

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 March 29, 2002.

James J. Ballough,

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 follow:

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).

§§ 97.23, 97.25, 97.27, 97.29, 97.31, 97.33, and 97.35 [Amended]

2. Part 97 is amended to read as follows:

By amending § 97.23 VOR, VOR/DME, VOR or TRACAN, and VOR/DME or TACAN; § 97.25 LOC, LOC/DME, LDA, LDA/DME, SDF, SDF/DME; § 97.27 NDB, NDB/DME; § 97.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 April 18, 2002*

San Jose, CA, San Jose International VOR-A, Orig

San Jose, CA, San Jose International VOR/DME RWY 30R, Orig

San Jose, CA, San Jose International RNAV (GPS) RWY 12L Orig

San Jose, CA, San Jose International RNAV (GPS) RWY 30R, Orig

Red Wing NM, Red Wing Regional, ILS RWY 9, Orig

Dallas-Fort Worth, TX, Dallas/Fort Worth International, ILS RWY 13R, Amdt 6

Dallas-Fort Worth, TX, Dallas/Fort Worth International, CONVERGING ILS RWY 13R, Amdt 5

Dallas-Fort Worth, TX, Dallas/Fort Worth International, ILS RWY 17L

Amdt 2
Dallas-Fort Worth, TX, Dallas/Fort Worth International, ILS RWY 17R, Amdt 21

Dallas-Fort Worth, TX, Dallas/Fort Worth International, CONVERGING ILS RWY 17R, Amdt 7

Dallas-Fort Worth, TX, Dallas/Fort Worth International, ILS RWY 31R, Amdt 12

Dallas-Fort Worth, TX, Dallas/Fort Worth International, CONVERGING ILS RWY 31R, Amdt 6

Dallas-Fort Worth, TX, Dallas/Fort Worth International, ILS RWY 35L, Amdt 3

Dallas-Fort Worth, TX, Dallas/Fort Worth International, CONVERGING ILS RWY 35L, Amdt 2

Dallas-Fort Worth, TX, Dallas/Fort Worth International, ILS RWY 35R, Amdt 2

Dallas-Fort Worth, TX, Dallas/Fort Worth International, RNAV (GPS) RWY 13R, Orig

Dallas-Fort Worth, TX, Dallas/Fort Worth International, RNAV (GPS) RWY 17L Orig

Dallas-Fort Worth, TX, Dallas/Fort Worth International, GPS RWY 17L, Orig CANCELLED

Dallas-Fort Worth, TX, Dallas/Fort Worth International, RNAV (GPS) RWY 17R, Orig

Dallas-Fort Worth, TX, Dallas/Fort Worth International, GPS RWY 17R, Orig CANCELLED

Dallas-Fort Worth, TX, Dallas/Fort Worth International, RNAV (GPS) RWY 31R, Orig

Dallas-Fort Worth, TX, Dallas/Fort Worth International, GPS RWY 31R, Orig-A CANCELLED

Dallas-Fort Worth, TX, Dallas/Fort Worth International, RNAV (GPS) RWY 35L Orig

Dallas-Fort Worth, TX, Dallas/Fort Worth International, GPS RWY 35L Orig CANCELLED

Dallas-Fort Worth, TX, Dallas/Fort Worth International, RNAV (GPS) RWY 35R, Orig

Dallas-Fort Worth, TX, Dallas/Fort Worth International, GPS RWY 35R, Orig CANCELLED

Dallas-Fort Worth, TX, Dallas/Fort Worth International, RNAV (GPS) RWY 36L, Orig

Dallas-Fort Worth, TX, Dallas/Fort Worth International, RNAV (GPS) RWY 36R, Orig

* * * *Effective May 16, 2002*

Detroit, MI, Detroit Metropolitan Wayne County, ILS RWY 22R, Amdt 1

* * * *Effective June 13, 2002*

Sidney MT, Sidney-Richland Muni, RNAV (GPS) RWY 1, Orig
Sidney MT, Sidney-Richland Muni,

RNAV (GPS) RWY 19, Orig
Sidney MT, Sidney-Richland Muni, GPS RWY 1, Orig, CANCELLED
Sidney MT, Sidney-Richland Muni, GPS RWY 19, Orig, CANCELLED
Sidney MC, Shelby Muni, RNAV (GSP) RWY 5, Orig

The FAA published an Amendment in Docket No. 30300, Amdt. No. 2097 to Part 97 of the Federal Aviation Regulations (Vol. 67 No. 56 Page; 13271 dated Friday, March 22, 2002) under section 97.23 effective 16 May 2002 is hereby rescinded:

Sacramento, CA, Sacramento Mather, VOR RWY 4R, Orig-D

[FR Doc. 02-8148 Filed 4-3-02; 8:45 am]

BILLING CODE 4910-13-M

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 97

[Docket No. 30303; Amdt. No. 3000]

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 by the Superintendent of Documents, US 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: PO 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 on each SIAP is contained in the appropriate FAA Form 8260 and the National Flight Data Center (FDC)/Permanent (P) Notices to Airmen (NOTAM) which are incorporated by reference in the amendment under 5 U.S.C. 552(a), 1 CFR part 51, and § 97.20 of the Federal Aviation Regulations (FAR). 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 of 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 of the Federal Aviation Regulations (14 CFR part 97) establishes, amends, suspends, or revokes SIAPs. For safety and timeliness of change considerations, this amendment incorporates only specific changes contained in the content of the following FDC/P NOTAMs for each SIAP. The SIAP information in some previously designated FDC/Temporary (FDC/T) NOTAMs is of such duration as to be permanent. With conversion to FDC/P NOTAMs, the respective FDC/T NOTAMs have been canceled.

The FDC/P NOTAMs for the SIAPs contained in this amendment are based on the criteria in the U.S. Standard for Terminal Instrument Procedures (TERPS). In developing these chart changes to SIAPs by FDC/P NOTAMs, the TERPS criteria were applied to only these specific conditions existing at the affected airports. All SIAP amendments in this rule 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 all these SIAP amendments requires making them effective in less than 30 days.

Further, the SIAPs contained in this amendment are based on the criteria contained in the TERPS. 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 these 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 March 29, 2002.

James J. Ballough,

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. 40103, 40113, 40120, 44701; 49 U.S.C. 106(g); and 14 CFR 11.49(b)(2).

§§ 97.23, 97.25, 97.27, 97.29, 97.31, 97.33, and 97.35 [Amended]

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/DME, MLS/RNAV; § 97.31 RADAR SIAPs; § 97.33 RNAV SIAPs; and § 97.35 COPTER SIAPs, identified as follows:

Effective Upon Publication.

FDC date	STATE	CITY	AIRPORT	FDC NUMBER	SUBJECT
03/11/02	GA	ATLANTA	DEKALB-PEACHTREE ...	2/2083	ILS RWY 20L, AMDT 7B
03/11/02	GA	ATLANTA	DEKALB-PEACHTREE ...	2/2084	VOR/DME OR GPS RWY 20L, AMDT 1A
03/11/02	GA	ATLANTA	THE WILLIAM B. HARTSFIELD AT-LANTA INTL.	2/2089	RNAV (GPS) RWY 27L ORIG
03/12/02	NY	NEW YORK	JOHN F. KENNEDY	2/2149	RNAV (GPS)RWY 31R, ORIG

