

FDC date	State	City	Airport	FDC No.	Subject
10/03/06	VT	BENNINGTON	WILLIAM H. MORSE STATE	6/2190	RNAV (GPS) RWY 13, ORIG-A.
10/04/06	NY	WHITE PLAINS	WESTCHESTER COUNTY	6/2221	RNAV (GPS) RWY 34, AMDT 1.
10/04/06	NY	WHITE PLAINS	WESTCHESTER COUNTY	6/2223	ILS RWY 34, AMDT 3B.

[FR Doc. E6-17379 Filed 10-19-06; 8:45 am]
 BILLING CODE 4910-13-P

DEPARTMENT OF TRANSPORTATION
Federal Aviation Administration

14 CFR Part 97

[Docket No. 30517 Amdt. No. 3188]

Standard Instrument Approach Procedures, Weather Takeoff Minimums; Miscellaneous Amendments

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Final rule.

SUMMARY: This amendment establishes, amends, suspends, or revokes Standard Instrument Approach Procedures (SIAPs) and/or Weather Takeoff Minimums 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 October 20, 2006. The compliance date for each SIAP and/or Weather Takeoff Minimums 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 October 20, 2006.

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 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.

*For Purchase—*Individual SIAP and Weather Takeoff Minimums 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 and Weather Takeoff Minimums 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 (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 amendment to Title 14 of the Code of Federal Regulations, part 97 (14 CFR part 97), establishes, amends, suspends, or revokes SIAPs and/or Weather Takeoff Minimums. The complete regulatory description of each SIAP and/or Weather Takeoff Minimums 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 14 CFR part 97.20. The applicable FAA Forms are identified as FAA Forms 8260-3, 8260-4, 8260-5 and 8260-15A. Materials incorporated by reference are available for examination or purchase as stated above.

The large number of SIAPs and/or Weather Takeoff Minimums, 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 and/or Weather Takeoff

Minimums but refer to their 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 and/or Weather Takeoff Minimums contained in FAA form documents is unnecessary. The provisions of this amendment state the affected CFR sections, with the types and effective dates of the SIAPs and/or Weather Takeoff Minimums. This amendment also identifies the airport, its location, the procedure identification and the amendment number.

The Rule

This amendment to 14 CFR part 97 is effective upon publication of each separate SIAP and/or Weather Takeoff Minimums as contained in the transmittal. Some SIAP and/or Weather Takeoff Minimums amendments may have been previously issued by the FAA in a 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, and/or Weather Takeoff Minimums amendments may require making them effective in less than 30 days. For the remaining SIAPs and/or Weather Takeoff Minimums, an effective date at least 30 days after publication is provided.

Further, the SIAPs and/or Weather Takeoff Minimums contained in this amendment are based on the criteria contained in the U.S. Standard for Terminal Instrument Procedures (TERPS). In developing these SIAPs and/or Weather Takeoff Minimums, 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/or Weather Takeoff Minimums and safety in air commerce, I find that notice and public procedure before adopting these SIAPs and/or Weather Takeoff Minimums are impracticable and contrary to the public interest and, where applicable, that good cause exists for making some SIAPs and/or Weather Takeoff Minimums 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 October 6, 2006.

James J. Ballough,

Director, Flight Standards Service.

Adoption of the Amendment

■ Accordingly, pursuant to the authority delegated to me, under Title 14, Code of Federal Regulations, part 97 (14 CFR part 97) is amended by establishing, amending, suspending, or revoking Standard Instrument Approach Procedures and Weather Takeoff Minimums 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:

* * * *Effective 23 November 2006*

King Salmon, AK, King Salmon, Takeoff Minimums and Textual DPs, Orig
Tok, AK, Tok Junction, RNAV (GPS)—A, Orig
Tok, AK, Tok Junction, RNAV (GPS) RWY 25, Orig, CANCELLED
North Little Rock, AR, North Little Rock Muni, LOC/DME RWY 5, Orig
Phoenix, AZ, Williams Gateway, RNAV (GPS) RWY 12C, Amdt 1
Bakersfield, CA, Meadows Field, ILS OR LOC/DME RWY 30R, Amdt 29
Bakersfield, CA, Meadows Field, VOR/DME RWY 30R, Amdt 9
Marysville, CA, Yuba County, ILS OR LOC RWY 14, Amdt 5
Redding, CA, Redding Muni, RNAV (GPS) RWY 34, Orig

