

Energy Act of 1954, as amended, the Energy Reorganization Act of 1974, as amended, and 5 U.S.C. 552 and 553, the NRC is adopting the following amendments to 10 CFR part 1.

**PART 1—STATEMENT OF ORGANIZATION AND GENERAL INFORMATION**

1. The authority citation for Part 1 continues to read as follows:

**Authority:** Secs. 23, 161, 68 Stat. 925, 948, as amended (42 U.S.C. 2033, 2201); sec. 29, Pub. L. 85-256, 71 Stat. 579, Pub. L. 95-209, 91 Stat. 1483 (42 U.S.C. 2039); sec. 191, Pub. L. 87-615, 76 Stat. 409 (42 U.S.C. 2241); secs. 201, 203, 204, 205, 209, 88 Stat. 1242, 1244, 1245, 1246, 1248, as amended (42 U.S.C. 5841, 5843, 5844, 5845, 5849); 5 U.S.C. 552, 553; Reorganization Plan No. 1 of 1980, 45 FR 40561, June 16, 1980.

2. In § 1.42, paragraphs (b)(1) through (b)(9) are redesignated as (b)(2) through (b)(10) and a new paragraph (b)(1) is added to read as follows:

**§ 1.42 Office of Nuclear Material Safety and Safeguards.**

\* \* \* \* \*

(b) \* \* \*

(1) Development and promulgation of regulations.

\* \* \* \* \*

3. In § 1.43, the introductory text of paragraph (a) is revised to read as follows:

**§ 1.43 Office of Nuclear Reactor Regulation.**

\* \* \* \* \*

(a) Develops, promulgates and implements regulations and develops and implements policies, programs, and procedures for all aspects of licensing, inspection, and safeguarding of—

\* \* \* \* \*

**§ 1.45 [Amended]**

4. In § 1.45, paragraph (b) is removed and paragraphs (c) and (d) are redesignated as paragraphs (b) and (c).

Dated at Rockville, Maryland, this 2nd day of December, 1998.

For the Nuclear Regulatory Commission.  
**William D. Travers,**  
*Executive Director for Operations.*  
 [FR Doc. 98-33430 Filed 12-16-98; 8:45 am]  
 BILLING CODE 7590-01-M

**DEPARTMENT OF TRANSPORTATION  
 Federal Aviation Administration**

**14 CFR Part 97**

[Docket No. 29417; Amdt. No. 1906]  
 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 (SIAP's) 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 SIAP's, 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:** 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 SIAP's. 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 § 14 CFR 97.20 of the Federal Aviation Regulations (FAR). The applicable FAA Forms are identified as FAA Form 8260-5. Materials incorporated by reference are available for examination or purchase as stated above.

The large number of SIAP's, 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 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.

This amendment to part 97 is effective upon publication of each separate SIAP as contained in the transmittal. The SIAP's contained in this amendment are based on the criteria contained in the United States 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.

The FAA has determined through testing that current non-localizer type, non-precision instrument approaches developed using the TERPS criteria can be flown by aircraft equipped with a Global Positioning System (GPS) and or Flight Management System (FMS) equipment. In consideration of the above, the applicable SIAP's will be altered to include "or GPS or FMS" in

the title without otherwise reviewing or modifying the procedure. (Once a stand alone GPS or FMS procedure is developed, the procedure title will be altered to remove "or GPS or FMS" from these non-localizer, non-precision instrument approach procedure titles.)

The FAA has determined through extensive analysis that current SIAP's intended for use by Area Navigation (RNAV) equipped aircraft can be flown by aircraft utilizing various other types of navigational equipment. In consideration of the above, those SIAP's currently designated as "RNAV" will be redesignated as "VOR/DME RNAV" without otherwise reviewing or modifying the SIAP's.

Because of the close and immediate relationship between these SIAP's 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 December 11, 1998.

