

the regulations incorporated by reference, special conditions are needed for the Cessna 650 airplanes modified by Columbia Avionics. These special conditions require that new avionics/electronics and electrical systems that perform critical functions be designed and installed to preclude component damage and interruption of function due to both the direct and indirect effects of HIRF.

**High-Intensity Radiated Fields (HIRF)**

With the trend toward increased power levels from ground-based transmitters, and the advent of space and satellite communications coupled with electronic command and control of the airplane, the immunity of critical avionics/electronics and electrical systems to HIRF must be established.

It is not possible to precisely define the HIRF to which the airplane will be exposed in service. There is also uncertainty concerning the effectiveness of airframe shielding for HIRF. Furthermore, coupling of electromagnetic energy to cockpit-

installed equipment through the cockpit window apertures is undefined. Based on surveys and analysis of existing HIRF emitters, an adequate level of protection exists when compliance with the HIRF protection special condition is shown with either paragraph 1 OR 2 below:

1. A minimum threat of 100 volts rms (root-mean-square) per meter electric field strength from 10 kHz to 18 GHz.

a. The threat must be applied to the system elements and their associated wiring harnesses without the benefit of airframe shielding.

b. Demonstration of this level of protection is established through system tests and analysis.

2. A threat external to the airframe of the field strengths identified in the table below for the frequency ranges indicated. Both peak and average field strength components from the table are to be demonstrated.

Frequency	Field strength (volts per meter)	
	Peak	Average
10 kHz–100 kHz .....	50	50
100 kHz–500 kHz .....	50	50
500 kHz–2 MHz .....	50	50
2 MHz–30 MHz .....	100	100
30 MHz–70 MHz .....	50	50
70 MHz–100 MHz .....	50	50
100 MHz–200 MHz .....	100	100
200 MHz–400 MHz .....	100	100
400 MHz–700 MHz .....	700	50
700 MHz–1 GHz .....	700	100
1 GHz–2 GHz .....	2000	200
2 GHz–4 GHz .....	3000	200
4 GHz–6 GHz .....	3000	200
6 GHz–8 GHz .....	1000	200

Frequency	Field strength (volts per meter)	
	Peak	Average
8 GHz–12 GHz .....	3000	300
12 GHz–18 GHz .....	2000	200
18 GHz–40 GHz .....	600	200

The field strengths are expressed in terms of peak of the root-mean-square (rms) over the complete modulation period.

The threat levels identified above are the result of an FAA review of existing studies on the subject of HIRF, in light of the ongoing work of the Electromagnetic Effects Harmonization Working Group of the Aviation Rulemaking Advisory Committee.

**Applicability**

As discussed above, these special conditions are applicable to Cessna Model 650 airplanes modified by Columbia Avionics. Should Columbia Avionics apply later for a supplemental type certificate to modify any other model included on Type Certificate No. A9NM to incorporate the same or similar novel or unusual design feature, these special conditions would apply to that model as well under § 21.101.

**Conclusion**

This action affects only certain novel or unusual design features on Cessna Model 650 airplanes modified by Columbia Avionics. It is not a rule of general applicability and affects only the applicant who applied to the FAA for approval of these features on the airplane.

The substance of these special conditions has been subjected to the notice and comment procedure in several prior instances and has been derived without substantive change from those previously issued. Because a delay would significantly affect the certification of the airplane, which is imminent, the FAA has determined that prior public notice and comment are unnecessary and impracticable, and good cause exists for adopting these special conditions upon issuance. The FAA is requesting comments to allow interested persons to submit views that may not have been submitted in response to the prior opportunities for comment described above.

**List of Subjects in 14 CFR Part 25**

Aircraft, Aviation safety, Reporting and recordkeeping requirements.

■ The authority citation for these special conditions is as follows:

**Authority:** 49 U.S.C. 106(g), 40113, 44701, 44702, 44704.

**The Special Conditions**

■ Accordingly, pursuant to the authority delegated to me by the Administrator, the following special conditions are issued as part of the supplemental type certification basis for the Cessna Model 650 airplanes modified by Columbia Avionics.