Redding, CA, Redding Muni, GPS RWY 34, Orig, CANCELLED
Redding, CA, Redding Muni, Takeoff Minimums and Textual DP, Amdt 5
Sacramento, CA, Sacramento Intl, ILS OR LOC RWY 34L, Amdt 7
Sacramento, CA, Sacramento Intl, RNAV (GPS) RWY 34L, Amdt 1
Sacramento, CA, Sacramento Intl, Takeoff Minimums and Textual DP, Orig
Pueblo, CO, Pueblo Memorial, RNAV (GPS) RWY 26R, Amdt 1
Oxford, CT, Waterbury-Oxford, RNAV (GPS) RWY 18, Amdt 1
Oxford, CT, Waterbury-Oxford, Takeoff Minimums and Textual DP, Amdt 5
New Smyrna Beach, FL, New Smyrna Beach Muni, RNAV (GPS) RWY 24, Orig
New Smyrna Beach, FL, New Smyrna Beach Muni, RNAV (GPS) RWY 6, Orig
New Smyrna Beach, FL, New Smyrna Beach Muni, RNAV (GPS) RWY 2, Orig
New Smyrna Beach, FL, New Smyrna Beach Muni, NDB RWY 29, Amdt 2
New Smyrna Beach, FL, New Smyrna Beach Muni, Takeoff Minimums and Textual DP, Amdt 2
Orlando, FL, Orlando Intl, RNAV (GPS) RWY 18L, Amdt 1
St. Petersburg-Clearwater, FL, St. Petersburg-Clearwater Intl, RNAV (GPS) RWY 35R, Orig
St. Petersburg-Clearwater, FL, St. Petersburg-Clearwater Intl, GPS RWY 35R, Orig, CANCELLED
Tampa, FL, Peter O. Knight, RNAV (GPS) RWY 21, Orig
Tampa, FL, Peter O. Knight, NDB—A, Amdt 1
Tampa, FL, Peter O. Knight, NDB RWY 3, Amdt 11
Winter Haven, FL, Winter Haven’s Gilbert, RNAV (GPS) RWY 11, Orig
Calhoun, GA, Tom B. David Field, RNAV (GPS) RWY 17, Orig
Calhoun, GA, Tom B. David Field, RNAV (GPS) RWY 35, Orig
Calhoun, GA, Tom B. David Field, NDB OR GPS RWY 35, Amdt 1A, CANCELLED
Hailey, ID, Friedman Memorial, RNAV (RNP) Z RWY 31, Orig
Hailey, ID, Friedman Memorial, RNAV (RNP) Y RWY 31, Amdt 1
Hailey, ID, Friedman Memorial, RNAV (GPS) W RWY 31, Amdt 2
Hailey, ID, Friedman Memorial, Takeoff Minimums and Textual DP, Amdt 1
Nampa, ID, Nampa Muni, RNAV (GPS) RWY 11, Orig
Nampa, ID, Nampa Muni, GPS RWY 11, Orig, CANCELLED
Lexington, KY, Blue Grass, ILS OR LOC RWY 22, Amdt 20
Boston, MA, General Edward Lawrence Logan Intl, RNAV (GPS) RWY 32, Orig
Boston, MA, General Edward Lawrence Logan Intl, Takeoff Minimums and Textual DP, Amdt 12
Howell, MI, Livingston County Spencer J. Hardy, ILS OR LOC RWY 13, Orig
Duluth, MN, Duluth Intl, RNAV (GPS) RWY 9, Amdt 1
Duluth, MN, Duluth Intl, RNAV (GPS) RWY 27, Orig