**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 as follows:

#### PART 97—STANDARD INSTRUMENT APPROACH PROCEDURES

1. The authority citation for part 97 continues to read:

**Authority:** 49 U.S.C. 106(g), 40103, 40106, 40113–40114, 40120, 44502, 44514, 44701, 44719, 44721–44722.

#### §§ 97.23, 97.27, 97.33, 97.35 [Amended]

2. Amend 97.23, 97.27, 97.33 and 97.35, as appropriate, by adding, revising, or removing the following SIAP's, effective at 0901 UTC on the dates specified:

\* \* \* *Effective January 28, 1999*

Yakutat, AK, Yakutat, VOR/DME or GPS RWY 2, Orig-A CANCELLED  
Yakutat, AK, Yakutat, VOR/DME RWY 2, Orig-A  
Little Rock, AR, Adams Field, VOR/DME RNAV or GPS RWY 22R, Amdt 10A CANCELLED  
Little Rock, AR, Adams Field, VOR/DME RNAV RWY 22R, Amdt 10A  
Lincoln, CA, Lincoln Muni, VOR or GPS RWY 15, Amdt 4 CANCELLED  
Lincoln, CA, Lincoln Muni, VOR RWY 15, Amdt 4  
Fortuna, CA, Rohnerville, VOR or GPS RWY 11, Amdt 2 CANCELLED  
Fortuna, CA, Rohnerville, VOR RWY 11, Amdt 2  
San Jose, CA, San Jose International, VOR/DME RNAV or GPS RWY 30L, Orig-A CANCELLED  
San Jose, CA, San Jose International, VOR/DME RNAV RWY 30L, Orig-A  
Craig, CO, Craig-Moffat, VOR/DME or GPS RWY 7, Amdt 2 CANCELLED  
Craig, CO, Craig-Moffat, VOR/DME RWY 7, Amdt 2  
Craig, CO, Craig-Moffat, VOR or GPS RWY 25, Amdt 3 CANCELLED  
Craig, CO, Craig-Moffat, VOR RWY 25, Amdt 3  
Jasper, GA, Pickens County, NDB or GPS RWY 34, Amdt 1 CANCELLED  
Jasper, GA, Pickens County, NDB RWY 34, Amdt 1  
Muscatine, IA, Muscatine Muni, NDB or GPS RWY 6, Amdt 12B, CANCELLED  
Muscatine, IA, Muscatine Muni, NDB RWY 6, Amdt 12B  
Perry, IA, Perry Muni, NDB or GPS RWY 13, Amdt 2 CANCELLED  
Perry, IA, Perry Muni, NDB RWY 13, Amdt 2  
Perry, IA, Perry Muni, NDB or GPS RWY 31, Amdt 5 CANCELLED  
Perry, IA, Perry Muni, NDB RWY 31, Amdt 5  
Valparaiso, IN, Porter County Muni, VOR/DME RNAV or GPS RWY 9, AMDT 2A CANCELLED  
Valparaiso, IN, Porter County Muni, VOR/DME RNAV RWY 9, Amdt 2A  
Valparaiso, IN, Porter County Muni, NDB or GPS RWY 27, Amdt 5B CANCELLED  
Valparaiso, IN, Porter County Muni, NDB RWY 27, Amdt 5B  
Salina, KS, Salina Muni, VOR or GPS RWY 17, Orig-A CANCELLED  
Salina, KS, Salina Muni, VOR RWY 17, Orig-A  
Salina, KS, Salina Muni, NDB or GPS RWY 35, Amdt 16A CANCELLED