1. *Protection from Unwanted Effects of High-Intensity Radiated Fields (HIRF).* Each electrical and electronic system that performs critical functions must be designed and installed to ensure that the operation and operational capability of these systems to perform critical functions are not adversely affected when the airplane is exposed to high-intensity radiated fields.

2. For the purpose of these special conditions, the following definition applies:

*Critical Functions:* Functions whose failure would contribute to or cause a failure condition that would prevent the continued safe flight and landing of the airplane.

Issued in Renton, Washington, on July 18, 2007.

**Stephen P. Boyd,**

*Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.*

[FR Doc. E7–14593 Filed 7–26–07; 8:45 am]

**BILLING CODE 4910–13–P**

**DEPARTMENT OF TRANSPORTATION**

**Federal Aviation Administration**

**14 CFR Part 97**

[Docket No. 30560 Amdt. No. 3227]

**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 July 27, 2007. 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 July 27, 2007.

**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](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 July 13, 2007.

**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 30 AUG 2007*

Bettles, AK, Bettles, RNAV (GPS) RWY 1,  
Orig  
Bettles, AK, Bettles, RNAV (GPS) RWY 19,  
Orig

- Bettles, AK, Bettles, LOC/DME RWY 1, Amdt 5
- Bettles, AK, Bettles, VOR/DME RWY 1, Amdt 1
- Bettles, AK, Bettles, GPS RWY 01, Orig, CANCELLED
- Bettles, AK, Bettles, Takeoff Minimums and Obstacle DP, Amdt 2
- Soldontna, AK, Soldontna, RNAV (GPS) RWY 7, Orig
- Soldontna, AK, Soldontna, RNAV (GPS) RWY 25, Orig
- Soldontna, AK, Soldontna, GPS RWY 07, Orig-A, CANCELLED
- Soldontna, AK, Soldontna, GPS RWY 25, Orig, CANCELLED
- Soldontna, AK, Soldontna, Takeoff Minimums and Obstacle DP, Amdt 2
- Auburn, AL, Auburn-Opelika Robert G. Pitts, RNAV (GPS) RWY 36, Amdt 1
- Pell City, AL, St Clair County, RNAV (GPS) RWY 2, Amdt 1
- Pell City, AL, St Clair County, RNAV (GPS) RWY 20, Amdt 1
- Pell City, AL, St Clair County, VOR-A, Amdt 8
- Pell City, AL, St Clair County, Takeoff Minimums and Obstacle DP, Amdt 1
- Mountain View, AR, Mountain View Wilcox Memorial Field, RNAV (GPS) RWY 27, Orig
- Mountain View, AR, Mountain View Wilcox Memorial Field, NDB-A, Amdt 2B, CANCELLED
- Grand Canyon, AZ, Grand Canyon National Park, Takeoff Minimums and Obstacle DP, Orig
- Atwater, CA, Castle, ILS OR LOC/DME RWY 31, Amdt 1
- Groveland, CA, Pine Mountain Lake, RNAV (GPS) RWY 9, Orig
- Groveland, CA, Pine Mountain Lake, GPS RWY 9, Orig-A, CANCELLED
- Apalachicola, FL, Apalachicola Muni, RNAV (GPS) RWY 6, Orig
- Apalachicola, FL, Apalachicola Muni, RNAV (GPS) RWY 13, Amdt 1
- Apalachicola, FL, Apalachicola Muni, RNAV (GPS) RWY 24, Orig
- Apalachicola, FL, Apalachicola Muni, RNAV (GPS) RWY 31, Amdt 1
- Apalachicola, FL, Apalachicola Muni, Takeoff Minimums and Obstacle DP, Orig
- Pompano Beach, FL, Pompano Beach Airpark, Takeoff Minimums and Obstacle DP, Amdt 3
- Adel, GA, Cook County, RNAV (GPS) RWY 23, Orig
- Adel, GA, Cook County, Takeoff Minimums and Obstacle DP, Amdt 1
- Cordele, GA, Crisp County-Cordele, RNAV (GPS) RWY 10, Orig
- Cordele, GA, Crisp County-Cordele, RNAV (GPS) RWY 28, Orig
- Cordele, GA, Crisp County-Cordele, Takeoff Minimums and Obstacle DP, Amdt 2
- Dublin, GA, W. H. 'Bud' Barron, ILS OR LOC RWY 2, Amdt 1
- Dublin, GA, W. H. 'Bud' Barron, Takeoff Minimums and Obstacle DP, Amdt 1
- Toccoa, GA, Toccoa RG Letourneau Field, RNAV (GPS) RWY 2, Orig
- Toccoa, GA, Toccoa RG Letourneau Field, RNAV (GPS) RWY 20, Orig
- Toccoa, GA, Toccoa RG Letourneau Field, GPS RWY 02, Orig, CANCELLED
- Toccoa, GA, Toccoa RG Letourneau Field, Takeoff Minimums and Obstacle DP, Amdt 3
- Waynesboro, GA, Burke County, Takeoff Minimums and Obstacle DP, Orig
- Winder, GA, Winder-Barrow, RNAV (GPS) RWY 13, Orig
- Winder, GA, Winder-Barrow, RNAV (GPS) RWY 31, Orig
- Winder, GA, Winder-Barrow, Takeoff Minimums and Obstacle DP, Orig
- Chicago, IL, Chicago-O'Hare Intl, ILS OR LOC RWY 9R, Amdt 8
- Chicago, IL, Chicago-O'Hare Intl, ILS OR LOC RWY 27L, Amdt 27, ILS RWY 27L (CAT II), ILS RWY 27L (CAT III)
- Chicago, IL, Chicago-O'Hare Intl, RNAV (GPS) RWY 4L, Amdt 1
- Chicago, IL, Chicago-O'Hare Intl, RNAV (GPS) RWY 9R, Amdt 1
- Chicago, IL, Chicago-O'Hare Intl, RNAV (GPS) RWY 22R, Amdt 1
- Chicago, IL, Chicago-O'Hare Intl, RNAV (GPS) RWY 27L, Amdt 1
- Chicago, IL, Chicago-O'Hare Intl, RNAV (GPS) Y RWY 22R, Orig-B, CANCELLED
- Chicago, IL, Chicago-O'Hare Intl, LOC RWY 4L, Amdt 20
- Chicago, IL, Chicago-O'Hare Intl, Takeoff Minimums and Obstacle DP, Amdt 15
- Flora, IL, Flora Muni, RNAV (GPS) RWY 3, Amdt 1
- Flora, IL, Flora Muni, RNAV (GPS) RWY 21, Amdt 1
- Marion, IL, Williamson County Regional, RNAV (GPS) RWY 2, Orig
- Marion, IL, Williamson County Regional, RNAV (GPS) RWY 20, Orig
- Marion, IL, Williamson County Regional, NDB RWY 20, Amdt 10
- Marion, IL, Williamson County Regional, VOR RWY 2, Amdt 13
- Marion, IL, Williamson County Regional, VOR RWY 20, Amdt 17
- Quincy, IL, Quincy Rgnl Baldwin Field, RNAV (GPS) RWY 22, Orig
- Quincy, IL, Quincy Rgnl Baldwin Field, VOR/DME RWY 22, Amdt 8
- Quincy, IL, Quincy Rgnl Baldwin Field, VOR/DME RNAV OR GPS RWY 31, Amdt 3A, CANCELLED
- Quincy, IL, Quincy Rgnl Baldwin Field, Takeoff Minimums and Obstacle DP, Orig
- Fort Scott, KS, Fort Scott Muni, RNAV (GPS) RWY 18, Orig
- Fort Scott, KS, Fort Scott Muni, RNAV (GPS) RWY 36, Orig
- Fort Scott, KS, Fort Scott Muni, Takeoff Minimums and Obstacle DP, Orig
- Topeka, KS, Forbes Field, ILS OR LOC RWY 31, Amdt 9C
- Frankfort, KY, Capital City, LOC RWY 24, Amdt 2
- Alexandria, LA, Alexandria Intl, RNAV (GPS) RWY 18, Amdt 1
- Alexandria, LA, Alexandria Intl, RNAV (GPS) RWY 36, Orig
- Alexandria, LA, Alexandria Intl, VOR/DME RWY 32, Amdt 1
- Alexandria, LA, Alexandria Intl, Takeoff Minimums and Textual DP's, Orig
- Kalamazoo, MI, Kalamazoo/Battle Creek Intl, ILS OR LOC RWY 35, Amdt 22
- Kalamazoo, MI, Kalamazoo/Battle Creek Intl, RNAV (GPS) RWY 35, Orig
- Kalamazoo, MI, Kalamazoo/Battle Creek Intl, NDB RWY 35, Amdt 19
- Kalamazoo, MI, Kalamazoo/Battle Creek Intl, VOR RWY 35, Amdt 17
- Kalamazoo, MI, Kalamazoo/Battle Creek Intl, Takeoff Minimums and Textual DP, Amdt 9
- Lee's Summit, MO, Lee's Summit Municipal, RNAV (GPS) RWY 11, Orig
- Lee's Summit, MO, Lee's Summit Municipal, RNAV (GPS) RWY 18, Amdt 1
- Lee's Summit, MO, Lee's Summit Municipal, RNAV (GPS) RWY 29, Amdt 1
- Lee's Summit, MO, Lee's Summit Municipal, RNAV (GPS) RWY 36, Amdt 1
- Pascagoula, MS, Trent Lott Intl, ILS OR LOC RWY 17, Amdt 1
- Pascagoula, MS, Trent Lott Intl, RNAV (GPS) RWY 17, Orig
- Pascagoula, MS, Trent Lott Intl, RNAV (GPS) RWY 35, Orig
- Pascagoula, MS, Trent Lott Intl, GPS RWY 17, Orig-A, CANCELLED
- Pascagoula, MS, Trent Lott Intl, GPS RWY 35, Orig, CANCELLED
- Jamestown, ND, Jamestown Regional, RNAV (GPS) RWY 4, Orig
- Jamestown, ND, Jamestown Regional, RNAV (GPS) RWY 13, Orig
- Jamestown, ND, Jamestown Regional, RNAV (GPS) RWY 22, Orig
- Jamestown, ND, Jamestown Regional, VOR RWY 13, Amdt 8
- Jamestown, ND, Jamestown Regional, Takeoff Minimums and Obstacle DP, Amdt 1
- Albuquerque, NM, Albuquerque Intl Sunport, VOR OR TACAN RWY 8, Amdt 20A
- Reno, NV, Reno/Tahoe Intl, ILS OR LOC/DME RWY 34L, Orig
- Buffalo, NY, Buffalo Niagra Intl, Takeoff Minimums and Obstacle DP, Amdt 5
- Norman, OK, University of Oklahoma Westheimer, RNAV (GPS) RWY 3, Orig
- Norman, OK, University of Oklahoma Westheimer, RNAV (GPS) RWY 17, Orig
- Norman, OK, University of Oklahoma Westheimer, NDB RWY 3, Amdt 1
- Norman, OK, University of Oklahoma Westheimer, GPS RWY 3, Orig-B, CANCELLED
- Norman, OK, University of Oklahoma Westheimer, GPS RWY 17, Amdt 1A, CANCELLED
- Oklahoma City, OK, Wiley Post, RNAV (GPS) RWY 17L, Orig
- Oklahoma City, OK, Wiley Post, GPS RWY 17L, Orig, CANCELLED
- Marion, SC, Marion County, RNAV (GPS) RWY 4, Orig
- Marion, SC, Marion County, NDB RWY 4, Amdt 4
- Mobridge, SD, Mobridge Muni, RNAV (GPS) RWY 12, Orig
- Mobridge, SD, Mobridge Muni, RNAV (GPS) RWY 30, Orig
- Mobridge, SD, Mobridge Muni, NDB RWY 12, Amdt 2
- Watertown, SD, Watertown Regional, RNAV (GPS) RWY 12, Orig
- Watertown, SD, Watertown Regional, RNAV (GPS) RWY 17, Orig
- Watertown, SD, Watertown Regional, RNAV (GPS) RWY 30, Orig
- Watertown, SD, Watertown Regional, VOR OR TACAN RWY 17, Amdt 17
- Watertown, SD, Watertown Regional, Takeoff Minimums and Obstacle DP, Orig

Wichita Falls, TX, Sheppard AFB/Wichita Falls Muni, ILS OR LOC RWY 33L, Amdt 12F, CANCELLED

Wichita Falls, TX, Sheppard AFB/Wichita Falls Muni, RNAV (GPS) RWY 15R, Amdt 1, CANCELLED

Wichita Falls, TX, Sheppard AFB/Wichita Falls Muni, RNAV (GPS) RWY 33L, Amdt 1A, CANCELLED

Wichita Falls, TX, Sheppard AFB/Wichita Falls Muni, NDB RWY 33L, Amdt 11B, CANCELLED

Wichita Falls, TX, Sheppard AFB/Wichita Falls Muni, VOR-D, Amdt 14, CANCELLED

Wichita Falls, TX, Sheppard AFB/Wichita Falls Muni, Takeoff Minimums and Obstacle DP, Amdt 2, CANCELLED

Front Royal, VA, Front Royal-Warren County, Takeoff Minimums and Obstacle DP, Orig

Quinton, VA, New Kent County, Takeoff Minimums and Obstacle DP, Orig

Pasco, WA, Tri-Cities, VOR RWY 21R, Amdt 5

Seattle, WA, Seattle-Tacoma Intl, ILS OR LOC RWY 16L, Amdt 3B

ILS RWY 16L (CAT II), ILS RWY 16L (CAT III)

Boscobel, WI, Boscobel, RNAV (GPS) RWY 7, Orig

Boscobel, WI, Boscobel, RNAV (GPS) RWY 25, Orig

Boscobel, WI, Boscobel, VOR/DME RWY 25, Orig

Boscobel, WI, Boscobel, VOR/DME OR GPS-A, AMDT 3A, CANCELLED

Madison, WI, Dane County Regional-Truax Field, ILS OR LOC/DME RWY 18, Orig-A

Madison, WI, Dane County Regional-Truax Field, ILS OR LOC/DME RWY 36, Orig-B

Merrill, WI, Merrill Muni, RNAV (GPS) RWY 7, Amdt 1

Merrill, WI, Merrill Muni, RNAV (GPS) RWY 25, Amdt 1

Merrill, WI, Merrill Muni, Takeoff Minimums and Obstacle DP, Orig

Sturgeon Bay, WI, Door County Cherryland, RNAV (GPS) RWY 2, Amdt 1

Sturgeon Bay, WI, Door County Cherryland, RNAV (GPS) RWY 20, Amdt 1

Sturgeon Bay, WI, Door County Cherryland, Takeoff Minimums and Obstacle DP, Orig

*\* \* \* Effective 25 OCT 2007*

Houghton Lake, MI, Roscommon County-Blodgett Memorial, RNAV (GPS) RWY 9, Amdt 1

Houghton Lake, MI, Roscommon County-Blodgett Memorial, RNAV (GPS) RWY 27, Orig

Houghton Lake, MI, Roscommon County-Blodgett Memorial, VOR RWY 9, Amdt 4

Houghton Lake, MI, Roscommon County-Blodgett Memorial, VOR RWY 27, Amdt 3

Houghton Lake, MI, Roscommon County-Blodgett Memorial, Takeoff Minimums and Obstacle DP, Amdt 1

Kalamazoo, MI, Kalamazoo/Battle Creek Intl, RNAV (GPS) RWY 17, Orig

Kalamazoo, MI, Kalamazoo/Battle Creek Intl, RADAR-1, Amdt 9

Kalamazoo, MI, Kalamazoo/Battle Creek Intl, LOC BC RWY 17, Amdt 19

Kalamazoo, MI, Kalamazoo/Battle Creek Intl, VOR RWY 17, Amdt 18

[FR Doc. E7-14077 Filed 7-26-07; 8:45 am]

BILLING CODE 4910-13-P

## DEPARTMENT OF HEALTH AND HUMAN SERVICES

### Food and Drug Administration

#### 21 CFR Part 14

#### Advisory Committee; Risk Communication Advisory Committee; Establishment

**AGENCY:** Food and Drug Administration, HHS.

**ACTION:** Final rule.

**SUMMARY:** The Food and Drug Administration (FDA) is announcing the establishment of the Risk Communication Advisory Committee in the Office of Planning, Office of the Commissioner. This document adds the Risk Communication Advisory Committee to the agency's list of standing advisory committees.

**DATES:** This rule is effective July 27, 2007. Authority for the committee being established will end on June 19, 2009, unless the Commissioner formally determines that renewal is in the public interest.

**FOR FURTHER INFORMATION CONTACT:** Lee Zwanziger, Office of Planning, Office of Commissioner (HFP-1), Food and Drug Administration, 5600 Fishers Lane, Rockville, MD 20857, 301-827-2895, Fax 301-827-5260 or [rcac@fda.hhs.gov](mailto:rcac@fda.hhs.gov)

**SUPPLEMENTARY INFORMATION:** Under the Federal Advisory Committee Act of October 6, 1972 (Public Law 92-463 (5 U.S.C. app. 2)); section 904 of the Federal Food, Drug, and Cosmetic Act (21 U.S.C. 394), as amended by the Food and Drug Administration Revitalization Act (Public Law 101-635); and 21 CFR 14.40(b), FDA is announcing the establishment of the Risk Communication Advisory Committee by the Commissioner. The committee advises the Commissioner of Food and Drugs (the Commissioner) and designees on strategies and programs designed to communicate with the public about the risks and benefits of FDA-regulated products so as to facilitate optimal use of these products. The committee also reviews and evaluates research relevant to such communication to the public by both FDA and other entities. It also facilitates interactively sharing risk and benefit information with the public to enable people to make informed independent judgments about use of FDA-regulated products.

The Risk Communication Advisory Committee will be composed of a core of 15 voting members including the Chair. Members and the chair are selected by the Commissioner or designee from among authorities knowledgeable in the fields of risk communication, social marketing, health literacy, cultural competency, journalism, bioethics, and other relevant behavioral and social sciences. Some members will be selected to provide experiential insight on the communication needs of the various groups who use FDA-regulated products. The latter may include patients and patients' family members, health professionals, communicators in health, medicine and science, persons affiliated with consumer, specific disease, or patient safety advocacy groups. Depending on the meeting topic(s), at least one nonvoting member identified with relevant industry interests may be invited from existing members of other FDA Advisory Committees.

Under 5 U.S.C. 553(b)(3)(B) and (d) and 21 CFR 10.40 (d) and (e), the agency finds good cause to dispense with notice and public comment procedures and to proceed to an immediate effective date on this rule. Notice and public comment and a delayed effective date are unnecessary and are not in the public interest as this final rule merely adds the name of the Risk Communication Advisory Committee, already established by charter, to the list of standing advisory committees in 21 CFR 14.100.

Therefore, the agency is amending 21 CFR 14.100(a) as set forth below.

#### List of Subjects in 21 CFR Part 14

Administrative practice and procedure, Advisory committees, Color additives, Drugs, Radiation protection.

■ Therefore, under the Federal Food, Drug, and Cosmetic Act and under authority delegated to the Commissioner of Food and Drugs, 21 CFR part 14 is amended as follows:

#### PART 14—PUBLIC HEARING BEFORE A PUBLIC ADVISORY COMMITTEE

■ 1. The authority citation for 21 CFR part 14 continues to read as follows:

**Authority:** 5 U.S.C. App. 2; 15 U.S.C. 1451-1461, 21 U.S.C. 41-50, 141-149, 321-394, 467f, 679, 821, 1034; 28 U.S.C. 2112; 42 U.S.C. 201, 262, 263b 264; Pub. L. 107-109; Pub. L. 108-155.

■ 2. Section 14.100 is amended by adding paragraph (a)(4).