Duluth, MN, Duluth Intl, Takeoff Minimums and Textual DPs, Orig
International Falls, MN, Falls Intl, ILS OR LOC/DME RWY 13, Orig
International Falls, MN, Falls Intl, LOC BC RWY 13, Amdt 9A
Hattiesburg/Laurel, MS, Hattiesburg-Laurel Regional, RNAV (GPS) RWY 18, Orig
Hattiesburg/Laurel, MS, Hattiesburg-Laurel Regional, RNAV (GPS) RWY 36, Orig
Hattiesburg/Laurel, MS, Hattiesburg-Laurel Regional, GPS RWY 18, Orig, CANCELLED
Hattiesburg/Laurel, MS, Hattiesburg-Laurel Regional, GPS RWY 36, Orig, CANCELLED
David City, NE, David City Muni, RNAV (GPS) RWY 14, Orig
David City, NE, David City Muni, RNAV (GPS) RWY 32, Orig
David City, NE, David City Muni, VOR/DME RWY 32, Orig
David City, NE, David City Muni, Takeoff Minimums and Textual DP, Orig
Manchester, NH, Manchester, ILS OR LOC RWY 6, Amdt 1
Princeton/Rocky Hill, NJ, Princeton, VOR—A, Amdt 7
Princeton/Rocky Hill, NJ, Princeton, RNAV (GPS) RWY 10, Orig
Princeton/Rocky Hill, NJ, Princeton, RNAV (GPS) RWY 28, Orig
Princeton/Rocky Hill, NJ, Princeton, Takeoff Minimums and Textual DP, Amdt 2
Las Vegas, NV, McCarran Intl, RNAV (GPS) RWY 1L, Orig, CANCELLED
Las Vegas, NV, McCarran Intl, RNAV (GPS) RWY 19L, Amdt 1
Las Vegas, NV, McCarran Intl, RNAV (GPS) RWY 19R, Amdt 1
Las Vegas, NV, McCarran Intl, RNAV (GPS) RWY 25L, Orig, CANCELLED
Las Vegas, NV, McCarran Intl, RNAV (GPS) RWY 25R, Orig, CANCELLED
Mooresville, NC, Lake Norman Airpark, RNAV (GPS) RWY 14, Orig
Mooresville, NC, Lake Norman Airpark, Takeoff Minimums and Textual DP, Orig
New Bern, NC, Craven County Regional, RNAV (GPS) RWY 4, Orig
New Bern, NC, Craven County Regional, RNAV (GPS) RWY 22, Orig
New Bern, NC, Craven County Regional, VOR RWY 4, Amdt 4
New Bern, NC, Craven County Regional, VOR RWY 22, Amdt 2
Oklahoma City, OK, Will Rogers World, ILS OR LOC/DME RWY 35L, Orig
Oklahoma City, OK, Will Rogers World, RNAV (GPS) Y RWY 17L, Orig-B
Oklahoma City, OK, Will Rogers World, RNAV (RNP) Z RWY 35R, Orig
Oklahoma City, OK, Will Rogers World, RNAV (GPS) Y RWY 35R, Orig-B
Oklahoma City, OK, Will Rogers World, RNAV (RNP) Z RWY 17L, Orig
Oklahoma City, OK, Will Rogers World, LOC BC RWY 35L, Amdt 10E CANCELLED
Redmond, OR, Roberts Field, ILS OR LOC RWY 22, Amdt 2
Butler, PA, Butler County/K W Scholter Field, ILS OR LOC RWY 8, Amdt 7
Butler, PA, Butler County/K W Scholter Field, RNAV (GPS) RWY 8, Orig
Butler, PA, Butler County/K W Scholter Field, GPS RWY 8, Orig-A, CANCELLED
Franklin, PA, Venango Regional, VOR RWY 3, Amdt 5

Lock Haven, PA, William T. Piper Memorial, Takeoff Minimums and Textual DP, Amdt 1
 Mifflintown, PA, Mifflintown, Takeoff Minimums and Textual DP, Amdt 1
 Wise, VA, Lonesome Pine, RNAV (GPS) RWY 24, Orig
 Wise, VA, Lonesome Pine, GPS RWY 24, Orig-A, CANCELLED
 Green Bay, WI, Austin Straubel International, ILS OR LOC RWY 36, Amdt 8
 Evanston, WY, Evanston-Uinta County Burns Field, RNAV (GPS) RWY 5, Amdt 2
 Evanston, WY, Evanston-Uinta County Burns Field, RNAV (GPS) RWY 23, Amdt 2
 Evanston, WY, Evanston-Uinta County Burns Field, VOR/DME RWY 5, Orig
 Evanston, WY, Evanston-Uinta County Burns Field, VOR/DME RWY 23, Amdt 1
 [FR Doc. E6-17373 Filed 10-19-06; 8:45 am]
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DEPARTMENT OF JUSTICE

Drug Enforcement Administration

21 CFR Part 1308

[Docket No. DEA-277F]

RIN 1117-AA98

Schedules of Controlled Substances: Exempt Anabolic Steroid Products

AGENCY: Drug Enforcement Administration (DEA), Department of Justice.

