

**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 Comp., 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 6010(a)—Domestic VOR Federal Airways*

\* \* \* \* \*

**V-607 [New]**

From Mendocino, CA; INT Mendocino 346° and Arcata, CA, 153° radials; to Arcata.

\* \* \* \* \*

Issued in Washington, DC, on October 6, 1997.

**John S. Walker,**

*Program Director for Air Traffic Airspace Management.*

[FR Doc. 97–28410 Filed 10–24–97; 8:45 am]

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**DEPARTMENT OF TRANSPORTATION**

**14 CFR Part 73**

[Airspace Docket No. 97–ACE–6]

RIN 2120–AA66

**Revocation of Restricted Area R-4501G; Fort Leonard Wood, MO**

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

**ACTION:** Final rule.

**SUMMARY:** This action revokes Restricted Area R-4501G, Fort Leonard Wood, MO. The FAA is taking this action in response to a Department of Army (DOA) determination that this restricted airspace is no longer required to support the Department of Defense (DOD) mission. All other areas pertaining to R-4501 remain intact and are not affected by this action.

**EFFECTIVE DATE:** 0901 UTC, January 1, 1998.

**FOR FURTHER INFORMATION CONTACT:** Sheri Edgett Baron, Airspace and Rules Division, ATA-400, Office of Air Traffic Airspace Management, Federal Aviation Administration, 800 Independence

Avenue, SW., Washington, DC 20591; telephone: (202) 267–8783.

**SUPPLEMENTARY INFORMATION:**

**Background**

As a result of a recent review of special use airspace in the Fort Leonard Wood, MO, area, the DOA has determined that R-4501G is no longer required to meet the DOD mission, and requested that the FAA take action to revoke the restricted area. Additionally, the DOA advised that the other remaining subareas of the R-4501 complex are required to meet mission requirements and should remain intact.

**The Rule**

This amendment to 14 CFR part 73 revokes R-4501G, Fort Leonard Wood, MO. All other areas pertaining to R-4501 remain intact and are not affected by this action.

The FAA is revoking R-4501G in response to written notification from the using agency that the restricted area is no longer needed. As the solicitation of comments would only serve to delay the return of the airspace to public use without offering any meaningful right or benefit to any segment of the public, notice and public procedure under 5 U.S.C. 533(b) are unnecessary.

Section 73.45 of 14 CFR part 73 was republished in FAA Order 7400.8D, dated July 11, 1996.

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. 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.

**Environmental Review**

This action revokes special use airspace. Therefore, the FAA has determined that this action is not subject to environmental assessments and procedures in accordance with FAA Order 1050.1D, “Policies and Procedures for Considering Environmental Impacts,” and the National Environmental Policy Act.

**List of Subjects on 14 CFR Part 73**

Airspace, Navigation (air).

**Adoption of the Amendment**

In consideration of the foregoing, the Federal Aviation Administration amends 14 CFR part 73 as follows:

**PART 73—SPECIAL USE AIRSPACE**

1. The authority citation for part 73 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.

**§ 73.45 [Amended]**

2. § 73.45 is amended as follows:

\* \* \* \* \*  
R-4501G Fort Leonard Wood, MO [Removed]  
\* \* \* \* \*

Issued in Washington, DC, on October 6, 1997.

**John S. Walker,**

*Program Director for Air Traffic Airspace Management.*

[FR Doc. 97–28411 Filed 10–24–97; 8:45 am]

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**DEPARTMENT OF TRANSPORTATION**

**14 CFR Part 73**

[Airspace Docket No. 97–ASW–10]

RIN 2120–AA66

**Change Time of Designation for Restricted Areas R-5104A/B, and R-5105; Melrose, NM**

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

**ACTION:** Final rule.

**SUMMARY:** This action reduces the timeframe during which Restricted Area 5104A/B (R-5104A/B), and Restricted Area 5105 (R-5105), Melrose, NM, may be activated without prior issuance of a Notice to Airmen (NOTAM). This change, initiated by the U.S. Air Force, reflects the current scheduling of R-5104A/B, and R-5105. The boundaries, designated altitudes, or activities conducted within these restricted areas are not affected by this action.

**EFFECTIVE DATE:** 0901 UTC, January 1, 1998.

**FOR FURTHER INFORMATION CONTACT:** Sheri Edgett Baron, Airspace and Rules Division, ATA-400, Office of Air Traffic Airspace Management, Federal Aviation Administration, 800 Independence Avenue, SW., Washington, DC 20591; telephone: (202) 267–8783.

**SUPPLEMENTARY INFORMATION:**

**Background**

As a result of a U.S. Air Force review of restricted area utilization and operational requirements at Melrose, NM, the U.S. Air Force has requested a reduction in the times of use for R-5104A/B, and R-5105.

**The Rule**

This amendment to 14 CFR part 73 reduces the time of designation for R-5104A/B, and R-5105 from the current "0800-2400 local time daily; other times by NOTAM," to "0800-2400 local time Monday-Friday; other times by NOTAM." The boundaries, designated altitudes, or activities conducted within these restricted areas are not affected by this action.

The FAA is taking this action in response to written notification from the using agency that a reduction in the times of use for the restricted areas is appropriate. As the solicitation of comments would not offer any meaningful right or benefit to any segment of the public, notice and public procedure under 5 U.S.C. 553(b) are unnecessary.

Section 73.51 of 14 CFR part 73 was republished in FAA Order 7400.8D, dated July 11, 1996.

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. 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.

**Environmental Review**

This action reduces the restricted area's time of designation. Therefore, the FAA has determined that this action is not subject to environmental assessments and procedures in accordance with FAA Order 1050.1D, "Policies and Procedures for Considering Environmental Impacts," and the National Environmental Policy Act.

**List of Subjects in 14 CFR Part 73**

Airspace, Navigation (air).

**Adoption of the Amendment**

In consideration of the foregoing, the Federal Aviation Administration amends 14 CFR part 73 as follows:

**PART 73—SPECIAL USE AIRSPACE**

1. The authority citation for part 73 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.

**§ 73.51 [Amended]**

2. § 73.51 is amended as follows:

\* \* \* \* \*

*R-5104A Melrose, NM [Amended]*

By removing the current "Time of designation: 0800-2400 local time daily; other times by NOTAM" and substituting "Time of designation: 0800-2400 local time Monday-Friday; other times by NOTAM."

*R-5104B Melrose, NM [Amended]*

By removing the current "Time of designation: 0800-2400 local time daily; other times by NOTAM" and substituting "Time of designation: 0800-2400 local time Monday-Friday; other times by NOTAM."

*R-5105 Melrose, NM [Amended]*

By removing the current "Time of designation: 0800-2400 local time daily; other times by NOTAM" and substituting "Time of designation: 0800-2400 local time Monday-Friday; other times by NOTAM."

\* \* \* \* \*

Issued in Washington, DC, on October 10, 1997.

**Reginald C. Matthews,**

*Acting Program Director for Air Traffic Airspace Management.*

[FR Doc. 97-28412 Filed 10-24-97; 8:45 am]

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**DEPARTMENT OF TRANSPORTATION**

**Federal Aviation Administration**

**14 CFR Part 97**

[Docket No. 29050; Amdt. No. 1831]

**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:** 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 SIAP's. The complete regulatory description of each SIAP as 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).