

VOR/DME OR GPS-A, AMDT 6. DELETE NOTE... FIRST 800 FT RWY 5 AND FIRST 1200 FT RWY 23 NOT LIGHTED. THIS IS VOR/DME OR GPS-A, AMDT 6A.

FORT STOCKTON

FORT STOCKTON-PECOS COUNTY

Texas

GPS RWY 12, ORIG...

FDC Date: 08/19/96

FDC 6/6279/FST/ FI/P FORT STOCKTON-PECOS COUNTY, FORT STOCKTON, TX. GPS RWY 12, ORIG... REMOVE NOTE... OBTAIN LOCAL ALTIMETER ON CTAF, WHEN NOT RECEIVED PROCEDURE NOT AUTHORIZED. THIS IS GPS RWY 12, ORIG-A.

FORT WORTH

FORT WORTH MEACHAM INTL

Texas

ILS RWY 34R, ORIG...

FDC Date: 08/19/96

FDC 6/6296/FTW/ FI/P FORT WORTH MEACHAM INTL, FORT WORTH, TX. ILS RWY 34R, ORIG... GLIDEPATH ALTITUDE AT FAF 1860. IN THE PROFILE VIEW, AT THE THRESHOLD, DELETE I-UXT 0.3 DME. THIS IS ILS RWY 34R, ORIG-A.

DALLAS-FORT WORTH

DALLAS-FORT WORTH INTL

Texas

ILS RWY 17L, ORIG...

FDC Date: 08/20/96

FDC 6/6358/DFW/ FI/P DALLAS-FORT WORTH INTL, DALLAS-FORT WORTH, TX. ILS RWY 17L, ORIG... TAKE-OFF MINIMUMS STANDARD. THIS IS ILS RWY 17L, ORIG-A.

DALLAS-FORT WORTH

DALLAS-FORT WORTH INTL

Texas

ILS RWY 35R, ORIG...

FDC Date: 08/20/96

FDC 6/6359/DFW/FI/P DALLAS-FORT WORTH INTL, DALLAS-FORT WORTH, TX. ILS RWY 35R, ORIG... TAKE-OFF MINIMUMS STANDARD. CHANGE S-LOC 35R HAT TO 464 ALL CATS. CHANGE TDZE TO 576 FT. THIS IS ILS RWY 35R, ORIG-A.

BLUEFIELD

MERCER COUNTY

West Virginia

ILS RWY 23 AMDT 14A...

FDC Date: 08/19/96

FDC 6/6306/BLF/FI/P MERCER COUNTY, BLUEFIELD, WV. ILS RWY 23 AMDT 14A... ALTN MNMS NA. THIS IS ILS RWY 23 AMDT 14B.

BLUEFIELD

MERCER COUNTY

West Virginia

VOR/DME OR GPS RWY 23 AMDT 4...

FDC Date: 08/19/96

FDC 6/6310/BLF/ FI/P MERCER COUNTY, BLUEFIELD, WV. VOR/DME OR GPS RWY 23 AMDT 4... ALTN MNMS NA WHEN CLASS E AIRSPACE NOT IN EFFECT. THIS IS VOR/DME OR GPS RWY 23 AMDT 4A.

BLUEFIELD

MERCER COUNTY

West Virginia

VOR RWY 23 AMDT 8...

FDC Date: 08/19/96

FDC 6/6322/BLF/ FI/P MERCER COUNTY, BLUEFIELD, WV. VOR RWY 23 AMDT 8... ALTN MNMS NA WHEN CLASS E AIRSPACE NOT IN EFFECT. THIS IS VOR RWY 23 AMDT 8A.

