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14 CFR Part 97

[Docket No. 28644; Amdt. No. 1743]

RIN 2120-AA65]

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 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 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.

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 July 26, 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, DSF, 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 AIAPs, identified as follows:

. . . Effective August 15, 1996

Windsor Locks, CT, Bradley Intl, VOR OR TACAN RWY 6, Orig, CANCELLED
Windsor Locks, CT, Bradley Intl, VOR RWY 15, Orig
Windsor Locks, CT, Bradley Intl, VOR OR TACAN RWY 15, Amdt 2A CANCELLED
Windsor Locks, CT, Bradley Intl, VOR OR TACAN OR GPS RWY 24, Amdt 1, CANCELLED
Windsor Locks, CT, Bradley Intl, VOR OR TACAN OR GPS RWY 33, Orig, CANCELLED
Windsor Locks, CT, Bradley Intl, NDB OR GPS RWY 6, Amdt 27
Windsor Locks, CT, Bradley Intl, COPTER ILS 058, Amdt 1
Windsor Locks, CT, Bradley Intl, ILS RWY 6, Amdt 33
Windsor Locks, CT, Bradley Intl, ILS RWY 24, Amdt 7
Windsor Locks, CT, Bradley Intl, ILS RWY 33, Amdt 6
Belle Plaine, IA, Belle Plaine Muni, NDB RWY 35, Orig
Sioux City, IA, Sioux Gateway, GPS RWY 17, Orig
Sioux City, IA, Sioux Gateway, VOR/DME RNAV RWY 17, Orig-A CANCELLED
Isoco County, MI, East Tawas, VOR OR GPS-A, Amdt 7
Oscoda, MI, Oscoda-Wurtsmith, VOR OR GPS RWY 6, Orig
Oscoda, MI, Oscoda-Wurtsmith, VOR OR GPS RWY 6, Orig-B, CANCELLED
Oscoda, MI, Oscoda-Wurtsmith, ILS/DME RWY 24, Amdt 1
Lincolnton, NC, Lincoln County, LOC RWY 23, Orig
Columbus, OH, Port Columbus Intl, NDB RWY 28R, Orig
Scappoose, OR, Scappoose Industrial Airpark, LOC/DME RWY 15, Orig
Devils Lake, ND, Devils Lake Muni, NDB RWY 31, Orig
Devils Lake, ND, Devils Lake Muni, ILS RWY 31, Orig
Devils Lake, ND, Devils Lake Muni, ILS/DME RWY 31, Amdt 1 CANCELLED
Pittsburgh, PA, Pittsburgh International, ILS RWY 10R, Amdt 7
Dallas-Fort Worth, TX, Dallas-Ft Worth International, ILS RWY 17L, Orig
Dallas-Fort Worth, TX, Dallas-Ft Worth International, ILS RWY 35R, Orig
Fort Worth, TX, Fort Worth Meacham Intl, NDB OR GPS RWY 34R, Amdt 6
Fort Worth, TX, Fort Worth Meacham Intl, LOC BC RWY 34R, Amdt 7 CANCELLED
Fort Worth, TX, Fort Worth Meacham Intl, ILS RWY 34R, Orig
Chetek, WI, Chetek Muni-Southworth, VOR/DME-A, Orig

. . . Effective September 12, 1996

Eliot, ME, Littlebrook Air park, NDB OR GPS-A, Amdt 1, CANCELLED
Eliot, ME, Littlebrook Air park, NDB-B, Orig

Baltimore, MD, Baltimore-Washington Intl, VOR/DME RWY 22, Amdt 9
Baltimore, MD, Baltimore-Washington Intl, VOR/DME RWY 33L, Amdt 1
Frederick, MD, Frederick Muni, ILS RWY 23, Amdt 3
Sussex, NJ, Sussex, GPS RWY 3, Orig
Aurora, OR, Aurora State, LOC/DME RWY 17, Orig
Portland, OR, Portland Intl, MLS RWY 28L, Orig
Moses Lake, WA, Grant County, MLS RWY 32R, Orig

