

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.

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 "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 June 28, 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. 40103, 40113, 40120, 44701; 49 U.S.C. 106(g); 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 Aug. 15, 1996*

Goshen, IN, Goshen Muni, VOR or GPS RWY 9, Amdt 11 CANCELLED

Goshen, IN, Goshen Muni, VOR RWY 9, Amdt 11

Lovington, NM, Lea County-Zip Franklin Memorial, RNAV or GPS RWY 3, Orig CANCELLED

Lovington, NM, Lea County-Zip Franklin Memorial, RNAV RWY 3, Orig

Riverton, WY, Riverton Regional, VOR or GPS RWY 10, Amdt 8 CANCELLED

Riverton, WY, Riverton Regional, VOR RWY 10, Amdt 8

Riverton, WY, Riverton Regional, VOR or GPS RWY 28, Amdt 8 CANCELLED

Riverton, WY, Riverton Regional, VOR RWY 28, Amdt 8.

[FR Doc. 96-17229 Filed 7-5-96; 8:45 am]

BILLING CODE 4910-13-M

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

[Docket No. 28614; Amdt. No. 1738]

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:

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:** 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 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 NOTAM 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 cancelled.

The FDC/P NOTAMs for 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 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 June 28, 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. 40103, 40113, 40120, 44701; 49 U.S.C. 106(g); 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 and 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 Upon Publication*

FDC Date	State	City	Airport	FDC No.	SIAP
05/23/96	FL	Miami .....	Miami Intl .....	6/3205	ILS RWY 12 AMDT 3...

FDC Date	State	City	Airport	FDC No.	SIAP
05/23/96	GA	Reidsville .....	Reidsville .....	6/3197	NDB OR GPS RWY 11 AMDT 6A...
06/13/96	CA	Monterey .....	Monterey Peninsula .....	6/3777	LOC/DME RWY 28L AMDT 3A...
06/13/96	MN	Hibbing .....	Chisholm-Hibbing .....	6/3770	VOR OR GPS RWY 13 AMDT 11A...
06/14/96	CA	Oceanside .....	Oceanside Muni .....	6/3792	VOR OR GPS-A AMDT 3...
06/14/96	NE	Alliance .....	Alliance Muni .....	6/3801	VOR OR GPS RWY 12 AMDT 2A...
06/14/96	NE	Alliance .....	Alliance Muni .....	6/3802	NDB RWY 30 AMDT 7...
06/14/96	NE	Alliance .....	Alliance Muni .....	6/3803	VOR RWY 30 AMDT 1...
06/17/96	KS	Chanute .....	Chanute Martin Johnson .....	6/3867	VOR OR GPS-A AMDT 9...
06/17/96	KS	Chanute .....	Chanute Martin Johnson .....	6/3868	VOR/DME RNAV OR GPS RWY 36 AMDT 3...
06/17/96	NE	Sidney .....	Sidney Muni .....	6/3872	VOR RWY 12 AMDT 6...
06/17/96	NE	Sidney .....	Sidney Muni .....	6/3873	VOR/DME OR TACAN OR GPS RWY 12 AMDT 4...
06/17/96	NE	Sidney .....	Sidney Muni .....	6/3874	GPS RWY 30 ORIG...
06/17/96	NE	Sidney .....	Sidney Muni .....	6/3875	VOR RWY 30 AMDT 6...
06/17/96	NE	Tekamah .....	Tekamah Muni .....	6/3870	VOR OR GPS RWY 32 AMDT 4...
06/18/96	IL	Peoria .....	Greater Peoria Regional .....	6/3913	ILS/DME RWY 4 ORIG-A...
06/18/96	NE	Hastings .....	Hastings Muni .....	6/3898	NDB RWY 14 AMDT 12...
06/18/96	NE	Hastings .....	Hastings Muni .....	6/3900	VOR OR GPS RWY 4 AMDT 5...
06/18/96	NE	Hastings .....	Hastings Muni .....	6/3901	VOR OR GPS RWY 32 AMDT 13...
06/18/96	NE	Hastings .....	Hastings Muni .....	6/3905	VOR RWY 14 AMDT 16...
06/19/96	AR	Mountain Home .....	Baxter County Regional .....	6/3943	VOR OR GPS-A AMDT 9...
06/19/96	AR	Mountain Home .....	Baxter County Regional .....	6/3944	VOR/DME RNAV RWY 5 AMDT 1...
06/20/96	TX	Abilene .....	Abilene Regional .....	6/3952	RADAR-1 AMDT 8...
06/21/96	MO	St. Louis .....	Spirit of St Louis .....	6/4023	ILS RWY 8R AMDT 13...
06/21/96	MO	St. Louis .....	Spirit of St Louis .....	6/4024	VOR OR GPS RWY 8R AMDT 7A...
06/21/96	MO	St. Louis .....	Spirit of St Louis .....	6/4025	NDB RWY 8R AMDT 11...
06/24/96	KS	Lawrence .....	Lawrence Muni .....	6/4100	NDB OR GPS RWY 33 ORIG...
06/24/96	KS	Lawrence .....	Lawrence Muni .....	6/4101	VOR/DME RNAV RWY 33 AMDT 4...
06/24/96	KS	Lawrence .....	Lawrence Muni .....	6/4102	VOR/DME OR GPS-A AMDT 9...
06/24/96	KS	Lawrence .....	Lawrence Muni .....	6/4103	ILS RWY 33 ORIG...
06/25/96	MN	Springfield .....	Springfield Muni .....	6/4150	VOR/DME OR GPS RWY 14 AMDT 2B...
06/25/96	MN	St Paul .....	St Paul Downtown Holman Field.	6/4148	ILS RWY 32 AMDT 3...
06/25/96	MN	St Paul .....	St Paul Downtown Holman Field.	6/4153	NDB OR GPS RWY 30 AMDT 7...
06/26/96	KS	Lawrence .....	Lawrence Muni .....	6/4199	ILS RWY 33, ORIG-A...
06/26/96	MT	Helena .....	Helena Regional .....	6/4193	LOC/DME BC-C AMDT 3...
06/26/96	NE	Omaha .....	Eppley Airfield .....	6/4200	NDB OR GPS RWY 14R, AMDT 23...
06/26/96	WI	Sparta .....	Fort McCoy .....	6/4183	GPS RWY 11 ORIG...
06/26/96	WI	Sparta .....	Fort McCoy .....	6/4184	GPS RWY 29 ORIG...

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**14 CFR Part 97**

[Docket No. 28612; Amdt. No. 1737]

**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.