ACTION: Final rule.

SUMMARY: The Drug Enforcement Administration (DEA) is finalizing an Interim Rule designating two pharmaceutical preparations as exempt anabolic steroid products under the Controlled Substances Act. This action is part of the ongoing implementation of the Anabolic Steroids Control Act of 1990.

DATES: Effective Date: This final rule is effective October 20, 2006.

FOR FURTHER INFORMATION CONTACT: Christine A. Sannerud, Ph.D., Chief, Drug and Chemical Evaluation Section, Office of Diversion Control, Drug Enforcement Administration, Washington, DC 20537, Telephone: (202) 307-7183.

SUPPLEMENTARY INFORMATION:

Background

The Anabolic Steroids Control Act (ASCA) of 1990 (Title XIX of Pub. L. 101-647) placed anabolic steroids into Schedule III of the Controlled Substances Act (CSA). Section 1903 of the ASCA provides that the Attorney General may exempt products which contain anabolic steroids from all or any part of the Controlled Substances Act (CSA) (21 U.S.C. 801 *et seq.*) if the products have no significant potential for abuse. The authority to exempt these products was delegated from the Attorney General to the Administrator of the Drug Enforcement Administration (28 CFR 0.100(b)), who in turn, re delegated this authority to the Deputy Assistant Administrator, Office of Diversion Control, Drug Enforcement Administration (28 CFR part 0, Appendix to Subpart R, Section 7(g)). The procedure for implementing this section of the ASCA is found in § 1308.33 of Title 21 of the Code of Federal Regulations. An application which was in conformance with § 1308.33 of Title 21 of the Code of Federal Regulations was received and was forwarded to the Secretary of Health and Human Services for evaluation. The purpose of this rule is to finalize an interim rule regarding two products which the Deputy Assistant Administrator, Office of Diversion Control, finds meet the exempt anabolic steroid product criteria.

Anabolic Steroid Products Being Added to the List of Products Exempted From Application of the CSA

DEA received a letter dated January 12, 2004, written to the DEA on behalf of Pharmaceuticals International Inc. (PII), and an application to exempt from control under the CSA two products each containing esterified estrogens and methyltestosterone. In a letter dated April 1, 2004, DEA provided a copy of this application to the Department of Health and Human Services (DHHS) along with a request for evaluation and a recommendation. In a letter dated September 22, 2005, the Assistant Secretary of Health for DHHS recommended that both Essian™ and Essian™ H.S. be exempted from control under the CSA based on their similarity to the products, Estratest® and Estratest® H.S., respectively, both of which have been exempted from control under the CSA.

DEA agreed with DHHS regarding the similarity of these products to products which have already been exempted from the regulatory controls of the Controlled Substances Act. Further, after reviewing several law enforcement databases, DEA did not find evidence of significant abuse or trafficking of these types of products. Therefore, DEA published an Interim rule with request for comments (71 FR 10835, March 3, 2006).

Comments Received

The DEA received no comments in response to the Interim Rule. Thus, the rule is being finalized without change. Accordingly, the Deputy Assistant Administrator hereby affirms his order that the following anabolic steroid products be added to the list of products excluded from application of certain controls of the Controlled Substances Act and referenced in 21 CFR 1308.34.

EXEMPT ANABOLIC STEROID PRODUCTS

Trade name	Company	Form	Ingredients	Quantity
Essian™ H.S	Pharmaceutics International Inc	Tablets	Esterified Estrogens Methyltestosterone	0.625mg/Tablet. 1.25mg/Tablet.
Essian™	Pharmaceutics International Inc.	Tablets	Esterified Estrogens Methyltestosterone	1.25mg/Tablet. 2.5mg/Tablet.

Regulatory Certifications

Regulatory Flexibility Act

The granting of exemption status relieves persons who handle the exempted products in the course of legitimate business from the registration, recordkeeping, security, and other requirements imposed by the CSA. Accordingly, the Deputy Assistant

Administrator certifies that this action will not have a significant economic impact upon a substantial number of small entities whose interests must be considered under the Regulatory Flexibility Act (5 U.S.C. 605(b)).

Executive Order 12866

The Deputy Assistant Administrator has determined that this is not a

“significant rule,” as that term is used in Executive Order 12866. This final rule exempts the identified steroid products from the regulatory controls that apply to controlled substances. Therefore, this rule has not been reviewed by the Office of Management and Budget.