

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 71

[Airspace Docket No. 98-ACE-36]

**Amendment to Class E Airspace;
Wichita Mid-Continent Airport, KS**AGENCY: Federal Aviation
Administration, DOT.ACTION: Direct final rule; confirmation of
effective date.**SUMMARY:** This document confirms the
effective date of a direct final rule which
revises Class E airspace at Wichita, KS.**DATES:** The direct final rule published at
63 FR 51814 is effective on 0901 UTC,
January 28, 1999.**FOR FURTHER INFORMATION CONTACT:**Kathy Randolph, Air Traffic Division,
Airspace Branch, ACE-520C, Federal
Aviation Administration, 601 East 12th
Street, Kansas City, Missouri 64106;
telephone: (816) 426-3408.**SUPPLEMENTARY INFORMATION:** The FAA
published this direct final rule with a
request for comments in the **Federal
Register** on September 29, 1998 (63 FR
51814). The FAA uses the direct final
rulemaking procedure for a non-
controversial rule where the FAA
believes that there will be no adverse
public comment. This direct final rule
advised the public that no adverse
comments were anticipated, and that
unless a written adverse comment, or a
written notice of intent to submit such
an adverse comment, were received
within the comment period, the
regulation would become effective on
January 28, 1999. No adverse comments
were received, and thus this notice
confirms that this direct final rule will
become effective on that date.Issued in Kansas City, MO on November 6,
1998.**Christopher R. Blum,***Acting Manager, Air Traffic Division, Central
Region.*

[FR Doc. 98-32135 Filed 12-1-98; 8:45 am]

BILLING CODE 4910-13-M

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 97

[Docket No. 29403; Amdt. No. 1903]

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, 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
25083 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 the 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 November 27, 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 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, 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, MLSRNAV; § 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
11/10/98	AL	DOTHAN	DOTHAN	8/7974	ILS RWY 32, AMDT 7D...
11/12/98	TN	SHELBYVILLE	BOMAR FIELD-SHELBYVILLE MUNI ...	8/8022	VOR/DME RNAV RWY 18, AMDT 3...
11/12/98	TN	SHELBYVILLE	BOMAR FIELD-SHELBYVILLE MUNI ...	8/8023	VOR/DME RWY 18, AMDT 4...
11/12/98	TN	SHELBYVILLE	BOMAR FIELD-SHELBYVILLE MUNI ...	8/8024	VOR RWY 18, AMDT 5...
11/12/98	TN	SHELBYVILLE	BOMAR FIELD-SHELBYVILLE MUNI ...	8/8025	VOR RWY 36, AMDT 15...
11/13/98	MN	ST. PAUL	LAKE ELMO	8/8036	NDB OR GPS RWY 3, AMDT 3A...
11/16/98	PA	PITTSBURGH	PITTSBURGH INTL	8/8065	VOR/DME OR GPS RWY 14, AMDT 1...
11/16/98	SC	PELION	PELION CORPORATE	8/8064	VOR OR GPS-A, AMDT 2...
11/17/98	NC	ASHEVILLE	ASHEVILLE REGIONAL	8/8101	NDB OR GPS RWY 16, AMDT 15...
11/17/98	NC	ASHEVILLE	ASHEVILLE REGIONAL	8/8103	NDB OR GPS RWY 34, AMDT 18...
11/17/98	NC	ASHEVILLE	ASHEVILLE REGIONAL	8/8104	ILS RWY 34, AMDT 23A...
11/17/98	NC	ASHEVILLE	ASHEVILLE REGIONAL	8/8105	ILS RWY 16, AMDT 3...
11/18/98	MI	TRAVERSE CITY	CHERRY CAPITAL	8/8120	ILS RWY 28, AMDT 12A...
11/18/98	NC	ASHEVILLE	ASHEVILLE REGIONAL	8/8121	RADAR-1, AMDT 5...
11/19/98	UT	SALT LAKE CITY	SALT LAKE CITY INTL	8/8140	ILS RWY 35, AMDT 1...
11/20/98	FL	CRESTVIEW	BOB SIKES	8/8161	VOR OR GPS-A, AMDT 11...
11/20/98	SC	ORANGEBURG	ORANGEBURG MUNI	8/8159	VOR RWY 5, AMDT 4A...
11/20/98	SC	ORANGEBURG	ORANGEBURG MUNI	8/8160	NDB OR GPS RWY 5, ORIG-A...
11/20/98	SC	ROCK HILL	ROCK HILL/YORK COUNTY/BRYANT FIELD.	8/8172	GPS RWY 2, ORIG-A...
11/20/98	SC	ROCK HILL	ROCK HILL/YORK COUNTY/BRYANT FIELD.	8/8173	VOR OR GPS-A, AMDT 9A...
11/20/98	SC	ROCK HILL	ROCK HILL/YORK COUNTY/BRYANT FIELD.	8/8174	GPS RWY 20, ORIG-A...
11/20/98	SC	ROCK HILL	ROCK HILL/YORK COUNTY/BRYANT FIELD.	8/8176	NDB RWY 2, ORIG-B
11/20/98	WI	RHINELANDER	RHINELANDER-ONIEDA COUNTY	8/8178	ILS RWY 9, AMDT 6A...
11/23/98	MN	WINONA	WINONA MUNI-MAX CONRAD FIELD	8/8209	GPS RWY 29, AMDT 1...
11/23/98	TX	HOUSTON	GEORGE BUSH INTERCONTINENTAL AIRPORT/HOUSTON.	8/8201	ILS RWY 14L, AMDT 11...

FDC date	State	City	Airport	FDC No.	SIAP
11/23/98	TX	HOUSTON	BEORGE BUSH INTERCONTINENTAL AIRPORT/HOUSTON.	8/8204	VOR/DME RWY 14L, AMDT 15B...
11/23/98	TX	HOUSTON	GEORGE BUSH INTERCONTINENTAL AIRPORT/HOUSTON.	8/8207	GPS RWY 14L, ORIG-A...
11/23/98	TX	HOUSTON	GEORGE BUSH INTERCONTINENTAL AIRPORT/HOUSTON.	8/8211	VOR/DME OR GPS RWY 32R, AMDT 13B...
11/23/98	TX	HOUSTON	GEORGE BUSH INTERCONTINENTAL AIRPORT/HOUSTON.	8/8212	ILS RWY 32R, AMDT 10...

[FR Doc. 98-32131 Filed 12-1-98; 8:45 am]
BILLING CODE 4910-13-M

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 97

[Docket No. 29402; Amdt. No. 1902]

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.

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 official FAA form documents which are incorporated by reference in this amendment under 5 U.S.C. 552(a), 1 CFR part 51, and § 97.20 of the Federal Aviation Regulations (FAR). The applicable FAA Forms are identified as FAA Forms 8260-3, 8260-4, and 8260-5. 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 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 (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 is effective upon publication of each separate SIAP as contained in the transmittal. Some SIAP amendments may have been previously issued by the FAA in a National Flight Data Center (NFDC) 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 some SIAP amendments may require making them effective in less than 30 days. For the remaining SIAPs, an effective date at least 30 days after publication is provided.

Further, 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 SIAPs, the TERPS criteria were applied to the conditions existing or anticipated at the affected airports. 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 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