

Tallahassee, FL, Tallahassee RGNL, Takeoff Minimums and Obstacle DP, Orig
 Cartersville, GA, Cartersville, Takeoff Minimums and Obstacle DP, Amdt 1
 Jasper, GA, Pickens County, RNAV (GPS) RWY 16, Orig
 Jasper, GA, Pickens County, RNAV (GPS) RWY 34, Orig
 Jasper, GA, Pickens County, GPS RWY 34, Orig, CANCELLED
 Jasper, GA, Pickens County, Takeoff Minimums and Obstacle DP, Amdt 1
 Fairfield, IA, Fairfield Muni, RNAV (GPS) RWY 18, Amdt 2
 Fairfield, IA, Fairfield Muni, RNAV (GPS) RWY 36, Amdt 1
 Fairfield, IA, Fairfield Muni, NDB RWY 36, Amdt 9
 Emporia, KS, Emporia Muni, RNAV (GPS) RWY 1, Orig
 Emporia, KS, Emporia Muni, RNAV (GPS) RWY 19, Orig
 Emporia, KS, Emporia Muni, VOR-A, Amdt 14
 Emporia, KS, Emporia Muni, GPS RWY 01, Orig, CANCELLED
 Emporia, KS, Emporia Muni, GPS RWY 19, Orig, CANCELLED
 Emporia, KS, Emporia Muni, Takeoff Minimums and Obstacle DP, Orig
 McPherson, KS, McPherson, RNAV (GPS) RWY 18, Orig
 McPherson, KS, McPherson, RNAV (GPS) RWY 36, Orig
 McPherson, KS, McPherson, GPS RWY 18, Orig, CANCELLED
 McPherson, KS, McPherson, GPS RWY 36, Amdt 1, CANCELLED
 McPherson, KS, McPherson, Takeoff Minimums and Obstacle DP, Amdt 2
 Wellington, KS, Wellington Muni, RNAV (GPS) RWY 17, Amdt 1
 Wellington, KS, Wellington Muni, RNAV (GPS) RWY 35, Amdt 1
 Wellington, KS, Wellington Muni, Takeoff Minimums and Obstacle DP, Orig
 Chatham, MA, Chatham Municipal, Takeoff Minimums and Obstacle DP, Orig
 Biddeford, ME, Biddeford Muni, Takeoff Minimums and Obstacle DP, Orig
 Frenchville, ME, Northern Aroostook Rgnl, Takeoff Minimums and Obstacle DP, Orig
 Portland, ME, Portland Intl Jetport, RADAR-1, Orig 28, CANCELLED
 Frankfort, MI, Frankfort Dow Memorial Field, RNAV (GPS) RWY 15, Amdt 1
 Frankfort, MI, Frankfort Dow Memorial Field, RNAV (GPS) RWY 33, Amdt 1
 Frankfort, MI, Frankfort Dow Memorial Field, VOR/DME-A, Amdt 1
 Fremont, MI, Fremont Muni, RNAV (GPS) RWY 18, Amdt 1
 Fremont, MI, Fremont Muni, RNAV (GPS) RWY 36, Amdt 1
 Bay St Louis, MS, Stennis Intl, RNAV (GPS) RWY 18, Orig
 Bay St Louis, MS, Stennis Intl, RNAV (GPS) RWY 36, Orig
 Bay St Louis, MS, Stennis Intl, VOR-A, Amdt 7
 Bay St Louis, MS, Stennis Intl, VOR/DME RNAV OR GPS RWY 18, Amdt 2B, CANCELLED
 Bay St Louis, MS, Stennis Intl, GPS RWY 36, Orig-B, CANCELLED
 Bay St Louis, MS, Stennis Intl, Takeoff Minimums and Obstacle DP, Orig

