

September 16, 1996, is amended as follows:

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

* * * * *

AWP AZ E5 Prescott, AZ [Revised]

Ernest A. Love Field, AZ

(Lat. 34°39'06" N, long. 112°25'18" W)

Drake VORTAC

(Lat. 34°42'09" N, long. 112°28'49" W)

That airspace extending upward from 700 feet above the surface within a 6-mile radius of the Ernest A. Love Field and within 2.6 miles each side of Drake VORTAC 318° radial extending from the 6-mile radius to 7.5 miles northwest of the Drake VORTAC and within 4.3 miles northwest and 3 miles southeast of the Runway 21 localizer extending from the 6-mile radius to 8.7 miles northeast of Ernest A. Love Field. That airspace extending upward from 1,200 feet above the surface within a 18.2-mile radius of the Drake VORTAC, extending clockwise from a line 4.3 miles south of and parallel to the Drake VORTAC 252° radial to a line 4 miles northwest of and parallel to Drake VORTAC 318° radial and within a 24-mile radius of the Drake VORTAC, extending clockwise from a line 4 miles northeast of and parallel to the Drake VORTAC 318° radial to a line 4 miles west of and parallel to the Drake VORTAC 003° radial and with a 18.2-mile radius of Drake VORTAC, extending clockwise from a line 4 miles west of and parallel to the Drake VORTAC 003° radial to a line 4.3 miles west of and parallel to the Drake VORTAC 159° radial and within a 12.2-mile radius of Drake VORTAC, extending clockwise from a line 4.3 miles west of and parallel to the Drake VORTAC 159° radial to a line 4.3 miles south of and parallel to the Drake VORTAC 252° radial.

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Issued in Los Angeles, California, on September 12, 1996.

Leonard A. Mobley,

*Acting Manager, Air Traffic Division,
Western-Pacific Region.*

[FR Doc. 96-24642 Filed 9-25-96; 8:45 am]

BILLING CODE 4910-13-M

14 CFR Part 97

[Docket No. 28692; Amdt. No. 1753]

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 September 20, 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 October 10, 1996*

Worcester, MA, Worcester Muni, NDB RWY 29, Orig
Worcester, MA, Worcester Muni, NDB OR GPS RWY 29, Amdt 12 CANCELLED
Worcester, MA, Worcester Muni, ILS RWY 29, Amdt 2
Minneapolis, MN, Minneapolis-St Paul Intl/Wold Chamberlain, NDB or GPS RWY 4, Amdt 19
Minneapolis, MN, Minneapolis-St Paul Intl/Wold Chamberlain, ILS RWY 4, Amdt 25
Amarillo, TX, Amarillo Intl, LDA/DME RWY 22, Orig

* * * *Effective November 7, 1996*

Cornelia, GA, Habersham County, VOR/DME OR GPS RWY 6, Amdt 5
Chicago, IL, Chicago O'Hare Intl, NDB RWY 32L, Amdt 22, CANCELLED

Parsons, KS, Tri-City, VOR-A, Orig
Parsons, KS, Tri-City, VOR OR GPS RWY 13, Amdt 4, CANCELLED
Bar Harbor, ME, Hancock County-Bar Harbor, LOC/DME BC RWY 4, Amdt 1
Kennett, MO, Kennett Memorial, NDB OR GPS RWY 18, Amdt 3
New York, NY, John F. Kennedy Intl, ILS/DME RWY 22R, Orig-A, CANCELLED
New York, NY, John F. Kennedy Intl, ILS RWY 22R, Orig
Rugby, ND, Rugby Muni, NDB RWY 30, Amdt 5
Rugby, ND, Rugby Muni, NDB or GPS RWY 12, Amdt 4
Oxford, OH, Miami University, NDB or GPS RWY 5, Amdt 10
Wapakoneta, OH, Neil Armstrong, LOC RWY 26, Amdt 3
Austin, TX, Austin-Bergstrom Intl, ILS RWY 17R, Orig
Austin, TX, Austin-Bergstrom Intl, ILS RWY 35L, Orig
Austin, TX, Austin-Bergstrom Intl, GPS RWY 17R, Orig
Austin, TX, Austin-Bergstrom Intl, GPS RWY 35L, Orig
Shell Lake, WI, Shell Lake Muni, VOR/DME RWY 32, Orig, CANCELLED
Shell Lake, WI, Shell Lake Muni, VOR/DME RWY 32, Orig

* * * *Effective December 5, 1996*

St Paul Island, AK, St Paul Island, ILS/DME RWY 36, Amdt 1
Hanford, CA, Hanford Muni, GPS RWY 32, Orig
Hayward, CA, Hayward Air Terminal, GPS Rwy 28L, Orig
Washington, DC, Washington Dulles Intl, NBD RWY 1R, Amdt 17
Washington, DC, Washington Dulles Intl, ILS RWY 1r, Amdt 22
Covington, GA, Covington Muni, VOR/DME OR GPS RWY 10, Amdt 3
Covington, GA, Covington Muni, NDB RWY 28, Amdt 1
Covington, GA, Covington Muni, GPS RWY 28, Orig
Moultrie, GA, Moultrie Muni, NDB-A, Orig
Iowa City, IA, Iowa City Muni, RNAV RWY 24, Amdt 1A CANCELLED
New Orleans, LA, Lakefront, VOR OR GPS-A, Amdt 16 CANCELLED
New Orleans, LA, Lakefront, VOR OR GPS-B, Amdt 8 CANCELLED
New Orleans, LA, Lakefront, VOR RWY 18R, Amdt 4
New Orleans, LA, Lakefront, VOR/DME OR GPS RWY 36L, Amdt 7
New Orleans, LA, Lakefront, ILS RWY 18R, Amdt 12
Reserve, LA, St John The Baptist Parish, GPS RWY 17, Orig
Gaylord, MI, Otsego County, VOR or GPS RWY 9, Orig
Kansas City, MO, Richards-Gebaur Memorial, ILS RWY 1, Amdt 4
Kansas City, MO, Richards-Gebaur Memorial, GPS RWY 1, Orig
Kansas City, MO, Richards-Gebaur Memorial, GPS RWY 19, Orig
Sikeston, MO, Sikeston Meml Muni, GPS RWY 20, Orig
Broken Bow, NE, Broken Bow Muni, GPS RWY 14, Orig

Columbus, NE, Columbus Muni, GPS RWY 14, Orig
Newburgh, NY, Stewart Intl, VOR RWY 27, Amdt 4
Mount Airy, NC, Mount Airy/Surry County, GPS RWY 36, Orig
Altus, OK, Altus Muni, GPS RWY 17, Orig
Altus, OK, Altus Muni, VOR/DME RNAV RWY 17, Amdt 1
Antlers, OK, Antlers Muni, GPS RWY 35, Orig
Boise City, OK, Boise City, GPS RWY 4, Orig
Durant, OK, Eaker Field, GPS RWY 35, Orig
Perry, OK, Perry Muni, GPS RWY 17, Orig
Sallisaw, OK, Sallisaw Muni, NDB OR GPS-A, Amdt 1
Sallisaw, OK, Sallisaw Muni, GPS RWY 35, Orig
Tulsa, OK, Richard Lloyd Jones Jr, GPS RWY 1L, Orig
Weatherford, OK, Thomas P Stafford, NDB RWY 17, Amdt 3
Weatherford, OK, Thomas P Stafford, GPS RWY 17, Orig
Weatherford, OK, Thomas P Stafford, GPS RWY 35, Amdt 1
Harrisburg, PA, Capital City, GPS RWY 26, Orig
Philadelphia, PA, Wings Field, GPS RWY 24, Orig
Big Lake, TX, Reagan County, NDG OR GPS RWY 16, Amdt 1, CANCELLED
Big Lake, TX, Reagan County, GPS RWY 16, Orig
Blacksburg, VA, Virginia Tech, LOC RWY 12, Amdt 4
Blacksburg, VA, Virginia Tech, GPS RWY 12, Orig
Winchester, VA, Winchester Regional, LOC RWY 32, Amdt 4
Winchester, VA, Winchester Regional, NDB OR GPS-B, Orig

[FR Doc. 96-24741 Filed 9-25-96; 8:45 am]

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14 CFR Part 97

[Docket No. 28693; Amdt. No. 1754]

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 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.