. . . Effective October 10, 1996

Kodiak, AK, Kodiak, GPS RWY 25, Orig
Lincoln, CA, Lincoln Regional/Karl Harder Field, ILS RWY 15, Orig
Holyoke, CO, Holyoke, GPS RWY 17, Orig
Holyoke, CO, Holyoke, GPS RWY 35, Orig
Windsor Locks, CT, Bradley Intl, GPS RWY 15, Amdt 1
Dover/Cheswold, DE, Delaware Airpark, GPS RWY 9, Orig
Dover/Cheswold, DE, Delaware Airpark, GPS RWY 27, Orig
Bowling Green, KY, Bowling Green-Warren County Regional, GPS RWY 21, Orig
Hammond, LA, Hammond Muni, GPS RWY 31, Orig
Norfolk, NE, Karl Stefan Memorial, VOR OR GPS RWY 19, Amdt 7
Norfolk, NE, Karl Stefan Memorial, ILS RWY 1, Amdt 4
Manchester, NH, Manchester, VOR/DME RNAV RWY 6, Amdt 4
Erwin, NC, Harnett County, GPS RWY 04, Orig
Southport, NC, Brunswick County, GPS RWY 23, Orig
Altoona, PA, Altoona-Blair County, VOR OR GPS-A, Amdt 4
Athens, TX, Athens Muni, NDB RWY 35, Amdt 4
Bonham, TX, Jones Field, VOR/DME RWY 17, Orig
Bonham, TX, Jones Field, VOR/DME OR GPS RWY 17, Amdt 2 CANCELLED
Bonham, TX, Jones Field, NDB RWY 17, Amdt 3
Bowie, TX, Bowie Muni, NDB OR GPS RWY 17, Amdt 3
Bowie, TX, Bowie Muni, NDB OR GPS RWY 35, Amdt 3
Caddo Mills, TX, Caddo Mills Muni, NDB RWY 35L, Amdt 2
Caddo Mills, TX, Caddo Mills Muni, GPS RWY 35L, Orig
Dallas, TX, Dallas Love Field, ILS RWY 13L, Amdt 29
Dallas, TX, Dallas Love Field, ILS RWY 13R, Amdt 3
Dallas, TX, Dallas Love Field, ILS RWY 31L, Amdt 19
Dallas, TX, Dallas Love Field, ILS RWY 31R, Amdt 3
Denton, TX, Denton Muni, NDB OR GPS RWY 17, Amdt 6
Denton, TX, Denton Muni, ILS RWY 17, Amdt 6
Granbury, TX, Granbury Muni, VOR/DME-A, Orig
Granbury, TX, Granbury Muni, VOR OR GPS-B, Amdt 3 CANCELLED
Greenville, TX, Majors, VOR/DME, RWY 17 Orig

Greenville, TX, Majors, VOR/DME-A, Amdt 2 CANCELLED
Greenville, TX, Majors, NDB RWY 17, Amdt 5
Greenville, TX, Majors, NDB RWY 35, Amdt 1
Greenville, TX, Majors, ILS RWY 17, Amdt 5
Henderson, TX, Rusk County, VOR/DME OR GPS-A, Amdt 3
Lancaster, TX, Lancaster, NDB OR GPS RWY 31, Amdt 1
Longview, TX, Gregg County, VOR OR TACAN, RWY 13, Amdt 20
Longview, TX, Gregg County, ILS RWY 13, Amdt 11
Mesquite, TX, Mesquite Metro, NDB OR GPS RWY 17, Amdt 5
Mesquite, TX, Mesquite Metro, LOC BC RWY 35, Amdt 2
Mesquite, TX, Mesquite Metro, ILS RWY 17, Amdt 1
Palestine, TX, Palestine Muni, VOR/DME OR GPS RWY 17, Amdt 4
Paris, TX, Cox Field, VOR OR GPS RWY 35, Amdt 1
Rockwall, TX, Rockwall Muni, VOR/DME OR GPS RWY 16, Amdt 4 CANCELLED
Rockwall, TX, Rockwall Muni, NDB-A, Orig
Rockwall, TX, Rockwall Muni, GPS RWY 16, Orig
Rockwall, TX, Rockwall Muni, GPS RWY 34, Orig
Sherman, TX, Sherman Muni, VOR/DME-A, Orig
Sherman, TX, Sherman Muni, VOR/DME OR GPS RWY 34, Amdt 4 CANCELLED
Terrell, TX, Terrell Muni, VOR/DME OR GPS RWY 35, Amdt 3 CANCELLED
Terrell, TX, Terrell Muni, NDB OR GPS RWY 17, Amdt 3
Chesapeake, VA, Chesapeake Muni, GPS RWY 5, Orig

Note: The FAA published Procedures in Docket No. 28625, Amdt No. 1740 to Part 97 of the Federal Aviation Regulations (VOL 61, FR No. 139, Page 37353, dated July 18, 1996 under Section 97.23 effective 12 Sep 96 which is hereby amended:

CHANGE EFFECTIVE DATE TO 10 OCT 1996, FOR THE FOLLOWING PROCEDURES;

St. Mary's, AK, St. Mary's, GPS RWY 16, Orig
St. Mary's, AK, St. Mary's, GPS RWY 34, Orig

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14 CFR Part 97

[Docket No. 28645; Amdt. No. 1744]

RIN 2120-AA65

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