

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 February 5, 1999.

L. Nicholas Lacey,

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 25 March 1999

Tanana, AK, Ralph M. Calhoun Memorial, VOR or GPS–A, Amdt 6 Cancelled

Tanana, AK, Ralph M. Calhoun Memorial, VOR A, Amdt 6

Tanana, AK, Ralph M. Calhoun Memorial, NDB or GPS–B, Amdt 3 Cancelled

Tanana, AK, Ralph M. Calhoun Memorial, NDB B, Amdt 3

Bessemer, AL, Bessemer, VOR OR GPS RWY 5, Amdt 5 Cancelled

Bessemer, AL, Bessemer, VOR RWY 5, Amdt 5

Stockton, CA, Stockton Metropolitan, VOR OR GPS RWY 29R, Amdt 18 Cancelled

Stockton, CA, Stockton Metropolitan, VOR RWY 29R, Amdt 18

Newton, IA, Newton Muni, VOR OR GPS RWY 14, Amdt 9 Cancelled

Newton, IA, Newton Muni, VOR RWY 14, Amdt 9

Newton, IA, Newton Muni, VOR OR GPS RWY 32, Amdt 9 Cancelled

Newton, IA, Newton Muni, VOR RWY 32, Amdt 9

Reading, PA, Reading Regional/Carl A. Spaatz Field, VOR/DME RNAV OR GPS RWY 13, Amdt 7 Cancelled

Reading, PA, Reading Regional/Carl A. Spaatz Field, VOR/DME RNAV RWY 13, Amdt 7

Reading, PA, Reading Regional/ Carl A. Spaatz Field, VOR/DME RNAV OR GPS RWY 18, Amdt 5 Cancelled

Reading, PA, Reading Regional/Carl A. Spaatz Field, VOR/DME RNAV RWY 18, Amdt 5

North Myrtle Beach, SC, Grand Strand, VOR OR GPS RWY 5, Amdt 20 Cancelled

North Myrtle Beach, SC, Grand Strand, VOR RWY 5, Amdt 20

North Myrtle Beach, SC, Grand Strand, VOR OR GPS RWY 23, Amdt 19 Cancelled

North Myrtle Beach, SC, Grand Strand, VOR RWY 23, Amdt 19

[FR Doc. 99–3807 Filed 2–16–99; 8:45 am]

BILLING CODE 4910–13–M

## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### 14 CFR Part 97

[Docket No. 29464; Amdt. No. 1915]

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 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 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:** 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 of each SIAP is contained in 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 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 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 February 5, 1999.

**L. Nicholas Lacey,**

*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 [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
01/18/99 .....	NC	ALBEMARLE .....	STANLY COUNTY .....	9/0598	ILS RWY 22L, ORIG...
01/19/99 .....	PA	PHILADELPHIA .....	PHILADELPHIA INTL .....	9/0334	COPTER ILS RWY 17 ORIG...
01/21/99 .....	CA	HAWTHORNE .....	JACK NORTHROP FIELD/HAWTHORNE MUNI.	9/0379	VOR OR GPS RWY 25 AMDT 15...
01/21/99 .....	GA	CANTON .....	CHEROKEE COUNTY .....	9/0376	NDB RWY 4, AMDT 2...
01/21/99 .....	OK	TULSA .....	TULSA INTL .....	9/0370	ILS RWY 36R, AMDT 28B...
01/25/99 .....	CA	HAWTHORNE .....	JACK NORTHROP FIELD/HAWTHORNE MUNI.	9/0406	LOC RWY 25 AMDT 10...
01/25/99 .....	CA	STOCKTON .....	STOCKTON METROPOLITAN .....	9/0484	ILS RWY 29R AMDT 18A...
01/25/99 .....	CA	STOCKTON .....	STOCKTON METROPOLITAN .....	9/0485	NDB RWY 29R AMDT 14A...
01/25/99 .....	GA	ATLANTA .....	DEKALB-PEACHTREE .....	9/0408	ILS RWY 20L, AMDT 7A...
01/25/99 .....	GA	ATLANTA .....	FULTON COUNTY AIRPORT-BROWN FIELD.	9/0407	ILS RWY 8, AMDT 15D...
01/25/99 .....	WY	CASPER .....	NATRONA INTL .....	9/0479	ILS RWY 8, AMDT 24...
01/27/99 .....	CA	OAKLAND .....	METROPOLITAN OAKLAND INTL .....	9/0521	NDB RWY 27R AMDT 4...
01/27/99 .....	CA	OAKLAND .....	METROPOLITAN OAKLAND INTL .....	9/0522	ILS RWY 27R AMDT 31...
01/27/99 .....	CA	OAKLAND .....	METROPOLITAN OAKLAND INTL .....	9/0523	VOR/DME OR GPS RWY 27L AMDT 10...
01/27/99 .....	FL	POMPANO BEACH .....	POMPANO BEACH AIRPARK .....	9/0531	LOC RWY 14, AMDT 1...
01/27/99 .....	IN	VALPARAISO .....	PORTER COUNTY MUNI .....	9/0520	ILS RWY 27, AMDT 2C...
01/27/99 .....	LA	NEW ORLEANS .....	LAKEFRONT .....	9/0513	ILS RWY 18R, AMDT 12...
01/28/99 .....	CA	FRESNO .....	FRESNO-CHANDLER DOWNTOWN ..	9/0601	GPS RWY 12R ORIG...
01/28/99 .....	CA	SAN DIEGO (EL CAJON) .....	GILLESPIE FIELD .....	9/0602	LOC-D AMDT 10...
01/28/99 .....	KY	LOUISVILLE .....	BOWMAN FIELD .....	9/0550	GPS RWY 24, ORIG...

