

part 71) establishes Class E airspace at Miller Municipal Airport, Miller, SD, to accommodate an NDB. Controlled airspace extending upward from 700 to 1200 feet AGL is needed to contain aircraft executing the approach. The area will be depicted on appropriate aeronautical charts thereby enabling pilots to circumnavigate the area or otherwise comply with IFR procedures.

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. Therefore, this regulation—(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. Since this is a routine matter that will only affect air traffic procedures and air navigation, it is certified that this rule 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 71

Airspace, Incorporation by reference, Navigation (air).

Adoption of the Amendment

In consideration of the foregoing, the Federal Aviation Administration amends 14 CFR part 71 as follows:

PART 71—[AMENDED]

1. The authority citation for 14 CFR part 71 continues to read as follows:

Authority: 49 U.S.C. 106(g), 40103, 40113, 40120; E.O. 10854, 24 FR 9565, 3 CFR, 1959–1963 Comp., p. 389; 14 CFR 11.69.

§ 71.1 [Amended]

2. The incorporation by reference in 14 CFR 71.1 of the Federal Aviation Administration Order 7400.9C, Airspace Designation and Reporting Points, dated August 17, 1995, and effective September 16, 1995, is amended as follows:

Paragraph 6005 Class E airspace areas extending upward from 700 feet or more above the surface of the earth.

* * * * *

AGL SD/E5 Miller, SD [New]

Miller Municipal Airport, SD

(Lat. 44°31'31" N, long. 98°57'29" W)

That airspace extending upward from 700 feet above the surface within a 6.6-mile radius of the Miller Municipal Airport and that airspace extending upward from 1,200 feet above the surface bounded on the west

and northwest by V-263, on the south by V-120, and on the east by V-15 excluding the Aberdeen, SD; the Pierre, SD; the Mitchell, SD; and the Huron, SD, 1,200 foot Class E airspace areas and all federal airways.

* * * * *

Issued in Des Plaines, Illinois on September 4, 1996.

Maureen Woods,

Manager, Air Traffic Division.

[FR Doc. 96-23804 Filed 9-16-96; 8:45 am]

BILLING CODE 4910-13-M

14 CFR Part 97

[Docket No. 28675; Amdt. No. 1751]

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 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 September 6, 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 [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 October 10, 1996

Alliance, NE, Alliance Muni, NDBRWY30, Amdt 7 CANCELLED
Kearney, NE, Kearney Muni, LOC RWY 36, Amdt 5A CANCELLED
Fort Worth, TX, Luck Field, VOR/DME or GPS-A, Amdt 1, CANCELLED
Cumberland, WI, Cumberland Muni, VOR/DME-A, Orig

* * * Effective November 7, 1996

Arkadelphia, AR, Arkadelphia Muni, NDB OR GPS RWY 4, Amdt 6
West Milford, NJ, Greenwood Lake, VOR RWY 6, Orig
West Milford, NJ, Greenwood Lake, VOR OR GPS-A, Amdt 3, CANCELLED
Saratoga Springs, NY, Saratoga County, VOR-A, Amdt 5

* * * Effective December 5, 1996

Gulf Shores, AL, Jack Edwards, GPS RWY 27, Orig
Anchorage, AK, Anchorage Intl, GPS RWY 14, Orig
Cordova, AK, Merle K/Mudhole/Smith, GPS RWY 27, Orig
Fairbanks, AK, Fairbanks Intl, GPS RWY 1L, Orig
Ketchikan, AK, Ketchikan Intl, GPS-B, Orig
Mekoryuk, AK, Mekoryuk, GPS RWY 23, Orig
Morriton, AR, Petit Jean Park, NDB OR GPS RWY 2, Amdt 2, CANCELLED
Morriton, AR, Petit Jean Park, GPS RWY 2, Orig
Palo Alto, CA, Palo Alto Arpt of Santa Clara County, VOR/DME RWY 30, Orig
Denver, CO, Jeffco, VOR/DME RWY 29L/R, Orig
Denver, CO, Jeffco, VOR/DME OR GPS RWY 29R, Orig CANCELLED
Denver, CO, Jeffco, ILS RWY 29R, Amdt 13
Denver, CO, Jeffco, GPS RWY 29L, Orig
Denver, CO, Jeffco, GPS RWY 29R, Orig
Fort Collins/Loveland, CO, Fort Collins-Loveland Muni, GPS RWY 33, Amdt 1
Kremmling, CO, McElroy Airfield, VOR/DME OR GPS-A, Amdt 2
Fort Pierce, FL, St. Lucie County Intl, NDB-A, Orig
Chicago/Romeoville, IL, Lewis University, GPS RWY 27, Amdt 1
Boyne Falls, MI, Boyne Mountain, NDB or GPS-A, Amdt 6
Boyne Falls, MI, Boyne Mountain, VOR/DME RNAV or GPS-B, Amdt 3
Gaylord, MI, Otsego County, VOR or GPS RWY 27, Orig
Gaylord, MI, Otsego County, VOR or GPS RWY 9, Amdt 8, CANCELLED
Gaylord, MI, Otsego County, VOR or GPS RWY 27, Amdt 8, CANCELLED

Gaylord, MI, Otsego County, NDB RWY 9, Amdt 11
St. Louis, MO, Lambert-St Louis Intl, ILS RWY 24, Amdt 44
Lincoln, NE Lincoln Muni, GPS RWY 14, Orig
Greensboro, NC, May, VOR/DME OR GPS-A, Amdt 2
Kinston, NC, Kinston Regional Jetport at Stallings Field, LOC BC Rwy 23, Orig, CANCELLED
North Wilkesboro, NC, Wilkes County, GPS RWY 1, Orig
Wilson, NC, Wilson Industrial Air Center, NDB or GPS Rwy 3, Amdt 6
Wilson, NC, Wilson Industrial Air Center, NDB or GPS Rwy 21, Amdt 1
Ardmore, OK, Ardmore Downtown Executive, GPS RWY 35, Orig
Claremore, OK, Claremore Muni, GPS RWY 35, Orig
Clinton, OK, Clinton Muni, NDB RWY 35, Amdt 6
Clinton, OK, Clinton Muni, GPS RWY 35, Orig
Pauls Valley, OK, Pauls Valley Muni, GPS RWY 35, Amdt 1
Anahuac, TX, Chambers County, GPS RWY 12, Orig
Brownfield, TX, Terry County, GPS RWY 2, Orig
Center, TX Center Muni, GPS RWY 17, Orig
Cleveland, TX, Cleveland Muni, GPS RWY 16, Orig
Llano, TX, Llano Muni, GPS RWY 17, Orig
Llano, TX, Llano Muni, GPS RWY 35, Orig
Pecos, TX, Pecos Muni, GPS RWY 14, Orig
Port Isabel, TX, Port Isabel-Cameron Co, GPS RWY 13, Orig
Ellensburg, WA, Bowers Field, GPS RWY 25, Orig
Ellensburg, WA, Bowers Field, VOR OR GPS-B, Amdt 1
Ellensburg, WA, Bowers Field, VOR OR GPS-A, Amdt 2
Vancouver, WA, Pearson Field, LDA-A, Orig
Vancouver, WA, Pearson Field, LOC BC-A, Orig, CANCELLED

[FR Doc. 96-23807 Filed 9-16-96; 8:45 am]

BILLING CODE 4910-13-M

14 CFR Part 97

[Docket No. 28676; Amdt. No. 1752]

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