Raymond, MS, John Bell Williams, RNAV (GPS) RWY 12, Amdt 1
 Raymond, MS, John Bell Williams, RNAV (GPS) RWY 30, Amdt 1
 Raymond, MS, John Bell Williams, Takeoff Minimums and Obstacle DP, Amdt 2
 Erwin, NC, Harnett County, RNAV (GPS) RWY 5, Amdt 2
 Erwin, NC, Harnett County, RNAV (GPS) RWY 23, Amdt 2
 Kinston, NC, Kinston Rgnl Jetport at Stallings Field, RNAV (GPS) RWY 5, Amdt 2
 Kinston, NC, Kinston Rgnl Jetport at Stallings Field, RNAV (GPS) RWY 23, Amdt 2
 Kinston, NC, Kinston Rgnl Jetport at Stallings Field, Takeoff Minimums and Obstacle DP, Orig
 Nashua, NH, Boire Field, Takeoff Minimums and Obstacle DP, Amdt 2
 Albany, NY, Albany Intl, COPTER ILS OR LOC/DME RWY 1, Amdt 1
 Delaware, OH, Delaware Muni, Takeoff Minimums and Obstacle DP, Orig
 Lebanon, OH, Lebanon-Warren County, RNAV (GPS) RWY 19, Amdt 1
 Clinton, OK, Clinton Regional, RNAV (GPS) RWY 17, Amdt 1
 Clinton, OK, Clinton Regional, RNAV (GPS) RWY 35, Amdt 2
 Clinton, OK, Clinton Regional, Takeoff Minimums and Obstacle DP, Orig
 Harrisburg, PA, Harrisburg Intl, Takeoff Minimums and Obstacle DP, Amdt 7
 Anderson, SC, Anderson Rgnl, RNAV (GPS) RWY 5, Amdt 1A
 Myrtle Beach, SC, Myrtle Beach Intl, ILS OR LOC RWY 18, Amdt 1G
 Myrtle Beach, SC, Myrtle Beach Intl, ILS OR LOC RWY 36, Amdt 1D
 Covington, TN, Covington Muni, Takeoff Minimums and Obstacle DP, Orig
 Lexington-Parsons, TN, Beech River Regional, VOR-A, Orig-A
 Brownfield, TX, Terry County, NDB RWY 2, Amdt 2A, CANCELLED
 Denton, TX, Denton Muni, Takeoff Minimums and Obstacle DP, Amdt 1
 Auburn, WA, Auburn Muni, RNAV (GPS)-A, ORIG
 Auburn, WA, Auburn Muni, Takeoff Minimums and Obstacle DP, Orig
 Port Angeles, WA, William R Fairchild Intl, RNAV (GPS) RWY 8, Orig
 Port Angeles, WA, William R Fairchild Intl, ILS OR LOC RWY 8, Amdt 2
 Port Angeles, WA, William R Fairchild Intl, Takeoff Minimums and Obstacle DP, Amdt 2
 Baraboo, WI, Baraboo Wisconsin Dells, LOC/DME RWY 1, Orig
 Baraboo, WI, Baraboo Wisconsin Dells, VOR-A, Amdt 12
 Boscobel, WI, Boscobel, Takeoff Minimums and Obstacle DP, Amdt 1
 Lone Rock, WI, Tri-County Regional, LOC RWY 27, Orig
 Middleton, WI, Middleton Muni-Morey Field, LOC/DME RWY 10, Orig
 Phillips, WI, Price County, RNAV (GPS) RWY 1, Orig
 Phillips, WI, Price County, RNAV (GPS) RWY 19, Orig
 Phillips, WI, Price County, GPS RWY 1, Orig, CANCELLED
 Phillips, WI, Price County, GPS RWY 19, Orig, CANCELLED

Gillette, WY, Gillette-Campbell County, VOR/DME RWY 16, Orig
 Gillette, WY, Gillette-Campbell County, VOR RWY 16, Amdt 7, CANCELLED
 Wheatland, WY, Phifer Airfield, RNAV (GPS)-A, Orig
 Wheatland, WY, Phifer Airfield, Takeoff Minimums and Obstacle DP, Orig

Effective 20 DEC 2007

Monee, IL, Bult Field, VOR OR GPS RWY 5, Amdt 3, CANCELLED
 Ann Arbor, MI, Ann Arbor Muni, Takeoff Minimums and Obstacle DP, Amdt 8
 Pontiac, MI, Oakland County Intl, Takeoff Minimums and Obstacle DP, Amdt 4

Effective 14 FEB 2008

Chicago, IL, Chicago Midway Intl, ILS OR LOC RWY 4R, Orig-A

[FR Doc. E7-17345 Filed 9-5-07; 8:45 am]

BILLING CODE 4910-13-P

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 97

[Docket No. 30568; Amdt. No. 3234]

Standard Instrument Approach Procedures; Miscellaneous Amendments

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Final rule.

SUMMARY: This rule amends Standard Instrument Approach Procedures (SIAPs) for operations at certain airports. These regulatory actions are needed because of changes in the National Airspace System, such as the commissioning of new navigational facilities, adding of new obstacles, or changing 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: This rule is effective September 6, 2007. The compliance date for each SIAP is specified in the amendatory provisions.

The incorporation by reference of certain publications listed in the regulations is approved by the Director of the Federal Register as of September 6, 2007.

