blaine Airport (Janes Field), VOR/DME RNAV OR GPS RWY 17, Amdt 3
Minneapolis, MN, Anoka County-Blaine Airport (Janes Field), GPS RWY 35, Orig
Redwood Falls, MN, Redwood Falls Muni, VOR OR GPS-A, Amdt 4
Redwood Falls, MN, Redwood Falls Muni, VOR/DME RNAV RWY 30, Amdt 1
Redwood Falls, MN, Redwood Falls Muni, GPS RWY 30, Orig
Columbus-West Point-Starkville, MS, Golden Triangle Regional, LOC/DME BC RWY 36, Amdt 6A, CANCELLED
Meridian, MS, Key Field, RNAV OR GPS RWY 19, Amdt 3, CANCELLED
Meridian, MS, Key Field, GPS RWY 1, Orig
Meridian, MS, Key Field, GPS RWY 19, Orig
Millersburg, OH, Holmes County, GPS RWY 27, Orig
Millington, TN, Millington Muni, GPS RWY 22, Orig
Baraboo, WI, Baraboo Wisconsin Dells, GPS RWY 1, Orig

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DEPARTMENT OF THE TREASURY**Customs Service****19 CFR Parts 101 and 122****[T.D. 98-35]****Customs Service Field Organization; Establishment of Sanford Port of Entry****AGENCY:** Customs Service; Treasury.**ACTION:** Final rule.

SUMMARY: This document confirms that May 1, 1998, is the effective date for the establishment of a Customs port of entry at Orlando-Sanford Airport in Sanford, Florida. Orlando-Sanford Airport's designation as a user fee airport will terminate on the same date.

EFFECTIVE DATE: May 1, 1998 is the effective date for amendment of §§ 101.3(b)(1) and 122.15(b), Customs Regulations, published in the **Federal Register** (62 FR 37131) on July 11, 1997.

FOR FURTHER INFORMATION CONTACT:

Harry Denning, Office of Field Operations (202) 927-0196.

SUPPLEMENTARY INFORMATION:**Background**

On July 11, 1997, Customs published a document in the **Federal Register** (62 FR 37131) T.D. 97-64 which amended § 101.3(b), Customs Regulations (19 CFR 101.3(b)), to establish a new port of entry at Orlando-Sanford Airport in Sanford, Florida, and amended § 122.15(b), Customs Regulations (19 CFR 122.15(b)) to remove the Sanford Regional Airport from the list of user fee airports. Customs set forth in that document the justification for redesignating the airport facility from its user fee status to that of a port of entry and designated November 10, 1997, as the effective date.

For reasons set forth in a document (T.D. 97-88) published in the **Federal Register** (62 FR 60164) on November 7, 1997, Customs delayed the effective date for establishment of the new port of entry and the termination of the airport's user fee status until May 1, 1998, and solicited comments regarding the delayed effective date. In that document, Customs stated that if comments submitted demonstrated sufficient grounds for not delaying the effective date until May 1, 1998, Customs would issue another document. The comment period expired on December 8, 1997.

Discussion of Comments

Six comments were received in response to the document delaying the effective date until May 1, 1998, four opposing the delay and two in favor of extending the delay until July 1, 1998.

The four comments opposing the delay emanate from the State of Maine and were submitted by members of the Maine congressional delegation and by attorneys on behalf of Bangor International Airport. These comments essentially contend that Bangor International Airport is being harmed by the delay because flights would clear at Bangor but for the market distortion caused by Sanford being permitted to operate longer as a user fee airport not subject to the passenger fee that is assessed at ports of entry.

The two comments urging further delay beyond May 1, 1998, in the establishment of a port of entry at Orlando-Sanford Airport come from that airport and from attorneys on its behalf. The comments argue that the delay does not impose an unwarranted competitive burden on port of entry airports such as Bangor International Airport.