

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 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 AMDT 2.
12/22/98	TN	MEMPHIS	MEMPHIS INTL	8/8985	ILS RWY 36R (CAT I, II, III) 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 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 2.
12/28/98	VA	STAUNTON-WAY-NESBORO-HARRISONBURG.	SHENANDOAH VALLEY REGIONAL ..	8/9049	NDB OR GPS RWY 5 AMDT 9.
12/28/98	VA	STAUNTON-WAY-NESBORO-HARRISONBURG.	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 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 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 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 1.
12/30/98	NE	GOTHENBURG	QUINN FIELD	8/9111	NDB OR GPS RWY 32, AMDT 1A.
12/30/98	NY	JAMESTOWN	CHAUTAUQUA COUNTY/JAMESTOWN.	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) 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 20.
12/30/98	OK	TULSA	TULSA INTL	8/9136	ILS RWY 36R, AMDT 28B.

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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;