

“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 December 15, 1995.

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, 97.33, 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 February 29, 1996

Bullhead City, AZ, Laughlin/Bullhead Intl, GPS RWY 34, Orig
Little Rock, AR, Adams Field, GPS RWY 18, Orig
Magnolia, AR, Magnolia Muni, GPS RWY, 17, Orig
Magnolia, AR, Magnolia Muni, GPS RWY, 35, Orig
Rogers, AR, Rogers Municipal-Carter Field, GPS RWY 1, Orig
Mammoth Lakes, CA, Mammoth Lakes, GPS RWY 27, Orig
Denver, CO, Front Range, GPS RWY 35, Orig
Bridgeport, CT, Igor I. Sikorsky Memorial, GPS RWY 29, Orig
Adel, GA, Cook County, VOR/DME RNAV RWY 5, Orig

Atlantic, IA, Atlantic Muni, GPS RWY 12, Orig
Tipton, IA, Mathews Memorial, GPS RWY 11, Orig
Mayfield, KY, Mayfield Graves County, GPS RWY 36, Orig
Mansfield, LA, De Soto Parish, GPS RWY 18, Orig
Portland, ME, Portland Intl Jetport, RADAR-1, Amdt 4, CANCELLED
Plymouth, MA, Plymouth Muni, GPS RWY 6, Orig
Grayling, MI, Grayling AAF, GPS RWY 14, Orig
Howell, MI, Livingston County, GPS RWY 13, Orig
Sedalia, MO, Sedalia Memorial, GPS RWY 18, Orig
Sedalia, MO, Sedalia Memorial, GPS RWY 36, Orig
Warrensburg, MO, Skyhaven, GPS RWY 36, Orig
Hastings, NE, Hastings Muni, GPS RWY 14, Orig
Elko, NV, Elko Muni-J.C. Harris Field, GPS RWY 5, Orig
West Milford, NJ, Greenwood Lake, VOR RWY 6, Orig
West Milford, NJ, Greenwood Lake, VOR OR GPS-A, Amdt 3, CANCELLED
Hamilton, OH, Hamilton-Fairfield, GPS RWY 29, Orig
Philadelphia, PA, Philadelphia Intl, ILS RWY 9L, Amdt 3
Pawtucket, RI, North Central State, GPS RWY 5, Orig
Pawtucket, RI, North Central State, GPS RWY 23, Orig
Winnsboro, SC, Fairfield County, GPS RWY 22, Orig
Rock Springs, WY, Rock Springs-Sweetwater County, GPS RWY 27, Orig

Effective February 1, 1996

Sault Ste Marie, MI, Sault Ste Marie/Sanderson Field, VOR OR GPS RWY 32, Amdt 1
Springfield, IL, Capital, ILS RWY 31, Orig
Indianapolis, IN, Indianapolis Intl, NDB OR GPS RWY 5L, Amdt 2, CANCELLED
Indianapolis, IN, Indianapolis Intl, NDB RWY 5L, Orig
Indianapolis, IN, Indianapolis Intl, ILS RWY 5L, Amdt 23, CANCELLED
Indianapolis, IN, Indianapolis Intl, ILS RWY 5L, Orig
Indianapolis, IN, Indianapolis Intl, ILS RWY 23R, Amdt 9, CANCELLED
Indianapolis, IN, Indianapolis Intl, ILS RWY 23R, Orig
St. Louis, MO, St. Louis/Lambert-St. Louis Intl, ILS RWY 12L, Amdt 3
Albuquerque, NM, Albuquerque Intl, ILS RWY 3, Orig
Wilmington, OH, Airborne Airpark, ILS RWY 4L, Amdt 3
Wilmington, OH, Airborne Airpark, ILS/DME RWY 4R, Amdt 1
Wilmington, OH, Airborne Airpark, ILS RWY 22R, Amdt 4
Wilmington, OH, Airborne Airpark, ILS/DME RWY 22L, Amdt 1

[FR Doc. 96-382 Filed 1-9-96; 8:45 am]

BILLING CODE 4910-13-M

14 CFR Part 97

[Docket No. 28410; Amdt. No. 1702]

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.

The Rule

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 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 December 15, 1995.

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 continues 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, 97.27, 97.33, 97.35 [Amended]

By amending: § 97.23 VOR, VOR/DME, VOR or TACAN, and VOR/DME or TACAN; § 97.27 NDB, NDB/DME; § 97.33 RNAV SIAPs; and § 97.35 COPTER SIAPs, identified as follows:

. . . Effective JAN 04, 1996

Cabool, MO, Cabool Memorial, VOR/DME or GPS RWY 21, Amdt 2 CANCELLED
Cabook, MO, Cabool Memorial, VOR/DME RWY 21, Amdt 2

Goldsby, OK, David Jay Perry, VOR/DME or GPS RWY 31, Orig CANCELLED
Goldsby, OK, David Jay Perry, VOR/DME RWY 31, Orig
Charleston, SC, Charleston Executive, RNAV or GPS RWY 9, Amdt 5A CANCELLED
Charleston, SC, Charleston Executive, RNAV RWY 9, Amdt 5A

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14 CFR Part 97

[Docket No. 28409; Amdt. No. 1701]

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