

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 August 9, 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 Oct 10, 1996

Kodiak, AK, Kodiak, VOR or TACAN or GPS-1 RWY 25, Amdt 5 Cancelled
Kodiak, AK, Kodiak, VOR or TACAN RWY 25, Amdt 5
St. Mary's, AK, St. Mary's NDB/DME or GPS RWY 16, Amdt 1A Cancelled
St. Mary's, AK, St. Mary's, NDB/DME RWY 16, Amdt 1A
St. Mary's, AK, St. Mary's, NDB or GPS RWY 34, Orig-A Cancelled
St. Mary's, AK, St. Mary's, NDB RWY 34, Orig-A
Holyoke, CO, Holyoke, NDB or GPS RWY 17, Amdt 1A Cancelled
Holyoke, CO, Holyoke, NDB RWY 17, Amdt 1A
Holyoke, CO, Holyoke, NDB or GPS RWY 35, Amdt 1A Cancelled
Holyoke, CO, Holyoke, NDB RWY 35, Amdt 1A
Dover/Cheswold, DE, Delaware Airpark, VOR or GPS RWY 27, Amdt 6 Cancelled
Dover/Cheswold, DE, Delaware Airpark, VOR RWY 27, Amdt 6
Canton, GA, Cherokee County, NDB or GPS RWY 4, Amdt 1 Cancelled
Canton, GA, Cherokee County, NDB RWY 4, Amdt 1
Erwin, NC, Harnett County, VOR/DME or GPS RWY 4, Amdt 1B Cancelled
Erwin, NC, Harnett County, VOR/DME RWY 4, Amdt 1B
Farmington, NM, Four Corners Regional, VOR or GPS RWY 25, Amdt 8A Cancelled
Farmington, NM, Four Corners Regional, VOR RWY 25, Amdt 8A
Hobbs, NM, Lea County (Hobbs), VOR or TACAN or GPS RWY 3, Amdt 20 Cancelled
Hobbs, NM, Lea County (Hobbs), VOR or TACAN RWY 3, Amdt 20
Martinsville, VA, Blue Ridge, NDB or GPS RWY 30, Amdt. 1 Cancelled
Martinsville, VA, Blue Ridge, NDB RWY 30, Amdt. 1

[FR Doc. 96-20972 Filed 08-15-96; 8:45 am]

BILLING CODE 4910-13-M

14 CFR Part 97

[Docket No. 28657; Amdt. No. 1745]

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 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 Standards 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 August 9, 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 September 12, 1996*

Los Angeles, CA, Los Angeles Intl, ILS RWY 25L, Amdt 4
Sandpoint, ID, Dave Wall Field, LOC/DME-A, Orig
Sioux City, IA, Sioux Gateway, NDB RWY 17, Orig
Kearney, NE, Kearney Muni, ILS RWY 36, Orig
Harlingen, TX, Rio Grande Valley Intl, VOR/DME OR TACAN RWY 31, orig
Harlingen, TX, Rio Grande Valley Intl, VOR/DME OR GPS RWY 31, Amdt 3, Cancelled
Salt Lake City, UT, Salt Lake City Intl, ILS RWY 34R, Orig
Salt Lake City, UT, Salt Lake City Intl, ILS/DME RWY 34R, Amdt 1B, Cancelled

* * * *Effective October 10, 1996*

Dillingham, AK, Dillingham, MLS RWY 1, Orig
Brinkley, AR, Frank Federer Memorial, NDB OR GPS-A, Amdt 1
Brinkley, AR, Frank Federer Memorial, GPS RWY 20, Orig
Ontario, CA, Ontario Intl, ILS RWY 26L, Amdt 7
Kremmling, CO, Mc Elroy Airfield, GPS RWY 27, Orig
Cocoa, FL, Merritt Island, NDB-A, Orig, Cancelled
Baxley, GA, Baxley Muni, RNAV RWY 8, Amdt 3, Cancelled
Canton, GA, Cherokee County, GPS RWY 4, Orig
Independence, KS, Independence Muni, GPS RWY 17, Orig
Independence, KS, Independence Muni, GPS RWY 35, Orig
Mc Pherson, KS, Mc Pherson, GPS RWY 36, Orig
Springhill, LA, Springhill, NDB RWY 35, Orig
Springhill, LA, Springhill, NDB OR GPS RWY 17, Orig Cancelled
Plymouth, MA, Plymouth Muni, GPS RWY 6, Amdt 1
Corinth, MS, Roscoe Turner, NDB OR GPS RWY 17, Amdt 8, Cancelled
Corinth, MS, Roscoe Turner, NDB OR GPS RWY 35, Amdt 7, Cancelled
Manchester, NH, Manchester, GPS RWY 6, Orig
Readington, NJ, Solberg-Hunterdon, GPS RWY 4, Orig
Farmington, NM, Four Corners Regional, GPS RWY 25, Orig
Hobbs, NM, Lea County/Hobbs, GPS RWY 3, Orig
Hobbs, NM, Lea County/Hobbs, GPS RWY 30, Orig
Socorro, NM, Socorro Muni, GPS RWY 33, Orig
Truth or Consequences, NM, Truth or Consequences Muni, GPS RWY 31, Orig
Saratoga Springs, NY, Saratoga County, GPS RWY 5, Orig
Aguadilla, PR, Rafael Hernandez, GPS RWY 8, Orig
San Juan, PR, Luis Munoz Marin Intl, GPS RWY 8, Orig
Sturgis, SD, Sturgis Muni, GPS RWY 29, Orig
Amarillo, TX, Amarillo Intl, LDA/DME RWY 22, Orig
Bridgeport, TX, Bridgeport Muni, VOR OR GPS-A, Amdt 4 Cancelled

Bridgeport, TX, Bridgeport Muni, VOR/DME RWY 17, Orig
 Dallas, TX, Addison, NDB OR GPS RWY 15, Amdt 5
 Dallas, TX, Addison, ILS RWY 15, Amdt 9
 Dallas, TX, Addison, ILS RWY 33, Amdt 1
 Dallas, TX, Addison, VOR/DME RNAV OR GPS RWY 33, Amdt 1
 Denton, TX, Denton Muni, GPS RWY 35, Amdt 1
 Ennis, TX, Ennis Muni, VOR/DME-A, Orig
 Ennis, TX, Ennis Muni, VOR/DME OR GPS-A, Amdt 1 Cancelled
 Fort Worth, TX, Fort Worth Alliance, ILS RWY 16, Amdt 2
 Fort Worth, TX, Fort Worth Alliance, ILS RWY 34, Amdt 2
 Fort Worth, TX, Fort Worth Alliance, GPS RWY 16, Orig
 Fort Worth, TX, Fort Worth Alliance, GPS RWY 34, Orig
 Fort Worth, TX, Fort Worth Meacham Intl, NDB OR GPS RWY 16L, Amdt 4
 Fort Worth, TX, Fort Worth Meacham Intl, ILS RWY 16L, Amdt 6
 Fort Worth, TX, Fort Worth Spinks, ILS RWY 35L, Amdt 1
 Fort Worth, TX, Fort Worth Spinks, VOR/DME RNAV OR GPS RWY 35L, Orig
 Fort Worth, TX, Fort Worth Spinks, RNAV OR GPS RWY 35L, Amdt 1A, Cancelled
 Gladewater, TX, Gladewater Muni, VOR/DME OR GPS RWY 13, Amdt 2
 Graford, TX, Possum Kingdom, NDB OR GPS-A, Amdt 1
 Graham, TX, Graham Muni, NDB OR GPS RWY 21, Amdt 2
 Longview, TX, Gregg County, RADAR 1, AMDT 3, Cancelled
 McKinney, TX, McKinney Muni, VOR/DME OR GPS-A, Orig
 McKinney, TX, McKinney Muni, VOR/DME OR GPS-A, Amdt 3 Cancelled
 McKinney, TX, McKinney Muni, ILS RWY 17, Amdt 1
 Sherman/Denison, TX, Grayson County, VOR/DME-A, Orig
 Sherman/Denison, TX, Grayson County, VOR/DME-A, OR GPS-A, Amdt 7 Cancelled
 Sherman/Denison, TX, Grayson County, NDB OR GPS RWY 17L, Amdt 9
 Sherman/Denison, TX, Grayson County, VOR/DME RNAV RWY 35R Orig
 Sherman/Denison, TX, Grayson County, RNAV RWY 35R, Amdt 2 Cancelled
 Stephenville, TX, Clark Field Muni, VOR/DME-A, Orig
 Stephenville, TX, Clark Field Muni, VOR/DME OR GPS-A, Amdt 4 Cancelled
 Sulphur Springs, TX, Sulphur Springs Muni, VOR/DME OR GPS-B, Amdt 6
 Sulphur Springs, TX, Sulphur Springs Muni, NDB RWY 18, Amdt 5
 Tyler, TX, Tyler Pounds Field, VOR/DME OR GPS RWY 4, Amdt 3
 Tyler, TX, Tyler Pounds Field, VOR/DME OR GPS RWY 22, Amdt 3
 Tyler, TX, Tyler Pounds Field, VOR OR GPS RWY 31, Amdt 1
 Tyler, TX, Tyler Pounds Field, NDB OR GPS RWY 13, Amdt 17
 Tyler, TX, Tyler Pounds Field, ILS RWY 13, Amdt 20
 Waco, TX, TSTC Waco, NDB RWY 17L, Amdt 9