[FR Doc. 96-22544 Filed 9-4-96; 8:45 am]

BILLING CODE 4910-13-M

14 CFR Part 97

[Docket No. 28665; Amdt. No. 1748]

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 Regulation (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 (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 23, 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:

§§ 917.213, 917.25, 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 July 18, 1996

Chico, CA, Chico Muni, ILS RWY 13L, Amdt 10

* * *Effective September 12, 1996

Deadhorse, AK, Deadhorse, VOR/DME or TACAN RWY 4L, Orig

Deadhorse, AK, Deadhorse, VOR/DME or TACAN or GPS RWY 22L, Amdt 1

* * *Effective October 20, 1996

Albertville, AL, The Albertville Muni—Thomas J. Brumlik Fld, GPS RWY 23, Orig
Brewton, AL, Brewton Muni, VOR/DME OR GPS RWY 30, Amdt 7

Carlisle, AR, Carlisle Muni, VOR/DME RWY 9, Amdt 1

Carlisle, AR, Carlisle Muni, GPS RWY 9, Orig
Newport, AR, Newport Muni, GPS RWY 36, Orig

Coolidge, AZ, Coolidge Muni, VOR/DME RWY 5, Orig

Coolidge, AZ, Coolidge Muni, GPS RWY 23, Orig

Phoenix, AZ, Phoenix-Deer Valley Muni, GPS RWY 7R, Orig

Oakland, CA, Metropolitan Oakland Intl, GPS RWY 11, Orig

Oakland, CA, Metropolitan Oakland Intl, GPS RWY 29, Orig

Washington, DC, Washington Dulles Intl, ILS/DME RWY 1L, Amdt 4

Boca Raton, FL, Boca Raton, GPS RWY 5, Orig

Marco Island, FL, Marco Island, VOR/DME OR GPS RWY 17, Amdt 6

Marco Island, FL, Marco Island, NDB OR GPS RWY 35, Amdt 6

Naples, FL, Naples Muni, VOR OR GPS RWY 5, Amdt 5

Naples, FL, Naples Muni, VOR OR GPS RWY 23, Amdt 6

Naples, FL, Naples Muni, NDB RWY 5, Amdt 7

Naples, FL, Naples Muni, NDB RWY 23, Amdt 8

Des Moines, IA, Des Moines Intl, ILS RWY 13L, Amdt 7

Marshfield, MA, Marshfield, NDB RWY 6, Amdt 4

Marshfield, MA, Marshfield, NDB OR GPS RWY 24, Amdt 1

Belmar-Farmingdale, NJ, Belmar/Allaire, LOC RWY 14, Orig

Belmar-Farmingdale, NJ, Belmar/Allaire, LOC/DME RWY 14, Orig, CANCELLED

Carlsbad, NM, Cavern City Air Trml, GPS RWY 21, Orig

Brockport, NY, Ledgeale Airpark, GPS RWY 28, Orig

Norwich, NY, Lt Warren Eaton, VOR/DME—A, Amdt 4

Norwich, NY, Lt Warren Eaton, GPS RWY 1, Orig

Norwich, NY, Lt Warren Eaton, VOR/DME RNAV OR GPS RWY 19, Amdt 2

Plattsburgh, NY, Clinton County, VOR/DME OR GPS—A, Amdt 1

Plattsburgh, NY, Clinton County, VOR OR GPS RWY 19, Amdt 2

Plattsburgh, NY, Clinton County, ILS RWY 1, Amdt 3

Weedsport, NY, Whitfords, VOR/DME—A, Orig

Albemarle, NC, Stanly County, GPS RWY 4, Orig

Beaufort, NC, Michael J. Smith Field, GPS RWY 14, Orig

Edenton, NC, Northeastern Rgnl, GPS RWY 1, Orig

Dickinson, ND, Dickinson Muni, VOR or GPS—A, Amdt 5

Dickinson, ND, Dickinson Muni, VOR/DME RNAV or GPS RWY 14, Amdt 5

Las Vegas, NV, North Las Vegas, GPS RWY 12, Orig

Las Vegas, NV, North Las Vegas, GPS RWY 30, Orig

Reno, NV, Reno/Tahoe Intl, ILS RWY 16R, Amdt 10

Oklahoma City, OK, Will Rogers World, ILS RWY 17L, Orig

Dalhart, TX, Dalhart Muni, GPS RWY 17, Orig

Dallas-Fort Worth, TX, Dallas-Fort Worth International, NDB OR GPS RWY 17R, Amdt 7

Dallas-Fort Worth, TX, Dallas-Fort Worth International, NDB OR GPS RWY 35C, Amdt 9

Dallas-Fort Worth, TX, Dallas-Fort Worth International, ILS RWY 13R, Amdt 4

Dallas-Fort Worth, TX, Dallas-Fort Worth International, CONVERGING ILS RWY 13R, Amdt 4

Dallas-Fort Worth, TX, Dallas-Fort Worth International, ILS RWY 17R, Amdt 18

Dallas-Fort Worth, TX, Dallas-Fort Worth International, CONVERGING ILS RWY 17R, Amdt 5

Dallas-Fort Worth, TX, Dallas-Fort Worth International, ILS RWY 17C, Amdt 6

Dallas-Fort Worth, TX, Dallas-Fort Worth International, CONVERGING ILS RWY 17C, Amdt 4

Dallas-Fort Worth, TX, Dallas-Fort Worth International, ILS RWY 18R, Amdt 5

Dallas-Fort Worth, TX, Dallas-Fort Worth International, CONVERGING ILS RWY 18R, Amdt 3

Dallas-Fort Worth, TX, Dallas-Fort Worth International, ILS RWY 18L, Amdt 16

Dallas-Fort Worth, TX, Dallas-Fort Worth International, CONVERGING ILS RWY 18L, Amdt 3

Dallas-Fort Worth, TX, Dallas-Fort Worth International, ILS RWY 31R, Amdt 8

Dallas-Fort Worth, TX, Dallas-Fort Worth International, CONVERGING ILS RWY 31R, Amdt 3

Dallas-Fort Worth, TX, Dallas-Fort Worth International, ILS RWY 35L, Amdt 1

Dallas-Fort Worth, TX, Dallas-Fort Worth International, CONVERGING ILS RWY 35L, Amdt 1

Dallas-Fort Worth, TX, Dallas-Fort Worth International, ILS RWY 35C, Amdt 6

Dallas-Fort Worth, TX, Dallas-Fort Worth International, CONVERGING ILS RWY 35C, Amdt 4

Dallas-Fort Worth, TX, Dallas-Fort Worth International, ILS RWY 36R, Amdt 2
 Dallas-Fort Worth, TX, Dallas-Fort Worth International, CONVERGING ILS RWY 36R, Amdt 1
 Dallas-Fort Worth, TX, Dallas-Fort Worth International, ILS RWY 36L, Amdt 5
 Dallas-Fort Worth, TX, Dallas-Fort Worth International, CONVERGING ILS RWY 36L, Amdt 3
 Del Rio, TX, Del Rio Intl, GPS RWY 13, Orig Forth Worth, TX, Luck Field, VOR/DME OR GPS-A, Amdt 1, CANCELLED
 Levelland, TX, Levelland Muni, GPS RWY 17, Orig
 Levelland, TX, Levelland Muni, GPS RWY 35, Orig
 Longview, TX, Gregg County, RADAR-1, Amdt 3 CANCELLED
 Palacios, TX, Palacios Muni, GPS RWY 13, Orig
 Tyler, TX, Tyler Pounds Field, GPS RWY 31, Orig
 Barre-Montpelier, VT, Edward F. Knapp State, NDB RWY 35, Amdt 3, CANCELLED
 Barre-Montpelier, VT, Edward F. Knapp State, VOR RWY 35, Amdt 3
 Barre-Montpelier, VT, Edward F. Knapp State, VOR/DME RWY 35, Amdt 1
 Barre-Montpelier, VT, Edward F. Knapp State, ILS RWY 17, Amdt 5
 Danville, VA, Danville Regional, VOR RWY 2, Amdt 13
 Danville, VA, Danville Regional, VOR RWY 20, Amdt 1
 Danville, VA, Danville Regional, ILS RWY 2, Amdt 2
 Danville, VA, Danville Regional, GPS RWY 20, Orig
 Richmond/Ashland, VA, Hanover County Muni, GPS RWY 16, Orig

* * *Effective December 5, 1996

Columbia, CA, Columbia, GPS RWY 35, Orig
 Richlands, VA, Tazewell County, GPS RWY 25, Orig

* * *Effective Upon Publication

Greenville, SC, Donaldson Center, NDB or GPS RWY 5, Amdt 5
 Greenville, SC, Donaldson Center, ILS RWY 5, Amdt 4

Note: The FAA published a Procedure in Docket No. 28657, Amdt No. 1745 to Part 97 of the Federal Aviation Regulations (Vol 61, FR No. 160, Page 42553, dated 16 August 1996 Section 97.25 Effective 10 Oct 96 which is hereby amended:

Change effective date to PROPOSED 10 OCT 96 for the following procedure:

Amarillo, TX, Amarillo Intl, LDA/DME RWY 22, Orig.