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;

3. The National Flight Procedures Office, 6500 South MacArthur Blvd., Oklahoma City, OK 73169; or

4. The National Archives and Records Administration (NARA). For information on the availability of this material at NARA, call 202-741-6030, or go to: http://www.archives.gov/federal_register/code_of_federal_regulations/ibr_locations.html.

Availability—All SIAPs are available online free of charge. Visit nfdc.faa.gov to register. Additionally, individual SIAP and Takeoff Minimums and ODP 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.

FOR FURTHER INFORMATION CONTACT:

Harry J. Hodges, Flight Procedure Standards Branch (AFS-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 rule amends Title 14, Code of Federal Regulations, Part 97 (14 CFR part 97) by amending the referenced SIAPs. The complete regulatory description of each SIAP is listed on the appropriate FAA Form 8260, as modified by the National Flight Data Center (FDC)/Permanent Notice to Airmen (P-NOTAM), and is incorporated by reference in the amendment under 5 U.S.C. 552(a), 1 CFR part 51, and § 97.20 of Title 14 of the Code of Federal Regulations.

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. This amendment provides the affected CFR sections and specifies the types of SIAP and the corresponding effective dates. This amendment also identifies the airport and its location, the procedure and the amendment number.

The Rule

This amendment to 14 CFR part 97 is effective upon publication of each separate SIAP as amended in the transmittal. For safety and timeliness of change considerations, this amendment incorporates only specific changes contained for each SIAP as modified by FDC/P-NOTAMs.

The SIAPs, as modified by FDC P-NOTAM, and contained in this amendment are based on the criteria contained in the U.S. Standard for Terminal Instrument Procedures (TERPS). In developing these changes to SIAPs, the TERPS criteria were applied only to specific conditions existing at the affected airports. All SIAP amendments in this rule have been previously issued by the FAA in a FDC 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.

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, Incorporation by reference, and Navigation (Air).

Issued in Washington, DC, on August 24, 2007.

James J. Ballough,

Director, Flight Standards Service.

Adoption of the Amendment

■ Accordingly, pursuant to the authority delegated to me, Title 14, Code of Federal Regulations, Part 97, 14 CFR part 97, is amended by amending 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 continues to read as follows:

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

■ 2. Part 97 is amended to read as follows:

By amending: § 97.23 VOR, VOR/DME, VOR or TACAN, and VOR/DME or TACAN; § 97.25 LOC, LOC/DME, LDA, LDA/DME, LDA w/GS, SDF, SDF/DME; § 97.27 NDB, NDB/DME; § 97.29 ILS, MLS, TLS, GLS, WAAS PA, MLS/RNAV; § 97.31 RADAR SIAPs; § 97.33 RNAV SIAPs; § 97.35 COPTER SIAPs, § 97.37 Takeoff Minima and Obstacle Departure Procedures. Identified as follows:

* * * *Effective Upon Publication*

FDC date	State	City	Airport	FDC No.	Subject
07/23/07	CO	Cortez	Cortez Muni	7/9598	TKOF MNMS & (OBSTACLE) DP, AMDT 3.
08/10/07	NY	Plattsburgh	Plattsburgh Intl	7/2234	RNAV (GPS) RWY 35, AMDT 1.
08/10/07	NY	Plattsburgh	Plattsburgh Intl	7/2233	VOR/DME RWY 35, ORIG-A.
08/10/07	NY	Plattsburgh	Plattsburgh Intl	7/2232	ILS or LOC/DME RWY 35, ORIG.
08/10/07	NY	Plattsburgh	Plattsburgh Intl	7/2229	RNAV (GPS) RWY 17, AMDT 1.
08/10/07	NY	Plattsburgh	Plattsburgh Intl	7/2227	ILS or LOC RWY 17, AMDT 1C.
08/13/07	AL	Gadsden	Northeast Alabama Regional	7/2668	GPS RWY 24, ORIG-A.

FDC date	State	City	Airport	FDC No.	Subject
08/13/07	CA	Santa Monica	Santa Monica Muni	7/2605	VOR or GPS-A, AMDT 10B.
08/14/07	AK	Palmer	Palmer Muni	7/2976	TKOF MNMS & (OBSTACLE) DP, ORIG.
08/15/07	DC	Washington	Ronald Reagan Washington Natl	7/3124	VOR/DME or GPS RWY 19, AMDT 9A.