Salina, KS, Salina Muni, NDB RWY 35, Amdt 16A  
London, KY, London-Corbin Arpt-Magee Field, VOR or GPS RWY 5, AMDT 12B CANCELLED  
London, KY, London-Corbin Arpt-Magee Field, VOR RWY 5, Amdt 12B  
London, KY, London-Corbin Arpt-Magee Field, VOR or GPS RWY 23, Amdt 12B CANCELLED  
London, KY, London-Corbin Arpt-Magee Field, VOR RWY 23, Amdt 12B  
Louisville, KY, Bowman Field, VOR or GPS RWY 24, Amdt 7 CANCELLED  
Louisville, KY, Bowman Field, VOR RWY 24, Amdt 7  
Grand Rapids, MN, Grand Rapids/Itasca County-Gordon Newstrom Field, VOR/DME or GPS RWY 16, Orig CANCELLED  
Grand Rapids, MN, Grand Rapids/Itasca County-Gordon Newstrom Field, VOR/DME RWY 16, Orig.  
Orr, MN, Orr Regional, NDB or GPS RWY 13, Amdt 7A CANCELLED  
Orr, MN, Orr Regional, NDB RWY 13, Amdt 7A  
Two Harbors, MN, Richard B Helgeson, NDB RWY 24, Orig CANCELLED  
Two Harbors, MN, Richard B Helgeson, NDB RWY 24, Orig  
Tupelo, MS, Tupelo Municipal-C.D. Lemons, VOR/DME or GPS RWY 18, Orig CANCELLED  
Tupelo, MS, Tupelo Municipal-C.D. Lemons, VOR/DME RWY 18, Orig  
Tupelo, MS, Tupelo Municipal-C.D. Lemons, NDB or GPS RWY 36, Amdt 4 CANCELLED  
Tupelo, MS, Tupelo Municipal-C.D. Lemons, NDB RWY 36, Amdt 4  
Manteo, NC, Dare County Regional, VOR or GPS RWY 17, Amdt 3A CANCELLED  
Manteo, NC, Dare County Regional, VOR RWY 17, Amdt 3A  
Manteo, NC, Dare County Regional, NDB or GPS RWY 5, Amdt 4A CANCELLED  
Manteo, NC, Dare County Regional, NDB RWY 5, Amdt 4A  
Fairmount, NE, Fairmont State Airfield, NDB or GPS RWY 35, Amdt 1A, CANCELLED  
Fairmount, NE, Fairmont State Airfield, NDB RWY 35, Amdt 1A  
Dunkirk, NY, Chautauqua County/Dunkirk, VOR or GPS RWY 6, Amdt 1B CANCELLED  
Dunkirk, NY, Chautauqua County/Dunkirk, VOR RWY 6, Amdt 1B  
Dunkirk, NY, Chautauqua County/Dunkirk, VOR or GPS RWY 24, Amdt 6B CANCELLED  
Dunkirk, NY, Chautauqua County/Dunkirk, VOR RWY 24, Amdt 6B  
Washington Court House, OH, Fayette County, NDB or GPS RWY 22, Amdt 3 CANCELLED

Washington Court House, OH, Fayette County, NDB RWY 22, Amdt 3  
Dayton, OH, James M Cox Dayton Intl, NDB or GPS RWY 6L, Amdt 5  
CANCELLED

Dayton, OH, James M Cox Dayton Intl, NDB RWY 6L, Amdt 5

Aiken, SC, Aiken Muni, NDB or GPS RWY 24, Amdt 9A CANCELLED

Aiken, SC, Aiken Muni, NDB RWY 24, Amdt 9A

San Antonio, TX, San Antonio Intl, VOR/DME RNAV or GPS RWY 30L, Amdt 11 CANCELLED

San Antonio, TX, San Antonio Intl, VOR/DME RNAV RWY 30L, Amdt 11  
San Antonio, TX, San Antonio Intl, NDB or GPS RWY 12R, Amdt 20B  
CANCELLED

San Antonio, TX, San Antonio Intl, NDB RWY 12R, Amdt 20B

San Marcos, TX, San Marcos Muni, NDB or GPS RWY 12, Amdt 4 CANCELLED

San Marcos, TX, San Marcos Muni, NDB RWY 12, Amdt 4

[FR Doc. 98-33439 Filed 12-16-98; 8:45 am]

BILLING CODE 4910-13-M

## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### 14 CFR Part 97

[Docket No. 29416; Amdt. No. 1905]

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 operation 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:**

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's 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