FDC date	STATE	CITY	AIRPORT	FDC NUMBER	SUBJECT
03/13/02	GA	METTER	METTER MUNI	2/2172	NDB OR GPS RWY 10, AMDT 2
03/14/02	OH	ZANESVILLE	ZANESVILLE MUNI	2/2203	VOR OR GPS RWY 4, AMDT 6
03/14/02	OH	OTTAWA	PUTNAM COUNTY	2/2209	VOR OR GPS RWY 27, AMDT 1
03/14/02	OH	TIFFIN	SENECA COUNTY	2/2210	VOR OR GPS RWY 6, AMDT 8
03/14/02	OH	OTTAWA	PUTNAM COUNTY	2/2211	NDB RWY 27, AMDT 1A
03/14/02	OH	TIFFIN	SENECA COUNTY	2/2212	NDB RWY 24, AMDT 7A
03/14/02	OH	TIFFIN	SENECA COUNTY	2/2213	GPS RWY 24, ORIG
03/14/02	OH	BLUFFTON	BLUFFTON	2/2214	VOR OR GPS RWY 23, AMDT 6
03/14/02	OH	FOSTORIA	FOSTORIA METROPOLITAN.	2/2215	VOR OR GPS-A, AMDT 3A
03/14/02	OH	FOSTORIA	FOSTORIA METROPOLITAN.	2/2216	NDB OR GPS RWY 27, AMDT 4B
03/14/02	OH	KENTON	HARDIN COUNTY	2/2217	VOR/DME RNAV OR GPS RWY 22, AMDT 1
03/14/02	OH	KENTON	HARDIN COUNTY	2/2218	VOR OR GPS-A, AMDT 3
03/14/02	OH	UPPER SANDUSKY	WYANDOT COUNTY	2/2219	VOR OR GPS-A, AMDT 3
03/15/02	GA	BRUNSWICK	GLYNCO JETPORT	2/2240	ILS RWY 7, AMDT 8
03/15/02	GA	BRUNSWICK	GLYNCO JETPORT	2/2241	VOR/DME OR GPS-B, AMDT 7
03/15/02	GA	BRUNSWICK	BLYNCO JETPORT	2/2242	NDB RWY 7, AMDT 10
03/19/02	MN	RED WING	RED WING REGIONAL	2/2276	RNAV (GPS) RWY 9, ORIG
03/19/02	MN	RED WING	RED WING REGIONAL	2/2277	RNAV (GPS) RWY 27, ORIG
03/20/02	NC	BEAUFORT	MICHAEL J. SMITH FIELD.	2/2325	RNAV (GPS) RWY 14, ORIG
03/20/02	IN	GRIFFITH	GRIFFITH-MERRILLVILLE.	2/2333	VOR OR GPS RWY 8, AMDT 7
03/20/02	IN	LOGANSPOUR	LOGANSPOUR MUNI	2/2335	NDB RWY 9, AMDT 2
03/21/02	IA	PELLA	PELLA MUNI	2/2347	NDB RWY 34, AMDT 7A
03/25/02	IN	EVANSVILLE	EVANSVILLE REGIONAL	2/2453	NDB OR GPS RWY 22, AMDT 12A
03/25/02	IN	EVANSVILLE	EVANSVILLE REGIONAL	2/2454	ILS RWY 22, AMDT 20A
03/25/02	IN	EVANSVILLE	EVANSVILLE REGIONAL	2/2455	RADAR-1, AMDT 5A
03/25/02	IN	EVANSVILLE	EVANSVILLE REGIONAL	2/2458	VOR OR GPS RWY 4, AMDT 5B

[FR Doc. 02-8147 Filed 4-03-02; 8:45 am]

BILLING CODE 4910-13-M

DEPARTMENT OF TRANSPORTATION

Coast Guard

33 CFR Part 117

[CGD01-02-037]

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 for the Pelham Bay railroad bridge, mile 0.5, across the Hutchinson River at New York. This temporary deviation will allow the bridge to remain closed to navigation from 10 a.m. on April 18, 2002 through 5 a.m. on April 19, 2002, and from 10 a.m. on April 22, 2002 through 5 a.m. on April 23, 2002, to facilitate repairs at the bridge.

DATES: This deviation is effective from April 18, 2002 through April 23, 2002.

FOR FURTHER INFORMATION CONTACT: Joseph Schmied, Project Officer, First Coast Guard District, at (212) 668-7195.

SUPPLEMENTARY INFORMATION: The bridge owner, the National Railroad Passenger Corporation (Amtrak), requested a temporary deviation from the drawbridge operating regulations to facilitate necessary maintenance, replacement of pinion gears and the rack, at the bridge. The performance of these repairs require the bridge to remain in the closed position.

The Coast Guard and the owner of the bridge coordinated this closure with the mariners that normally use this waterway to help facilitate this necessary bridge repair and to minimize any disruption to the marine transportation system. Therefore, as a result of that coordination effort, a temporary deviation from the drawbridge operation regulations has been approved. Under this temporary deviation the Pelham Bay railroad bridge will not open for vessel traffic from 10 a.m. on April 18, 2002 through 5 a.m. on April 19, 2002, and from 10 a.m. on April 22, 2002 through 5 a.m. on April 23, 2002.

This deviation from the operating regulations is authorized under 33 CFR 117.35, and will be performed with all due speed in order to return the bridge to normal operation as soon as possible.

Dated: March 21, 2002.

G.N. Naccara,

Rear Admiral, Coast Guard, Commander, First Coast Guard District.

[FR Doc. 02-8182 Filed 4-3-02; 8:45 am]

BILLING CODE 4910-15-P

DEPARTMENT OF TRANSPORTATION

Coast Guard

33 CFR Part 165

[CGD01-01-181]

RIN 2115-AE84 and 2115-AA97

Regulated Navigation Area and Safety and Security Zones; New York Marine Inspection Zone and Captain of the Port Zone

AGENCY: Coast Guard, DOT.

ACTION: Temporary final rule.

SUMMARY: The Coast Guard is extending the effective period of the regulated navigation area (RNA) and safety and security zones published October 10, 2001. This change will extend the effective date of the temporary final rule until August 15, 2002, allowing adequate time for informal rulemaking to develop a permanent rule. This rule will continue to prohibit vessels from entering certain areas of the port and