

46°37'50" N., long. 120°20'26" W.; to lat. 46°38'29" N., long. 120°20'25" W.; to lat. 46°38'59" N., long. 120°22'13" W.; to lat. 46°38'59" N., long. 120°23'45" W.; to lat. 46°40'34" N., long. 120°26'39" W.; to lat. 46°42'19" N., long. 120°26'12" W.; thence north along the east side of Interstate Highway 82 to lat. 46°47'49" N., long. 120°21'19" W.; thence north along the east side of Interstate Highway 82 to lat. 46°49'35" N., long. 120°21'38" W.; to lat. 46°51'09" N., long. 120°21'38" W.; to lat. 46°51'09" N., long. 120°16'34" W.; to lat. 46°54'29" N., long. 120°15'04" W.; to point of beginning.

R-6714F Yakima, WA [Amended]

By removing the present altitudes and substituting the following:

Designated altitudes. Surface to but not including 29,000 feet MSL.

R-6714G Yakima, WA [Amended]

By removing the present boundaries and substituting the following:

Boundaries. Beginning at lat. 46°51'09" N., long. 120°16'34" W.; to lat. 46°54'29" N., long. 120°15'04" W.; to lat. 46°50'59" N., long. 119°58'04" W.; to lat. 46°51'09" N., long. 120°08'54" W.; to point of beginning.

R-6714H Yakima, WA [Amended]

By removing the present boundaries and substituting the following:

Boundaries. Beginning at lat. 46°54'58" N., long. 120°00'33" W.; excluding that airspace within a 1.5 mile radius of the Vantage Airport to lat. 46°54'39" N., long. 119°59'31" W.; thence south along the west side of the Wanpaum road to lat. 46°50'59" N., long. 119°58'04" W.; to lat. 46°54'29" N., long. 120°15'04" W.; to lat. 46°55'20" N., long. 120°15'04" W., to point of beginning.

Issued in Washington, DC, on October 2, 1996.

Harold W. Becker,

Acting Program Director for Air Traffic  
Airspace Management.

[FR Doc. 96-26094 Filed 10-9-96; 8:45 am]

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## 14 CFR Part 97

[Docket No. 28702; Amdt. No. 1757]

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 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 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 October 4, 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 Dec. 5, 1996*

Mekoryuk, AK, Mekoryuk, NDB or GPS RWY 23, Amdt 1B CANCELLED  
Mekoryuk, AK, Mekoryuk, NDB RWY 23, Amdt 1B  
Carlisle, AR, Carlisle Muni, VOR/DME or GPS RWY 9, Amdt 1 CANCELLED  
Carlisle, AR, Carlisle Muni, VOR/DME RWY 9, Amdt 1  
Marshalltown, IA, Marshalltown Muni, VOR or GPS RWY 12, Amdt 7A CANCELLED  
Marshalltown, IA, Marshalltown Muni, VOR RWY 12, Amdt 7A  
Litchfield, IL, Litchfield Muni, NDB or GPS RWY 9, Amdt 4 CANCELLED  
Litchfield, IL, Litchfield Muni, NDB RWY 9, Amdt 4  
Litchfield, IL, Litchfield Muni, NDB or GPS RWY 27, Amdt 6 CANCELLED  
Litchfield, IL, Litchfield Muni, NDB RWY 27, Amdt 6  
Bowling Green, KY, Bowling Green-Warren County Regional, VOR/DME or GPS RWY 21, Amdt 6 CANCELLED  
Bowling Green, KY, Bowling Green-Warren County Regional, VOR/DME RWY 21, Amdt 6

