

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, when promulgated, 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 71

Airspace, incorporated by reference, Navigation (Air).

#### Adoption of the Amendment

In consideration of the foregoing, the Federal Aviation Administration proposes to amend 14 CFR Part 71 as follows:

#### 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 7400.9K, Airspace Designations and Reporting Points, dated August 30, 2002, and effective September 16, 2002, is amended as follows:

*Paragraph 6005 Class E airspace areas extending upward from 700 feet or more above the surface of the earth.*

\* \* \* \* \*

#### ASO TN E5 Memphis, TN [REVISED]

Memphis International Airport, TN  
Lat. 35°02'33" N, long. 89°58'36" W  
Olive Branch Airport

Lat. 34°58'44" N, long. 89°47'13" W  
West Memphis Municipal Airport  
Lat. 35°08'06" N, long. 90°14'04" W

General DeWitt Spain Airport  
Lat. 35°12'02" N, long. 90°03'14" W  
Elvis NDB

Lat. 35°03'41" N, long. 90°04'18" W  
West Memphis NDB  
Lat. 35°08'22" N, long. 90°13'57" W

That airspace extending upward from 700 feet above the surface within an 8-mile radius of Memphis International Airport, and within 4 miles each side of the 179° bearing from the Elvis NDB extending from the 8-mile radius to 7 miles south of the NDB, and within a 7.5-mile radius of Olive Branch Airport, and within a 6.5-mile radius of West Memphis Municipal Airport, and within 2.5 miles each side of the 198° and 352° bearings from the West Memphis NDB extending from the 6.5-

mile radius to 7.4 miles north and south of the NDB, and within a 6.4-mile radius of General DeWitt Spain Airport; excluding that airspace within the Milington, TN, Class E airspace area.

\* \* \* \* \*

Issued in College Park, Georgia, on November 6, 2002.

**Marvin Burnette,**

*Acting Manager, Air Traffic Division, Southern Region.*

[FR Doc. 02–29456 Filed 11–20–02; 8:45 am]

**BILLING CODE 4910–13–M**

## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### 14 CFR Part 97

[Docket No. 30339; Amdt. No. 3031]

#### 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:** This rule is effective November 21, 2002. 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 November 21, 2002.

**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;

3. The Flight Inspection Area Office which originated the SIAP; or,

4. The Office of the Federal Register, 800 North Capitol Street, NW., Suite 700, Washington, DC.

**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 document 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 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.

## 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 November 8, 2002.

**James J. Ballough,**

*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 and 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, ISMS, MLS, MLS/DME, MLS/RNAV; § 97.31 RADAR SIAPs; § 97.33 RNAV SIAPs; and § 97.35 COPTER SIAPs, identified as follows:

#### ...Effective November 28, 2002

Searcy, AR, Searcy Muni, RNAV (GPS) RWY 1, Orig  
Searcy, AR, Searcy Muni, RNAV (GPS) RWY 19, Orig  
Searcy, AR, Searcy Muni, NDB RWY 1, Amdt 4  
Searcy, AR, Searcy Muni, GPS RWY 19, Amdt 1B, CANCELLED  
Sacramento, CA, Sacramento Mather, ILS RWY 22L, Amdt 3  
Jacksonville, FL, Cecil Field, ILS RWY 36R, Orig  
Olney-Noble, IL, Olney-Noble, LOC RWY 11, Amdt 5  
Batesville, MS, Panola County, LOC/DME RWY 19, Orig  
Picayune, MS, Picayune Muni, NDB RWY 18, Orig  
Picayune, MS, Picayune Muni, NDB RWY 36, Orig  
Teterboro, NJ, Teterboro, VOR/DME-A, Amdt 2A  
Teterboro, NJ, Teterboro, VOR/DME-B, Amdt 2B  
Teterboro, NJ, Teterboro, FMS/ILS RWY 6, Orig-B, CANCELLED  
Teterboro, NJ, Teterboro, NDB OR GPS RWY 6, Amdt 17C, CANCELLED  
Teterboro, NJ, Teterboro, VOR/DME RWY 24, Amdt 8, CANCELLED  
Teterboro, NJ, Teterboro, VOR/DME RNAV RWY 24, Orig-C, CANCELLED  
Teterboro, NJ, Teterboro, GPW RWY 24, Orig-A, CANCELLED  
Teterboro, NJ, Teterboro, RNAV (GPS) RWY 6, Orig  
Clayton, NM, Clayton Municipal Airport, NDB RWY 2, Orig  
Clayton, NM, Clayton Municipal Airport, NDB RWY 20, Orig  
Dayton, OH, James M. Cox Dayton Intl, RNAV (GPS) RWY 18, Orig