FDC date	State	City	Airport	FDC No.	SIAP
01/28/99	MD	BALTIMORE	BALTIMORE-WASHINGTON INTL	9/0567	VOR OR GPS RWY 10 AMDT 15...
01/28/99	MD	BALTIMORE	BALTIMORE-WASHINGTON INTL	9/0568	VOR/DME RWY 15L ORIG-A...
01/28/99	MD	BALTIMORE	BALTIMORE-WASHINGTON INTL	9/0569	ILS RWY 10 AMDT 17...
01/28/99	MD	BALTIMORE	BALTIMORE-WASHINGTON INTL	9/0570	VOR/DME RWY 4 AMDT 1B...
01/28/99	MO	COLUMBIA	COLUMBIA REGIONAL	9/0584	ILS RWY 2, AMDT 12B...
01/28/99	NC	ALBEMARLE	STANLY COUNTY	9/0597	NDB OR GPS RWY 22L, ORIG-B...
01/28/99	NC	MAXTON	LAURINBURG-MAXTON	9/0566	ILS RWY 5, ORIG-A...
01/28/99	NJ	TETERBORO	TETERBORO	9/0571	FMS/ILS RWY 6 ORIG...
01/28/99	OH	WASHINGTON COURT HOUSE.	FAYETTE COUNTY	9/0545	GPS RWY 22, ORIG...
01/28/99	TN	CROSSVILLE	CROSSVILLE MEMORIAL-WHITSON FIELD.	9/0587	ILS RWY 26 AMDT 11A...
01/29/99	CA	VISALIA	VISALIA MUNI	9/0631	NDB RWY 30 AMDT 3...
01/29/99	CA	VISALIA	VISALIA MUNI	9/0632	ILS RWY 30 AMDT 5...
01/29/99	KS	MANHATTAN	MANHATTAN REGIONAL	9/0624	ILS RWY 3, AMDT 6A...
01/29/99	NC	LUMBERTON	LUMBERTON MUNI	9/0613	NDB OR GPS RWY 5, AMDT 1A...
01/29/99	NC	LUMBERTON	LUMBERTON MUNI	9/0615	VOR RWY 5, AMDT 8A...
01/29/99	NC	LUMBERTON	LUMBERTON MUNI	9/0617	VOR OR GPS RWY 13, AMDT 9A...
01/29/99	NC	LUMBERTON	LUMBERTON MUNI	9/0618	ILS RWY 5, ORIG-A...
01/29/99	NC	LUMBERTON	LUMBERTON MUNI	9/0619	NDB RWY 13, AMDT 8A...
02/01/99	TX	DALLAS	DALLAS-LOVE FIELD	9/0666	ILS RWY 31R, AMDT 3A...
02/01/99	WV	BLUEFIELD	MERCER COUNTY	9/0647	ILS RWY 23 AMDT 14B...
02/02/99	AR	CONWAY	DENNIS F. CANTRELL FIELD	9/0703	GPS RWY 25, ORIG...
02/02/99	NC	MONROE	MONROE	9/0705	ILS RWY 5, ORIG-B...
02/02/99	NC	MONROE	MONROE	9/0706	VOR/DME OR GPS-B, AMDT 6A...
02/02/99	NC	MONROE	MONROE	9/0707	NDB OR GPS RWY 5, AMDT 2A...
02/02/99	NC	MONROE	MONROE	9/0708	VOR OR GPS-A, AMDT 11A...
02/02/99	NJ	NEWARK	NEWARK INTL	9/0701	VOR RWY 11 AMDT 1...
02/02/99	TX	BIG SPRING	BIG SPRING MCMAHON-WRINKLE	9/0673	VOR/DME OR GPS RWY 17, AMDT 7...
02/02/99	TX	DALLAS	DALLAS-LOVE FIELD	9/0697	ILS RWY 13L, AMDT 29A...
02/02/99	TX	DALLAS	DALLAS-LOVE FIELD	9/0698	ILS RWY 31L, AMDT 19B...
02/02/99	TX	DALLAS	DALLAS-LOVE FIELD	9/0699	ILS RWY 13R, AMDT 3A...
02/02/99	TX	HOUSTON	GEORGE BUSH INTERCONTINENTAL AIRPORT/HOUSTON.	9/0675	ILS RWY 33R, AMDT 10A...
02/03/99	CA	SAN FRANCISCO	SAN FRANCISCO INTL	9/0741	ILS RWY 28R (CAT II AND CAT III) AMDT 9B...
02/03/99	PA	STATE COLLEGE	UNIVERSITY PARK	9/0735	ILS RWY 24 AMDT 8A...
02/03/99	TX	FORT WORTH	FOR WORTH ALLIANCE	9/0720	ILS RWY 34R, AMDT 3A...

[FR Doc. 99-3806 Filed 2-16-99; 8:45 am]  
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## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### 14 CFR Part 97

[Docket No. 29463; Amdt. No. 1914]

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.