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DEPARTMENT OF TRANSPORTATION
Federal Aviation Administration
14 CFR Part 97

[FR Doc. 98–3571 Filed 2–11–98; 8:45 am]
BILLING CODE 4910–13–M

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.

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 20042.

FOR FURTHER INFORMATION CONTACT: Paul J. Best, Flight Procedures Standards Branch (AFS–420), Technical Programs Division, Flight Standards
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 (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 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 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 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 6, 1998.

Tom E. Stuckey,
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. 106(g), 40103, 40113, 40120, 44701; 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, IMALS, MLS, MLS/DME, MLS/RNAV; § 97.31 RADAR SIAPs; 97.33 RNAV SIAPs; and § 97.35 COPTER SIAPs, identified as follows:

* * * Effective February 26, 1998
Jacksonville, FL, Jacksonville Intl, LOC RWY 25, Amdt 8, CANCELLED
Jacksonville, FL, Jacksonville Intl, ILS RWY 25, Orig
Marshalltown, IA, Marshalltown Muni, VOR RWY 12, Orig
Marshalltown, IA, Marshalltown Muni, VOR RWY 30, Orig
Marshalltown, IA, Marshalltown Muni, NDB RWY 12, Amdt 7
Flemingsburg, KY, Flemings-Mason, LOC RWY 25, Orig
Charlotte, NC, Charlotte/Douglas Intl, ILS RWY 36R, Amdt 8
Columbus, OH, Port Columbus Intl, ILS RWY 28R, Orig
Youngstown, OH, Youngstown-Warren Regional, ILS RWY 14, Amdt 6
Youngstown, OH, Youngstown-Warren Regional, ILS RWY 32, Amdt 25
Dallas-Fort Worth, TX, Dallas-Fort Worth Intl, ILS RWY 31R, Amdt 9
Salt Lake City, UT, Salt Lake City Intl, ILS/DME RWY 16L, Amdt 11
Salt Lake City, UT, Salt Lake City Intl, ILS/DME RWY 16R, Amdt 2
Appleton, WI, Outagamie County, LOC BC RWY 21, Orig
* * * Effective March 26, 1998
Wichita, KS, Mid-Continent, MLS RWY 19, Amdt 1, CANCELLED
Louisville, KY, Louisville Intl-Standiford Field, LOC RWY 35L, Orig
Louisville, KY, Louisville Intl-Standiford Field, RWY 17L, Orig
New Orleans, LA, New Orleans Intl (Moisant Field), RADAR±1, Amdt 17
Linden, MI, Prices, VOR OR GPS±A, Amdt 4
Omaha, NE, Eppley Airfield, ILS RWY 14R, Amdt 2
* * * Effective April 23, 1998
West Memphis, AR, West Memphis Muni, VOR/DME OR GPS±A, Amdt 6
West Memphis, AR, West Memphis Muni, NDB OR GPS±B, Amdt 3
West Memphis, AR, West Memphis Muni, NDB OR GPS RWY 17, Amdt 10
West Memphis, AR, West Memphis Muni, ILS RWY 17, Amdt 3
Wilmington, DE, New Castle County, GPS RWY 9, Orig
Pittsfield, ME, Pittsfield Muni, GPS RWY 19, Orig
Preston, MN, Fillmore County, GPS RWY 28, Orig
Poplar Bluff, MO, Poplar Bluff Municipal, GPS RWY 18, Orig
Poplar Bluff, MO, Poplar Bluff Municipal, GPS RWY 36, Orig
* * * Effective April 23, 1998 (cont’d)
Greenwood, MS, Greenwood-Leflore, GPS RWY 5, Orig
Greenwood, MS, Greenwood-Leflore, GPS RWY 18, Orig
Greenwood, MS, Greenwood-Leflore, GPS RWY 36, Orig
Ocean City, NJ, Ocean City Muni, GPS RWY 6, Orig
Bottineau, ND, Bottineau Muni, GPS RWY 31, Orig
Grafton, ND, Grafton Muni, GPS RWY 17, Orig
conjunction with this action, the agency is also amending the food additive regulations by broadening a section heading to cover the new application and by removing the redundant cross-reference to a section.

**DATES:** Effective February 12, 1998; written objections and requests for a hearing by March 16, 1998.

**ADDRESSES:** Submit written objections to the Dockets Management Branch (HFA-305), Food and Drug Administration, 12420 Parklawn Dr., rm. 1-23, Rockville, MD 20857.

**FOR FURTHER INFORMATION CONTACT:** Martha D. Peiperl, Center for Food Safety and Applied Nutrition (HFS–215), Food and Drug Administration, 200 C St. SW., Washington, DC 20204, 202–418–3077.

**SUPPLEMENTARY INFORMATION:**

In a notice published in the Federal Register of March 19, 1996 (61 FR 11214), FDA announced that a food additive petition (FAP 6A4487) had been filed by Enviro Tech Chemical Services, Inc. In support of that finding, contained in an addendum to the petition, was data on the use of the subject additive in peeling tomatoes using steam or scalding water instead of lye, including analytical evidence that no residues of the additive were detected in five production samples of tomato paste prepared from tomatoes treated with the additive prior to peeling, but with no subsequent potable water rinse. Based on this information, as well as certain toxicological data, the agency concludes that the additive will have the intended technical effect and is safe under the proposed conditions of use. Therefore, the agency is amending the food additive regulations to provide for the requested use.

In accordance with § 171.1(h) (21 CFR 171.1(h)), the petition and the documents that FDA considered and relied upon in reaching its decision to approve the petition are available for inspection at the Center for Food Safety and Applied Nutrition by appointment with the information contact person listed above. As provided in § 171.1(h), the agency will delete from the documents any materials that are not available for public disclosure before making the documents available for inspection.

The agency has carefully considered the potential environmental effects of this action. FDA has concluded that the action will not have a significant impact on the human environment, and that an environmental impact statement is not required. The agency’s finding of no significant impact and the evidence supporting that finding, contained in an addendum to the petition, is available for inspection in the Dockets Management Branch (address above) between 9 a.m. and 4