[FR Doc. E7-17359 Filed 9-5-07; 8:45 am]

BILLING CODE 4910-13-P

SOCIAL SECURITY ADMINISTRATION

20 CFR Parts 404, 405 and 416

[Docket No. SSA 2007-0032]

RIN 0960-AG47

Amendments to the Quick Disability Determination Process

AGENCY: Social Security Administration.

ACTION: Final rule.

SUMMARY: We are amending our regulations to extend the quick disability determination process (QDD), which is operating now in the Boston region, to all of the State disability determination services (DDSs). We also are removing from the QDD process the existing requirements that each State DDS maintain a separate QDD unit and that each case referred under QDD be adjudicated within 20 days. These actions stem from our continuing effort to improve our disability adjudication process.

DATES: This rule is effective September 6, 2007. State agencies outside of the Boston region must notify SSA of the date by which they will be ready to accept QDD referrals. That date should be no earlier than October 9, 2007 and must be no later than March 4, 2008. State agencies must be ready to process claims referred under this rule no later than March 4, 2008.

FOR FURTHER INFORMATION CONTACT:

Vince Sabatino, Social Security Administration, 6401 Security Boulevard, Baltimore, MD 21235-6401, (410) 966-8331 for information about this notice. For information on eligibility or filing for benefits, call our national toll-free number, 1-800-772-1213 or TTY 1-800-325-0778, or visit our Internet site, Social Security Online, at <http://www.socialsecurity.gov>.

SUPPLEMENTARY INFORMATION:

Electronic Version

The electronic file of this document is available on the date of publication in the **Federal Register** at <http://www.gpoaccess.gov/fr/index.html>.

Introduction

We are making final the rule we proposed in the Notice of Proposed Rulemaking (NPRM) published in the **Federal Register** on July 10, 2007 at 72 FR 37496. We provide a summary of the provisions of the final rule below. We then provide a summary of the public comments and our reasons for adopting or not adopting the recommendations in the summaries of the comments in the section, "Public Comments." The text of the final rule follows the preamble.

Quick Disability Determinations

We are dedicated to providing high-quality service to the American public. When we announced changes in March 2006 to our administrative review process for initial disability claims, we explained that we expected that the changes would improve disability service. Our commitment to continuous improvement in the way we process disability claims did not end with the publication of those rules as we continually explore ways to improve service to some of the most vulnerable in our society. We nevertheless face significant challenges now and in the foreseeable future in our ability to provide the level of service that disability benefit claimants deserve because of the increased complexity of and growth in claims for those benefits. Consequently, we are making modifications to our administrative review process that will further help us provide accurate and timely service to claimants for Social Security disability benefits and supplemental security income payments based on disability or blindness.

In early spring 2006, we published a final rule in which we laid out changes to the administrative review process for initial disability claims. We expected that the changes would "improve the accuracy, consistency, and timeliness of decision-making throughout the disability determination process." 71 FR 16424 (March 31, 2006). We planned a gradual roll-out of the changes so that we could test them and their effect on the disability process overall. As we explained then, "Gradual implementation will allow us to monitor the effects that our changes are having on the entire disability

determination process." * * * We will carefully monitor the implementation process in the Boston region and quickly address any problems that may arise." 71 FR at 16440-41. Having thoroughly reviewed the initial determination level of that process, we have concluded that we need to modify some of the changes made last spring.

The changes in the March 2006 final rule included establishing, in the Boston region, an initial-determination-level process to identify and accelerate the adjudication of the claims of persons who have a "high degree of probability" of being disabled, where there was an expectation that the claimant's "allegations will be easily and quickly verified * * *." 20 CFR 405.101-.110 (2006). We refer to this as the Quick Disability Determination (QDD) process. Under QDD, a predictive model analyzes specific elements of data within the electronic claims file to identify claims where there is a high potential that the claimant is disabled and where evidence of the claimant's allegations can be quickly and easily obtained. Those claims are then sent to a separate QDD unit in the State agency, where experienced disability examiners review the claims on an expedited basis. The QDD process in essence is a workload triaging tool that helps identify, in an automated fashion, claims where the disability should be easy to verify.

This process has been working quite well. Because our experience with QDD has been very favorable, has proven to be of significant benefit to those claimants who have been affected by it, has been well-received by the State agencies in the Boston region, and has shown that there are no significant administrative costs associated with it, we are accelerating our implementation of the QDD process and extending QDD to all States.

Nevertheless, in order to improve the efficiencies that we have seen by using the QDD process, we are modifying those aspects of the QDD process that have served as a barrier to the type of outstanding public service that we strive to provide. These modifications will give State agencies greater flexibility in managing their QDD workloads. Specifically, we are eliminating the requirement that QDD claims be