[FR Doc. 96-22543 Filed 9-4-96; 8:45 am]

BILLING CODE 4910-13-M

NATIONAL AERONAUTICS AND SPACE ADMINISTRATION

14 CFR Part 1215

RIN 2700-AA29

Tracking and Data Relay Satellite System (TDRSS)

AGENCY: National Aeronautics and Space Administration (NASA).

ACTION: Final rule.

SUMMARY: NASA is revising Appendix A to reflect the estimated service rates in 1997 dollars for Tracking and Data Relay Satellite System (TDRSS) standard services, based on NASA escalation estimates. 14 CFR Part 1215 sets forth the policy governing the TDRSS services provided to non-U.S. Government users and the reimbursement for rendering such services. The TDRSS represents a major investment by the U.S. Government with the primary goal of providing improved communications and tracking services to spacecraft in low earth orbit or to mobile terrestrial users such as aircraft or balloons.

EFFECTIVE DATE: September 5, 1996.

ADDRESSES: Network Operations Branch, Code 532, Goddard Space Flight Center, Greenbelt, Maryland 20770.

FOR FURTHER INFORMATION CONTACT: Roger Flaherty, 301-286-8422.

SUPPLEMENTARY INFORMATION: This regulation was first published in the Federal Register on March 9, 1983 (48 FR 9845). Each year since that time, 14 CFR Part 1215 has been amended by revising Appendix A to reflect the rate changes for the appropriate Calendar Years (CY). Since this revision of Appendix A to 14 CFR Part 1215 reflects the rate changes for CY 1997 and involves NASA management procedures and decisions, no public comment is required.

The National Aeronautics and Space Administration has determined that this rule is not subject to the requirements of the Regulatory Flexibility Act, 5 U.S.C. 601-612, since it will not exert a significant economic impact on a substantial number of small entities, and it is not a major rule as defined in Executive Order 12866.

Due to the advent of commercial launch service customers, an addendum to Appendix A is required to reflect

rates for service rendered under the Commercial Space Launch Act (CSLA). Due to statutory requirements, the rates are slightly different for CSLA customers.

List of Subjects in 14 CFR Part 1215

Satellites, Tracking and Data Relay Satellite System, Communications equipment, Government contract.

For reasons set out in the Preamble, 14 CFR Part 1215 is amended as follows:

PART 1215—TRACKING AND DATA RELAY SATELLITE SYSTEM (TDRSS)

1. The authority citation for 14 CFR Part 1215 continues to read as follows:

Authority: Sec. 203, Pub. L. 85-568, 72 Stat. 429, as amended, 42 U.S.C. 2473; 49 U.S.C. 2601.

2. Appendix A is revised to read as follows:

Appendix A—Estimated Service Rates in 1997 Dollars for TDRSS Standard Services (Based on NASA Escalation Estimate)

TDRSS user service rates for services rendered in CY-97 based on current projections in 1997 dollars are as follows:

1. *Single Access Service*—Forward command, return telemetry, or tracking, or any combination of these, the base rate is \$184.00 per minute for non-U.S. Government users.

2. *Multiple Access Forward Service*—Base rate is \$42.00 per minute for non-U.S. Government users.

3. *Multiple Access Return Service*—Base rate is \$13.00 per minute for non-U.S. Government users.

Due to the advent of commercial launch service customers, an addendum will be required to reflect rates for service rendered under the Commercial Space Launch Act (CSLA). Due to statutory requirements, the rates are slightly different for CSLA customers.

CSLA customer rates:

1. *Single Access Service*—Base rate is \$180 per minute for CSLA users.

2. *Multiple Access Forward Service*—Base rate is \$39 per minute for CSLA users.

3. *Multiple Access Return Service*—Base rate is \$13 per minute for CSLA users.

Dated: August 29, 1996.

David W. Harris,

Acting Associate Administrator for Space Communications.

[FR Doc. 96-22674 Filed 9-4-96; 8:45 am]

BILLING CODE 7510-01-M