

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 December 13, 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 January 2, 1997

Destin, FL, Destin-Fort Walton Beach, NDB RWY 32, Orig

Ames, IA, Ames Muni, LOC RWY 1, Amdt 1 CANCELLED

Ames, IA, Ames Muni, ILS RWY 1, Orig

* * * Effective January 30, 1997

Bettles, AK, Bettles, VOR/DME RWY 1, Orig
Bettles, AK, Bettles, VOR OR GPS RWY 1, Amdt 3, CANCELLED

Bettles, AK, Bettles, LOC/DME RWY 1, Amdt 4

Bettles, AK, Bettles, NDB OR GPS-A, Amdt 8

Bettles, AK, Bettles, GPS RWY 1, Orig
Phoenix, AZ, Phoenix-Deer Valley Muni, GPS RWY 7R, Orig

Fullerton, CA, Fullerton Muni, GPS RWY 24, Orig

Los Angeles, CA, Los Angeles, Intl, ILS RWY 25L, Amdt 5

Los Angeles, CA, Los Angeles Intl, ILS RWY 25R, Amdt 9

Los Angeles, CA, Whiteman, GPS-B, Orig
Wilmington, DE, New Castle County, VOR/DME RNAV RWY 9, Amdt 4, CANCELLED
Wilmington, DE, New Castle County, VOR/DME RNAV RWY 9, Orig

Kosrae Island, FM, Kosrae, NDB/DME OR GPS-A, Orig

Kosrae Island, FM, Kosrae, NDB/DME-A Orig
Salem, IL, Salem-Leckrone, NDB RWY 18, Amdt 9

Salem, IL, Salem-Leckrone, GPS RWY 18, Orig

Bangor, ME, Bangor Intl, ILS RWY 15, Amdt 3

Rockland, ME, Knox County Regional, GPS RWY 31, Orig

Baltimore, MD, Baltimore-Washington Intl, ILS RWY 15L, Amdt 4

Baltimore, MD, Baltimore-Washington Intl, ILS RWY 15R, Amdt 14

Alma, MI, Gratiot Community, SDF RWY 9, Amdt 7

Alma, MI, Gratiot Community, NDB or GPS RWY 9, Amdt 6

Alma, MI, Gratiot Community, VOR/DME RNAV or GPS RWY 27, Amdt 7

Clare, MI, Clare Muni, VOR or GPS-A, Amdt 1

Mt. Pleasant, MI, Mt. Pleasant Muni, VOR or GPS RWY 27, Amdt 13, CANCELLED

Mt. Pleasant, MI, Mt. Pleasant Muni, VOR or GPS RWY 27, Orig

Faribault, MN, Faribault Muni, VOR/DME RNAV or GPS RWY 12, Amdt 4

Faribault, MN, Faribault Muni, VOR or GPS-A, Amdt 4

Owatonna, MN, Owatonna Muni, VOR/DME RWY 30, Amdt 3

Owatonna, MN, Owatonna Muni, VOR or GPS RWY 12, Amdt 9

Waseca, MN, Waseca Muni, NDB or GPS RWY 15, Amdt 4

Waseca, MN, Waseca Muni, VOR or GPS-A, Amdt 4

Wildwood, NJ, Cape May County, VOR OR GPS-A, Amdt 2

New York, NY, John F. Kennedy Intl, VOR OR GPS RWY 13L/13R, Amdt 18

Plattsburgh, NY, Clinton County, VOR/DME OR GPS-A, Amdt 2

Plattsburgh, NY, Clinton County, VOR OR GPS RWY 19, Amdt 3

Plattsburgh, NY, Clinton County, ILS RWY 1, Amdt 4

Saratoga Springs, NY, Saratoga County, VOR OR GPS-A, Amdt 5

Saratoga Springs, NY, Saratoga County, GPS RWY 23, Orig

Bowling Green, OH, Wood County, GPS RWY 27, Orig

Bristow, OK, Jones Meml, GPS RWY 17, Orig
Bristow, OK, Jones Meml, GPS RWY 35, Orig

Holdenville, OK, Holdenville Muni, GPS RWY 17, Orig

Holdenville, OK, Holdenville Muni, GPS RWY 35, Orig

Corvallis, OR, Corvallis Muni, VOR/DME RWY 35, Amdt 11

Corvallis, OR, Corvallis Muni, GPS RWY 17, Orig

Corvallis, OR, Corvallis, Muni, GPS RWY 35, Orig

Leighton, PA, Jake Arner Memorial, NDB RWY 8, Amdt 2

Leighton, PA, Jake Arner Memorial, NDB RWY 26, Amdt 3

Greer, SC, Greenville—Spartanburg, GPS RWY 3, Orig

Greer, SC, Greenville, Spartanburg, GPS RWY 21, Orig

Greer, SC, Greenville—Spartanburg, RNAV RWY 21, Amdt 5, CANCELLED

Granbury, TX, Granbury Muni, GPS RWY 14, Orig

Beckley, WV, Raleigh County Memorial, ILS RWY 19, Amdt 4

Huntington, WV, Tri-State/Milton J. Ferguson Field, ILS RWY 12, Amdt 11

Platteville, WI, Platteville Municipal, GPS RWY 33, Orig

* * * Effective March 27, 1997

Grafton, ND, Grafton Muni, GPS RWY 35, Orig

* * * Effective Upon Publication

Las Cruces, NM, Las Cruces International, ILS RWY 30, Amdt 1

Note: The FAA published an amendment of the Federal Aviation Regulations (Vol 61, No. 231, page 60530, dated Friday, November 29, 1996) under Section 97.33, in Docket No. 28734, Amdt No. 1764 to Part 97, which is hereby amended as follows:

Change the effective date of publication from December 5, 1996 to January 2, 1997 for the following standard instrument approach procedure: Dayton, OH, Greene County, GPS RWY 7, Orig.

Note: The FAA published an amendment of the Federal Aviation Regulations (Vol 61, No. 235, page 64460, dated Thursday, December 5, 1996) under Section 97.33, in Docket No. 28738, Amdt No. 1767 to Part 97, with an effective publication date of January 30, 1997, which is hereby rescinded for the following procedure:

Fernandina Beach, FL, Fernandina Beach Muni, GPS RWY 13, Orig.

[FR Doc. 96-32689 Filed 12-23-96; 8:45 am]

BILLING CODE 4910-13-M

14 CFR Part 97

[Docket No. 28757; Amdt. No. 1771]

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 designated 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, 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 on each SIAP is contained in the appropriate FAA Form 8260 and the National Flight Data Center (FDC)/Permanent (P) Notices to Airmen (NOTAM) which are incorporated by reference in the amendment under 5 U.S.C. 552(a), 1 CFR part 51, and § 97.20 of the Federal Aviation Regulations (FAR). 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 of 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 of the Federal Aviation Regulations (14 CFR part 97) establishes, amends, suspends, or revokes SIAPs. For safety and timeliness of change considerations, this amendment incorporates only specific changes contained in the content of the following FDC/P NOTAM for each SIAP. The SIAP information in some previously designated FDC/Temporary (FDC/T) NOTAMs is of such duration as to be permanent. With conversion to FDC/P NOTAMs, the respective FDC/T NOTAMs have been cancelled.

The FDC/P NOTAMs for 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 chart changes to SIAPs by FDC/P NOTAMs, the TERPS criteria were applied to only these specific conditions existing at the affected airports. All SIAPs amendments in this rule 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 all these SIAP amendments requires making them effective in less than 30 days.

Further, the SIAPs contained in this amendment are based on the criteria contained in the TERPS. 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 these SIAPs effective in less than 30 days.

Conclusion

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 December 13, 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 January 30, 1997

Cordova, AK, Merle K (Mudhole) Smith,
NDB/DME or GPS RWY 27, Orig
CANCELLED

Cordova, AK, Merle K (Mudhole) Smith,
NDB/DME RWY 27, Orig
Kodiak, AK, Kodiak, VOR or TACAN RWY
25, Amdt 5 CANCELLED

Kodiak, AK, Kodiak, VOR or TACAN-1 RWY
25, Amdt 5

Greenville, IL, Greenville, NDB or GPS RWY
18, Amdt 4 CANCELLED

Greenville, IL, Greenville, NDB RWY 18,
Amdt 4

Taylorville, IL, Taylorville Muni, NDB or
GPS RWY 18, Amdt 3 CANCELLED
Taylorville, IL, Taylorville Muni, NDB RWY
18, Amdt 3

Holdenville, OK, Holdenville Muni, NDB or
GPS RWY 17, Amdt 3 CANCELLED

Holdenville, OK, Holdenville Muni, NDB
RWY 17, Amdt 3

Cincinnati, OH, Cincinnati-Blue Ash, NDB or GPS RWY 6, Orig-A CANCELLED
 Cincinnati, OH, Cincinnati-Blue Ash, NDB RWY 6, Orig-A
 Athens (Albany), OH, Ohio University, NDB or GPS RWY 25, Amdt 8 CANCELLED
 Athens (Albany), OH, Ohio University, NDB RWY 25, Amdt 8
 Greer, SC, Greenville-Spartanburg, NDB or GPS RWY 3, Amdt 14 CANCELLED
 Greer, SC, Greenville-Spartanburg, NDB RWY 3, Amdt 14
 Sumter, SC, Sumter Muni, NDB or GPS RWY 23, Amdt 2C CANCELLED
 Sumter, SC, Sumter Muni, NDB RWY 23, Amdt 2C
 Marshfield, WI, Marshfield Muni, NDB or GPS RWY 16, Amdt 9A CANCELLED
 Marshfield, WI, Marshfield Muni, NDB RWY 16, Amdt 9A
 [FR Doc. 96-32690 Filed 12-23-96; 8:45 am]
 BILLING CODE 4910-13-M

14 CFR Part 97

[Docket No. 28758; Amdt. No. 1772]

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, 1992.

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 December 13, 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: