

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 March 22, 1996.

Thomas C. Accardi,
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, ISMLS, MLS, MLS/DME, MLS/RNAV; § 97.31 RADAR SIAPs; § 97.33 RNAV SIAPs; and § 97.35 COPTER SIAPs, identified as follows:

* * * Effective April 25, 1996

Athens, GA, Athens Muni, LOC RWY 27, Orig, CANCELLED
Athens, GA, Athens Muni, ILS RWY 27, Orig
Independence, KS, Independence Muni, NDB RWY 17, Amdt 1, CANCELLED
Minneapolis, MN, Airlake, VOR or GPS RWY 11, Amdt 1
Hettinger, ND, Hettinger Municipal, GPS RWY 30, Orig
Chillicothe, OH, Ross County, GPS RWY 23, Orig
Portland, OR, Portland Intl, LOC BC RWY 10L, Amdt 14, CANCELLED
Rice Lake, WI, Rice Lake Rgnl-Carl's Field, VOR/DME RWY 19, Orig

* * * Effective May 23, 1996

Arlington, TX, Arlington Muni, GPS RWY 34, Orig

* * * Effective June 20, 1996

Harrison, AR, Boone County, GPS RWY 18, Orig
Mountain Home, AR, Baxter County Regional, GPS RWY 5, Orig
Mountain Home, AR, Baxter County Regional, GPS RWY 23, Orig
Pine Bluff, AR, Grider Field, GPS RWY 35, Orig
Warren, AR, Warren Muni, GPS RWY 21, Orig
Muscatine, IA, Muscatine Muni, GPS RWY 23, Orig
Scott City, KS, Scott City Muni, NDB RWY 35, Orig
Alice, TX, Alice Intl, GPS RWY 31, Orig
Alpine, TX, Alpine-Casparis Municipal, GPS RWY 19, Orig
Bay City, TX, Bay City Muni, GPS RWY 13, Orig
Summersville, WV, Summersville, GPS RWY 4, Orig

* * * Effective Upon Publication

Sioux Falls, SD, Joe Foss Field, ILS RWY 21, Amdt 8

Note: The FAA published procedures in Docket No. 28475, Amdt. No. 1712 to Part 97 to the Federal Aviation Regulations (VOL. 61, FR No. 41, Page 7699, dated Thursday, February 29, 1996) under Section 97.27 which are hereby amended as follows:

Santa Fe, NM, Santa Fe County Muni, VOR/DME or GPS-A, Amdt 1
Santa Fe, NM, Santa Fe County Muni, NDB or GPS RWY 2, Amdt 4

Note: The FAA published a procedure in Docket No. 28447, Amdt. No. 1707 to Part 97 to the Federal Aviation Regulations (VOL. 61, FR No. 23, Page 3796, dated Friday, February 2, 1996) under Section 97.33 which is hereby amended as follows:

Kaiser/Lake Ozark, MO, Lee C. Fine Memorial, GPS RWY 21, Orig

[FR Doc. 96-7763 Filed 3-28-96; 8:45 am]

BILLING CODE 4910-13-M

14 CFR Part 97

[Docket No. 28509; Amdt. No. 1719]

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, US Government Printing Office, Washington, DC 20402.

FOR FURTHER INFORMATION CONTACT: Paul J. Best, Flight Procedures Standards Branch (AFS-420), Technical Programs Division, Flight Standards Service, Federal Aviation Administration, 800 Independence Avenue, SW., Washington, DC 20591; telephone (202) 267-8277.

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 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 cancelled.

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 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 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 March 22, 1996.

Thomas C. Accardi,
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, MLS/RNAV; § 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
02/08/96	FL	Orlando	Orlando Intl	FDC 6/0901	VOR/DME or GPS RWY 36L AMDT 4.
02/23/96	IL	Sterling Rockfalls	Whiteside County-Joseph H. Bittorf Field.	FDC 6/1172	NDB or GPS RWY 7 AMDT 4.
03/07/96	WI	Rhineland	Rhineland-Oneida County	FDC 6/1472	This Corrects Notam in TL96-07.
03/08/96	MN	Rushford	Rushford Muni	FDC 6/1484	VOR/DME or GPS RWY 5 ORIG, VOR/DME or GPS RWY 23 AMDT 10, VOR/DME or GPS RWY 27 ORIG.
03/08/96	WI	Rhineland	Rhineland-Oneida County	FDC 6/1473	VOR/DME-A ORIG.
03/11/96	FL	Melbourne	Melbourne Intl	FDC 6/1519	ILS RWY 9 AMDT 5, VOR or GPS RWY 9 AMDT 4.
03/13/96	GA	Marietta	Cobb County-McCollum Field ...	FDC 6/1574	LOC BC RWY 27L, AMDT 8A.
03/15/96	TX	Lancaster	Lancaster	FDC 6/1621	VOR/DME or GPS RWY 9 ORIG.
03/16/96	IA	Newton	Newton Muni	FDC 6/1634	NDB or GPS RWY 31, ORIG.
03/18/96	GA	Winder	Winder	FDC 6/1681	ILS RWY 32, AMDT 1A.
03/18/96	GA	Winder	Winder	FDC 6/1982	BOR/DME or GPS-A, AMDT 9.
03/18/96	IL	Peoria	Greater Peoria Regional	FDC 6/1678	LOC RWY 31, AMDT 8.
03/19/96	OH	Wilmington	Airborne Airpark	FDC 6/1710	ILS/DME RWY 4 ORIG.
03/19/96	TS	Pecos	Pecos muni	FDC 6/1709	ILS/DME RWY 4R AMDT 1.
					VOR or GPS RWY 14, AMDT 7.

FDC date	State	City	Airport	FDC No.	SIAP
03/20/96	FL	Fort Myers	Southwest Florida Intl	FDC 6/1749	NDB or GPS RWY 6, AMDT 4.
03/20/96	FL	Fort Myers	Southwest Florida Intl	FDC 6/1750	ILS RWY 6, AMDT 4.
03/20/96	KY	Louisville	Louisville Intl-Standiford Field	FDC 6/1737	ILS RWY 35, ORIG-A.
03/20/96	KY	Louisville	Louisville Intl-Standiford Field	FDC 6/1739	NDB or GPS RWY 29, AMDT 19.
03/20/96	KY	Louisville	Louisville Intl-Standiford Field	FDC 6/1740	ILS RWY 29, AMDT 22.
03/20/96	KY	Louisville	Louisville Intl-Standiford	FDC 6/1741	ILS RWY 1, AMDT 11.
03/20/96	KY	Louisville	Louisville Intl-Standiford Field	FDC 6/1742	ILS RWY 17, ORIG-A.
03/20/96	KY	Louisville	Louisville Intl-Standiford Field	FDC 6/1743	RADAR-1, AMDT 25.
03/20/96	KY	Louisville	Louisville Intl-Standiford Field	FDC 6/1744	NDB or GPS RWY 1, AMDT 8.
03/20/96	KY	Louisville	Louisville Intl-Standiford Field	FDC 6/1746	VOR or TACAN RWY 29, AMDT 22.
03/21/96	GA	Winder	Winder	FDC 6/1782	NDB or GPS RWY 31, AMDT. 8
03/21/96	KY	Louisville	Louisville Intl-Standiford Field	FDC 6/1771	ILS RWY 19, AMDT 9A.

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14 CFR Part 97

[Docket No. 28510; Amdt. No. 1720]

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: Paul J. Best, Flight Procedures Standards Branch (AFS-420), Technical Programs Division, Flight Standards Service, Federal Aviation Administration, 800 Independence Avenue, SW., Washington, DC 20591; telephone (202) 267-8277.

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 Form 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.

This amendment to part 97 is effective upon publication of each separate SIAP as contained in the transmittal. The SIAPs contained in this amendment are based on the criteria contained in the United States 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.

The FAA has determined through testing that current non-localizer type, non-precision instrument approaches developed using the TERPS criteria can be flown by aircraft equipped with Global Positioning System (GPS) equipment. In consideration of the above, the applicable Standard Instrument Approach procedures (SIAPs) will be altered to include "or GPS" in the title without otherwise reviewing or modifying the procedure. (Once a stand alone GPS procedure is developed, the procedure title will be altered to remove "or GPS" from these non-localizer, non-precision instrument approach procedure titles.) 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