

Therefore, this action is not subject to environmental assessments and procedures under FAA Order 1050.1D, "Policies and Procedures for Considering Environmental Impacts," and the National Environmental Policy Act.

#### List of Subjects in 14 CFR Part 73

Airspace, Navigation (air).

#### Adoption of the Amendment

In consideration of the foregoing, the Federal Aviation Administration amends 14 CFR part 73, as follows:

#### **PART 73—[AMENDED]**

1. The authority citation for part 73 continues to read as follows:

Authority: 49 U.S.C. 106(g), 40103, 40113, 40120; E.O. 10854, 24 FR 9565, 3 CFR, 1959–1963 Comp., p. 389; 14 CFR 11.69.

#### **§ 73.22 [Amended]**

2. Section 73.22 is amended as follows:

#### **R-2202B Big Delta, AK [Amended]**

By removing the present using agency and substituting the following:

Using agency. U.S. Army, Commander, Cold Regions Test Activity, Fort Greely, AK.

Issued in Washington, DC, on November 22, 1996.

Harold W. Becker,

*Acting Program Director for Air Traffic Airspace Management.*

[FR Doc. 96–30995 Filed 12–4–96; 8:45 am]

**BILLING CODE 4910–13–P**

#### **14 CFR Part 97**

[Docket No. 28738; Amdt. No. 1767]

RIN 2120-AA65

#### **Standard Instrument Approach Procedures; Miscellaneous Amendments**

**AGENCY:** Federal Aviation Administration (FAA), DOT.

**ACTION:** Final rule.

**SUMMARY:** This amendment established, 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.

**EFFECTIVE DATES:** An effective date for each SIAP is specified in the amendatory provisions.

Incorporates 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 Inspected 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 the 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 November 29, 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 January 2, 1997*

Houma, LA, Houma-Terrebonne, GPS RWY 12, Amdt 1  
Rangeley, ME, Rangeley Muni, NDB OR GPS-A, Amdt 4  
Baltimore, MD, Baltimore-Washington Intl, ILS RWY 28, Amdt 11  
Montague, MA, Turners Falls, VOR OR GPS-A, Amdt 3  
Atlantic City, NJ, Atlantic City Intl, ILS RWY 13, Amdt 5  
Salisbury, NC, Rowan County, ILS RWY 20, Orig  
Durant, OK, Eaker Field, GPS RWY 30, Orig, CANCELLED  
Philadelphia, PA, Philadelphia Intl, COPTER ILS RWY 17, Orig  
Dallas, TX, Dallas Love Field, RADAR-1, Amdt 26  
Winchester, VA, Winchester Regional, NDB OR GPS-A, Orig, CANCELLED

\* \* \* *Effective January 30, 1997*

Walnut Ridge, AR, Walnut Ridge Regional, GPS RWY 17, Orig  
Walnut Ridge, AR, Walnut Ridge Regional, GPS RWY 35, Orig  
Prescott, AZ, Ernest A. Love Field, VOR RWY 12, Amdt 2  
Prescott, AZ, Ernest A. Love Field, ILS/DME RWY 21L, Amdt 3

Prescott, AZ, Ernest A. Love Field, GPS RWY 12, Orig  
Prescott, AZ, Ernest A. Love Field, GPS RWY 21L, Orig  
Prescott, AZ, Ernest A. Love Field, VOR/DME RNAV RWY 21L, Amdt 3  
De Queen, AR, J. Lynn Helms Sevier County, NDB RWY 8, Amdt 5  
De Queen, AR, J. Lynn Helms Sevier County, GPS RWY 8, Orig  
Casa Grande, AZ, Casa Grande Muni, GPS RWY 5, Orig  
Casa Grande, AZ, Casa Grande Muni, GPS RWY 23, Orig  
Grand Canyon, AZ, Valle, GPS RWY 1, Orig  
San Andreas, CA, Calaveras Co-Maury Rasmussen Field, GPS RWY 31, Orig  
Brooksville, FL, Hernando County, GPS RWY 27, Orig  
Naples, FL, Naples Muni, GPS RWY 5, Orig  
Naples, FL, Naples Muni, GPS RWY 23, Orig  
Claxton, GA, Claxton-Evans County, GPS RWY 9, Orig  
Casey, IL, Casey Muni, GPS RWY 22, Orig  
Greenville, IL, Greenville, GPS RWY 18, Orig  
Pinckneyville, IL, Pinckneyville-Du Quoin, GPS RWY 18, Orig  
Old Town, ME, Dewitt Fld, Old Town Muni, VOR/DME RWY 22, Amdt 5  
Old Town, ME, Dewitt Fld, Old Town Muni, NDB OR GPS RWY 22, Amdt 5  
Old Town, ME, Dewitt Fld, Old Town Muni, RADAR-1, Amdt 2  
Old Town, ME, Dewitt Fld, Old Town Muni, GPS RWY 12, Orig  
Old Town, ME, Dewitt Fld, Old Town Muni, GPS RWY 30, Orig  
Portland, ME, Portland Intl Jetport, ILS/DME RWY 29, Orig-A, CANCELLED  
Portland, ME, Portland Intl Jetport, ILS RWY 29, Orig  
Mackinac Island, MI, Mackinac Island, GPS RWY 29, Orig  
Romeo, MI, Romeo, GPS RWY 36, Orig  
Athens/Albany, OH, Ohio University, GPS RWY 7, Orig  
Athens/Albany, OH, Ohio University, GPS RWY 25, Orig  
Lynchburg, VA, Lynchburg Regional/Preston Glenn Field, VOR/DME RWY 21, Amdt 8  
Lynchburg, VA, Lynchburg Regional/Preston Glenn Field, ILS RWY 3, Amdt 14  
Lynchburg, VA, Lynchburg Regional/Preston Glenn Field, GPS RWY 21, Orig  
Pineville, WV, Kee Field, VOR RWY 25, Amdt 3  
Marshfield, WI, Marshfield Muni, GPS RWY 16, Orig

\* \* \* *Effective Upon Publication*

Rock Springs, TX, Edwards County, VOR OR GPS RWY 14, Amdt 3.

[FR Doc. 96-31000 Filed 12-4-96; 8:45 am]

**BILLING CODE 4910-13-M**

**14 CFR Part 97**

[Docket No. 28739; Amdt. No. 1768]

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.

**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:

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**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.,