

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 November 1, 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 December 5, 1996

Courtland, AL, Industrial Airpark, VOR or GPS RWY 13, Orig-A Cancelled
Courtland, AL, Industrial Airpark, VOR RWY 13, Orig-A

[FR Doc. 96-28897 Filed 11-8-96; 8:45 am]

BILLING CODE 4910-13-M

14 CFR Part 97

[Docket No. 28726; Amdt. No. 1761]

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 involve 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 November 1, 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/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 December 5, 1996

Grants Pass, OR, Grant Pass, GPS—A, Orig
Eagle Butte, SD, Cheyenne Eagle Butte, GPS
RWY 31, Amdt 1
Puyallup, WA, Pierce County-Thun Field,
GPS RWY 34, Orig

* * * Effective January 2, 1997

Red Bluff, CA, Red Bluff Muni, VOR/DME
OR GPS RWY 15, Amdt 6
Red Bluff, CA, Red Bluff Muni, NDB RWY
33, Amdt 2
Red Bluff, CA, Red Bluff Muni, VOR OR GPS
RWY 33, Amdt 7
Washington, DC, Washington National, VOR/
RWY 15, Amdt 9
Washington, DC, Washington National, VOR/
DME OR GPS RWY 15, Amdt 1
Baltimore, MD, Baltimore-Washington Intl,
ILS RWY 33L, Amdt 7
Leonardtown, MD, St Marys County, VOR
RWY 11, Amdt 4
Leonardtown, MD, St Marys County, VOR OR
GPS RWY 29, Amdt 5
Morgantown, WV, Morgantown Muni-Walter
L. Bill Hart Field, ILS RWY 18, Amdt 11

* * * Effective January 30, 1997

Selma, AL, Craig Field, NDB OR GPS RWY
33, Amdt 3
Groveland, CA, Pine Mountain Lake, GPS
RWY 9, Orig
Groveland, CA, Pine Mountain Lake, GPS
RWY 27, Orig
Victorville, CA, Southern California Intl, ILS
RWY 17, Amdt 1
Wilmington, DE, New Castle County, GPS
RWY 27, Orig
Washington, DC, Washington Dulles Intl,
VOR/DME OR TACAN RWY 12, Amdt 8
Taylorville, IL, Taylorville Muni, GPS RWY
18, Orig
La Porte, IN, La Porte Muni, GPS RWY 2,
Orig
Glasgow, KY, Glasgow Muni, GPS RWY 25,
Orig
Dexter, ME, Dexter Regional, GPS RWY 34,
Orig
Oxford, ME, Oxford County Regional, GPS
RWY 33, Orig
Baltimore, MD, Baltimore-Washington Intl,
VOR OR GPS RWY 28, Amdt 22
Mitchellville, MD, Freeway, VOR RWY 36,
Orig
Pittsfield, MA, Pittsfield Muni, GPS RWY 8,
Orig
Minneapolis, MN, Crystal, GPS RWY 13L,
Orig
Norfolk, NE, Karl Stefan Memorial, GPS RWY
1, Orig
Belmar/Farmingdale, NJ Allaire, VOR OR
GPS—A, Amdt 2

Wildwood, NJ, Cape May County, GPS RWY
10, Orig
Wildwood, NJ, Cape May County, VOR/DME
RNAV OR GPS RWY 19, Amdt 6
Perkasie, PA, Pennridge, GPS RWY 8, Orig
Perkasie, PA, Pennridge, GPS RWY 26, Orig
Toughkenamon, PA, New Garden, VOR RWY
24, Amdt 7
Houston, TX, Ellington Field, GPS RWY 22,
Orig

Note: The FAA published the following procedure in Docket No. 28702, Amdt No. 1757 to Part 97 of the Federal Aviation Regulations (VOL 61, FR No. 198) Page 53057 dated October 10, 1996 under Section 97.23 effective December 5, 1996 which is hereby amended to read . . . PROPOSED December 5, 1996:

Ames, IA, Ames Muni, LOC RWY 1, Amdt
1, Cancelled
Ames, IA, Ames Muni, ILS RWY 1, Orig

[FR Doc. 96-28898 Filed 11-8-96; 8:45 am]

BILLING CODE 4910-13-M

14 CFR Part 97

[Docket No. 28727; Amdt. No. 1762]

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