Waco, TX, TSTC Waco, NDB RWY 35R, Amdt 10
 Waco, TX, TSTC Waco, ILS RWY 17L, Amdt 11
 Waco, TX, TSTC Waco, GPS RWY 17L, Orig
 Waco, TX, TSTC Waco, GPS RWY 35R, Orig
 Waco, TX, TSTC Waco, RADAR-1, Amdt 3
 Wichita Falls, TX, Kickapoo Downtown Airpark, NDB RWY 35, Amdt 3
 Wichita Falls, TX, Kickapoo Downtown Airpark, RADAR-1, Amdt 3
 Wichita Falls, TX, Kickapoo Downtown Airpark, VOR/DME RNAV OR GPS RWY 35, Amdt 3
 Wichita Falls, TX, Sheppard AFB/Wichita Falls Muni, VOR OR GPS-D, Amdt 13
 Wichita Falls, TX, Sheppard AFB/Wichita Falls Muni, LOC BC RWY 15R, Amdt 11
 Wichita Falls, TX, Sheppard AFB/Wichita Falls Muni, NDB OR GPS RWY 33L, Amdt 10
 Wichita Falls, TX, Sheppard AFB/Wichita Falls Muni, ILS RWY 33L, Amdt 12
 Martinsville, VA, Blue Ridge, SDF RWY 30, Amdt 2
 Martinsville, VA, Blue Ridge, NDB RWY 30, Amdt 2
 Martinsville, VA, Blue Ridge, GPS RWY 12, Orig
 Martinsville, VA, Blue Ridge, GPS RWY 30, Orig
 Christiansted, VI, Alexander Hamilton, GPS RWY 9, Orig
 Elkins, WV, Elkins-Randolph Co-Jennings Randolph Fld, GPS RWY 23, Orig
 Menomonie, WI, Score Field, VOR/DME RWY 27, Orig

* * * Effective December 5, 1996

Covington, LA, Greater St Tammany, GPS RWY 17, Orig
 Note: The FAA published Procedures in Docket No. 28644, Amdt No. 1743 to Part 97 of the Federal Aviation Regulations (Vol 61, FR No. 149, Page 40151, dated August 1, 1996 Section 97.23 Effective 10 Oct 96 which is hereby amended:

Change effective date to 5 Dec 1996, for the following procedure:

Hammond, LA, Hammond Muni, GPS RWY 31, Orig

Note: The FAA published a Procedure in Docket No. 28644, Amdt No. 1743 to part 97 of the Federal Aviation Regulations (Vol 61, FR No. 149, Page 40151, dated August 1, 1996 Section 97.33 Effective 15 Aug 96 which is hereby amended:

Change effective date to 12 Sep 1996, for the following procedure:

Sioux City, IA, Sioux Gateway, VOR/DME RNAV RWY 17, Orig-A Cancelled

[FR Doc. 96-20971 Filed 8-15-96; 8:45 am]

BILLING CODE 4910-13-M

14 CFR Part 97

[Docket No. 28658; Amdt. No. 1746]

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