Hammond, LA, Hammond Muni, VOR or GPS RWY 31, Amdt 3B CANCELLED  
Hammond, LA, Hammond Muni, VOR RWY 31, Amdt 3B  
Marshfield, MA, Marshfield, NDB or GPS RWY 6 Amdt 3 CANCELLED  
Marshfield, MA, Marshfield, NDB RWY 6, Amdt 3  
Sikeston, MO, Sikeston Memorial Muni, VOR or GPS RWY 20, Amdt 2B CANCELLED  
Sikeston, MO, Sikeston Memorial Muni, VOR RWY 20, Amdt 2B  
Jackson, MS, Hawkins Field, RNAV or GPS RWY 16, Amdt 4A CANCELLED  
Jackson, MS, Hawkins Field, RNAV RWY 16, Amdt 4A  
Beaufort, NC, Michael J. Smith Field, NDB or GPS RWY 14, Orig CANCELLED  
Beaufort, NC, Michael J. Smith Field, NDB RWY 14, Orig  
North Wilkesboro, NC, Wilkes County, NDB or GPS RWY 1, Amdt 1B CANCELLED  
North Wilkesboro, NC, Wilkes County, NDB RWY 1, Amdt 1B  
Broken Bow, NE, Broken Bow Muni, VOR or GPS RWY 14, Amdt 4 CANCELLED  
Broken Bow, NE, Broken Bow Muni, VOR RWY 14, Amdt 4  
Manchester, NH, Manchester, VOR/DME RNAV or GPS RWY 6, Amdt 3A CANCELLED  
Manchester, NH, Manchester, VOR/DME RNAV RWY 6, Amdt 3A  
Hammonton, NJ, Hammonton Muni, VOR or GPS-A, Amdt 6 CANCELLED  
Hammonton, NJ, Hammonton Muni, VOR-A, Amdt 6  
Alva, OK, Alva Muni, NDB or GPS RWY 35, Amdt 4A CANCELLED  
Alva, OK, Alva Muni, NDB RWY 35, Amdt 4A  
Ardmore, OK, Ardmore Downtown Executive, VOR/DME RNAV or GPS RWY 35, Amdt 5 CANCELLED  
Ardmore, OK, Ardmore Downtown Executive, VOR/DME RNAV RWY 35, Amdt 5  
Ardmore, OK, Ardmore Muni, NDB or GPS RWY 31, Amdt 4A CANCELLED  
Ardmore, OK, Ardmore Muni, NDB RWY 31, Amdt 4A  
Clinton, OK, Clinton Muni, NDB or GPS RWY 35 Amdt 5 CANCELLED  
Clinton, OK, Clinton Muni, NDB RWY 35 Amdt 5  
Chickasha, OK, Chickasha Muni, NDB or GPS RWY 17, Orig CANCELLED  
Chickasha, OK, Chickasha Muni, NDB RWY 17, Orig  
El Reno, OK, El Reno Muni Air Park, VOR/DME or GPS RWY 35, Orig CANCELLED  
El Reno, OK, El Reno Muni Air Park, VOR/DME RWY 35, Orig  
Rock Hill, SC, Rock Hill/York Co/Bryant Field, VOR/DME RNAV or GPS RWY 2, Amdt 4B CANCELLED  
Rock Hill, SC, Rock Hill/York Co/Bryant Field, VOR/DME RNAV RWY 2, Amdt 4B  
Brownfield, TX, Terry County, NDB or GPS RWY 2, Amdt 2 CANCELLED  
Brownfield, TX, Terry County, NDB RWY 2, Amdt 2  
Center, TX, Center Muni, NDB or GPS RWY 17, Amdt 1 CANCELLED  
Center, TX, Center Muni, NDB RWY 17, Amdt 1

Childress, TX, Childress Muni, VOR or GPS RWY 35, Amdt 9 CANCELLED  
Childress, TX, Childress Muni, VOR RWY 35, Amdt 9  
Crosbyton, TX, Crosbyton Municipal, NDB or GPS RWY 35, Orig CANCELLED  
Crosbyton, TX, Crosbyton Municipal, NDB RWY 35, Orig  
Dalhart, TX, Dalhart Muni, VOR or GPS RWY 17, Amdt 12A CANCELLED  
Dalhart, TX, Dalhart Muni, VOR RWY 17, Amdt 12A  
Del Rio, TX, Del Rio Intl, NDB or GPS RWY 13, Amdt 2 CANCELLED  
Del Rio, TX, Del Rio Intl, NDB RWY 13, Amdt 2  
Jasper, TX, Jasper County-Bell Field, NDB or GPS RWY 18, Amdt 7 CANCELLED  
Jasper, TX, Jasper County-Bell Field, NDB RWY 18, Amdt 7  
Levelland, TX, Levelland Muni, NDB or GPS RWY 17, Amdt 2A CANCELLED  
Levelland, TX, Levelland Muni, NDB RWY 17, Amdt 2a  
Levelland, TX, Levelland Muni, NDB or GPS RWY 35, Amdt 1A CANCELLED  
Levelland, TX, Levelland Muni, NDB RWY 35, Amdt 1A  
Palacios, TX, Palacios Muni, VOR or GPS RWY 13, Amdt 10 CANCELLED  
Palacios, TX, Palacios Muni, VOR RWY 13, Amdt 10  
Pecos, TX, Pecos Muni, VOR or GPS RWY 14, Amdt 7A CANCELLED  
Pecos, TX, Pecos Muni, VOR RWY 14, Amdt 7A  
Tyler, TX, Tyler Pounds Field, VOR or GPS RWY 31, Orig CANCELLED  
Tyler, TX, Tyler Pounds Field, VOR RWY 31, Orig  
Chesapeake, VA, Chesapeake Muni, NDB or GPS RWY 5, Amdt 1 CANCELLED  
Chesapeake, VA, Chesapeake Muni, NDB RWY 5, Amdt 1  
Martinsville, VA, Blue Ridge, NDB or GPS RWY 30, Amdt 1 CANCELLED  
Martinsville, VA, Blue Ridge, NDB RWY 30, Amdt 1  
Torrington, WY, Torrington Muni, NDB or GPS RWY 28, Orig CANCELLED  
Torrington, WY, Torrington Muni, NDB RWY 28, Orig

[FR Doc. 96-26100 Filed 10-9-96; 8:45 am]

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

**[Docket No. 28701; Amdt. No. 1756]**

**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