Dayton, OH, James M. Cox Dayton Intl, RNAV (GPS) RWY 36, Orig  
Portland, OR, Portland-Hillsboro, ILS RWY 12, Amdt 6  
Meadville, PA, Port Meadville, VOR RWY 7, Amdt 7  
Meadville, PA, Port Meadville, LOC RWY 25, Amdt 4  
Meadville, PA, Port Meadville, GPS RWY 25, Orig-B, CANCELLED  
Meadville, PA, Port Meadville, RNAV (GPS) RWY 7, Orig  
Meadville, PA, Port Meadville, RNAV (GPS) RWY 25, Orig  
Pottstown, PA, Pottstown-Limerick, LOC RWY 28, Amdt 2  
Dallas-Fort Worth, TX, Dallas-Forth Worth International, ILS RWY 35C, Amdt 7  
Dallas-Fort Worth, TX, Dallas-Forth Worth International, CONVERGING ILS RWY 35C, Amdt 5  
Dallas-Fort Worth, TX, Dallas-Forth Worth International, RNAV (GPS) RWY 35C, Orig  
Dallas-Fort Worth, TX, Dallas-Forth Worth International, GPS RWY 35C, Orig-A, CANCELLED

#### ...Effective December 26, 2002

Grand Isle, LA, Grande Isle Seaplane Base, NDB OR GPS-B, Amdt 9A, CANCELLED

#### ...Effective January 23, 2003

Cold Bay, AK, Cold Bay, RNAV (GPS) RWY 26, Orig  
Needles, CA, Needles, VOR-A, Amdt 3  
Needles, CA, Needles, RNAV (GPS) RWY 29, Orig  
Rock Rapids, IA, Rock Rapid Muni, NDB RWY 16, Amdt 2, CANCELLED  
Monroe, LA, Monroe Regional, RADAR-A, Amdt 6  
Berrien Springs, MI, Andrews University Airport, VOR-A, Orig  
Brookfield, MO, General John J. Pershing Memorial, NDB OR GPS-A, Amdt 4, CANCELLED  
Brookfield, MO, General John J. Pershing Memorial, NDB OR GPS RWY 35, Amdt 4, CANCELLED  
Kansas City, MO, Kansas City Intl, ILS RWY 27, Amdt 1  
St. Louis, MO, Lambert-St. Louis Intl, VOR/DME RWY 17, Orig-A, CANCELLED  
Scottsbluff, NE, Western Nebraska Regional/William B. Heilig Field, LOC BC RWY 12, Amdt 8C, CANCELLED  
Taos, NM, Taos Rgnl, NDB RWY 4, Amdt 1  
Isabel, OK, McCurtain County Regional, NDB-A Orig  
Dallas-Forth Worth, TX, Dallas Fort Worth International, ILS, RWY 36L, Amdt 1  
Dallas-Forth Worth, TX, Dallas Fort Worth International, ILS Z RWY 36L, Orig, CANCELLED  
Dallas-Forth Worth, TX, Dallas Fort Worth International, CONVERGING ILS RWY 36L, Amdt 1  
Dallas-Forth Worth, TX, Dallas Fort Worth International, CONVERGING ILS Z RWY 36L, Orig, CANCELLED

[FR Doc. 02-29448 Filed 11-20-02; 8:45 am]

**BILLING CODE 4910-13-M**