

## DEPARTMENT OF TRANSPORTATION

## Federal Aviation Administration

## 14 CFR Part 97

[Docket No. 29708; Amdt. No. 1946]

## 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:** Donald P. Pate, Flight Procedure Standards Branch (AMCAFS-420),

Flight Technologies and Programs Division, Flight Standards Service, Federal Aviation Administration, Mike Monroney Aeronautical Center, 6500 South MacArthur Blvd. Oklahoma City, OK. 73169 (Mail Address: P.O. Box 25082 Oklahoma City, OK. 73125) telephone: (405) 954-4164.

**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 (NFDC) 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 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.

**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 August 20, 1999.

**L. Nicholas Lacey,**

*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:

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 September 9, 1999*

Atlanta, GA, The William B. Hartsfield Atlanta Intl, ILS RWY 9L, Amdt 6  
Atlanta, GA, The William B. Hartsfield Atlanta Intl, ILS RWY 27R, Amdt 3  
Falfurrias, TX, Brooks County, NDB RWY 35, Amdt 1  
Falfurrias, TX, Brooks County, GPS RWY 17, Orig

*Effective October 7, 1999*

Denver, CO, Denver Intl, ILS RWY 34, Orig  
Denver, CO, Denver Intl, ILS RWY 35L, Amdt 2  
Denver, CO, Denver Intl, ILS RWY 35R, Orig  
Denver, CO, Denver Intl, ILS/DME RWY 34, Amdt 1, CANCELLED  
Denver, CO, Denver Intl, ILS/DME RWY 35R, Amdt 1, CANCELLED  
Laredo, TX, Laredo Intl, ILS RWY 17R, Amdt 9  
Blacksburg, VA, Virginia Tech, LOC/DME RWY 12, Orig  
Blacksburg, VA, Virginia Tech, LOC/RWY RWY 12, Amdt 5, CANCELLED

*Effective November 4, 1999*

Little Rock, AR, Adams Field, GPS RWY 36, Orig  
Little Rock, AR, Adams Field, VOR/DME RNAV or GPS RWY 36, Amdt 10, CANCELLED  
Milton, FL, Peter Prince Field, GPS RWY 36, Amdt 1  
Pompano Beach, FL, Pompano Beach Airport, GPS RWY 33, Orig  
Brunswick, GA, Glynco Jetport, GPS RWY 7, Orig  
Brunswick, GA, Glynco Jetport, VOR/DME RNAV RWY 7, Amdt 6B, CANCELLED  
Brunswick, GA, Glynco Jetport, GPS RWY 25, Orig  
Brunswick, GA, Glynco Jetport, VOR/DME RNAV RWY 25, Amdt 6B, CANCELLED  
Sheridan, IN, Sheridan, GPS RWY 5, Orig  
Sheridan, IN, Sheridan, GPS RWY 23, Orig  
Carroll, IA, Arthur N. Neu, GPS RWY 13, Amdt 1  
Carroll, IA, Arthur N. Neu, GPS RWY 31, Amdt 1  
Boston, MA, General Edward Lawrence Logan Intl, GPS RWY 27, Orig  
Boston, MA, General Edward Lawrence Logan Intl, GPS RWY 33L, Orig  
Ava, MO, Ava Bill Martin Memorial, VOR-A, Amdt 2  
Ava, MO, Ava Bill Martin Memorial, NDB RWY 31, Amdt 1  
Ava, MO, Ava Bill Martin Memorial, GPO RWY 13, Orig  
Ava, MO, Ava Bill Martin Memorial, GPO RWY 31, Orig  
York, NE, York Muni, NDB RWY 17, Amdt 4  
Raton, NM, Raton Municipal/Crews Field, VOR/DME RWY 2, Amdt 7  
Raton, NM, Raton Municipal/Crews Field, NDB RWY 2, Amdt 5  
Raton, NM, Raton Municipal/Crews Field, GPS RWY 2, Amdt 1  
Raton, NM, Raton Municipal/Crews Field, GPS RWY 25, Amdt 1

Greenville, NC, Pitt-Greenville, GPS RWY 1, Orig  
Greenville, NC, Pitt-Greenville, GPS RWY 19, Orig  
Barnesville, OH, Barnesville-Bradfield, GPS RWY 27, Orig  
Chambersburg, PA, Chamberburg Muni, GPS RWY 24, Amdt 1  
Indiana, PA, Indiana County/Jimmy Stewart Field, GPS RWY 10, Orig  
Zelienople, PA, Zelienople Muni, GPS RWY 17, Amdt 1  
Zelienople, PA, Zelienople Muni, GPS RWY 35, Amdt 1  
North Kingstown, RI, Quonset State, VOR-A, Amdt 5  
North Kingstown, RI, Quonset State, VOR RWY 34, Amdt 1  
North Kingstown, RI, Quonset State, ILS RWY 16, Amdt 8  
North Kingstown, RI, Quonset State, GPS RWY 34, Amdt 1  
North Kingstown, RI, Quonset State, VOR/DME RNAV RWY 34, Amdt 2  
Beaumont/Port Arthur, TX, Southeast Texas Regional, GPS RWY 12, Orig  
Beaumont/Port Arthur, TX, Southeast Texas Regional, GPS RWY 16, Orig  
Beaumont/Port Arthur, TX, Southeast Texas Regional, GPS RWY 30, Orig  
College Station, TX, Easterwood Field, GPS RWY 16, Orig  
College Station, TX, Easterwood Field, GPS RWY 28, Orig  
Lockhart, TX, Lockhart Muni, GPS RWY 18, Orig  
Lockhart, TX, Lockhart Muni, GPS RWY 36, Orig  
Berkeley Springs, WV, Potomac Airpark, GPS RWY 11, Orig  
Berkeley Springs, WV, Potomac Airpark, GPS RWY 29, Orig  
Berkeley Springs, WV, Potomac Airpark, VOR/DME RNAV-A, Amdt 2  
Morgantown, WV, Morgantown Muni-Walter L. Bill Hart Field, VOR OR GPS-A, Amdt 12  
Morgantown, WV, Morgantown Muni-Walter L. Bill Hart Field, VOR/DME RWY 18, Amdt 7  
Morgantown, WV, Morgantown Muni-Walter L. Bill Hart Field, ILS RWY 18, Amdt 12  
Guernsey, WY, Camp Guernsey, GPS RWY 32, Orig

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BILLING CODE 4010-13-M

## DEPARTMENT OF TRANSPORTATION

### Coast Guard

#### 33 CFR Part 117

[CGD01-99-153]

#### Drawbridge Operation Regulations: Hutchinson River, NY

**AGENCY:** Coast Guard, DOT.

**ACTION:** Notice of temporary deviation from regulations.

**SUMMARY:** The Commander, first Coast Guard District, has issued a temporary

deviation from the drawbridge operation regulations governing the operation of the Pelham Bay Railroad Bridge, mile 0.5, across the Hutchinson River in New York City, New York. This deviation allows the bridge owner to keep the bridge in the closed position from 7 a.m., on August 25, 1999, to 5 p.m., on August 27, 1999, and from 7 a.m., on September 1, 1999, to 5 p.m., on September 3, 1999. This action is necessary to facilitate replacement of the bridge miter rails and counterweight modifications.

**DATES:** This deviation is effective from August 25, 1999, to August 27, 1999, and from September 1, 1999, to September 3, 1999.

**FOR FURTHER INFORMATION CONTACT:** Joe Schmied, Project Officer, First Coast Guard District, at (212) 668-7165.

**SUPPLEMENTARY INFORMATION:** The Pelham Bay Railroad Bridge, at mile 0.5, across the Hutchinson River in New York City, New York, has a vertical clearance of 8 feet at mean high water, and 15 feet at mean low water in the closed position. The bridge is required to open on signal at all times. The bridge owner, AMTRAK, has requested a temporary deviation from the drawbridge operating regulations to facilitate necessary maintenance for the replacement of the bridge miter rails and counterweight modifications. This deviation from the operating regulations allows the bridge owner to keep the Pelham Bay Railroad Bridge in the closed position from 7 a.m., on August 25, 1999, to 5 p.m., on August 27, 1999, and from 7 a.m., on September 1, 1999, to 5 p.m., on September 3, 1999. Vessels that can pass under the bridge without an opening may do so at all times during the closed period.

The bridge owner did not provide the required thirty-day notice to the Coast Guard for approval of scheduled maintenance repair which would require a drawbridge to deviate from the normal operating regulations. The Coast Guard has approved AMTRAK's request to close the bridge, however, because the work was determined to be necessary for public safety and the continued operation of the bridge.

In accordance with 33 CFR 117.35(c), this work will be performed with all due speed in order to return the bridge to normal operation as soon as possible. This deviation from the operating regulations is authorized under 33 CFR 117.35.