

FDC date	State	City	Airport	FDC No.	SIAP
06/04/97	IA	Dubuque	Dubuque Regional	FDC 7/3383	ILS Rwy 31, Amdt 10B...
06/04/97	IA	Dubuque	Dubuque Regional	FDC 7/3385	VOR or GPS Rwy 13, Amdt 8B...
06/04/97	IA	Dubuque	Dubuque Regional	FDC 7/3386	VOR Rwy 31, Amdt 11A...
06/04/97	IA	Dubuque	Dubuque Regional	FDC 7/3387	VOR or GPS Rwy 36, Amdt 5B...
06/04/97	IA	Dubuque	Dubuque Regional	FDC 7/3388	NDB or GPS Rwy 31, Amdt 8A...
06/04/97	MN	Minneapolis	Crystal	FDC 7/3381	VOR or GPS-A, Amdt 9A...
06/04/97	MN	Minneapolis	Flying Cloud	FDC 7/3353	VOR or GPS Rwy 36, Amdt 11...
06/04/97	MN	Minneapolis	Flying Cloud	FDC 7/3354	VOR or GPS Rwy 9R, Amdt 7...
06/04/97	MN	Minneapolis	Flying Cloud	FDC 7/3355	ILS Rwy 9R, Amdt 1...
06/04/97	MN	Minneapolis	St Paul Downtown Holman Field	FDC 7/3382	ILS Rwy 32, Amdt 3B...
06/04/97	WI	Oshkosh	Wittman Regional	FDC 7/3369	GPS Rwy 27, Orig...
06/04/97	WI	Oshkosh	Wittman Regional	FDC 7/3370	NDB or GPS Rwy 36, Amdt 5...
06/04/97	WI	Oshkosh	Wittman Regional	FDC 7/3371	VOR Rwy 36, Amdt 16...
06/04/97	WI	Oshkosh	Wittman Regional	FDC 7/3372	VOR Rwy 9, Amdt 8A...
06/04/97	WI	Oshkosh	Wittman Regional	FDC 7/3375	VOR or GPS Rwy 18, Amdt 6...
06/04/97	WI	Oshkosh	Wittman Regional	FDC 7/3376	ILS Rwy 36, Amdt 6...
06/04/97	WI	Oshkosh	Wittman Regional	FDC 7/3377	LOC/DME BC Rwy 18, Amdt 5...
06/04/97	WI	Waukesha	Waukesha County	FDC 7/3380	NDB or GPS Rwy 28, Amdt 3...
06/05/97	NE	Alliance	Alliance Muni	FDC 7/3395	VOR Rwy 12, Amdt 2B...
06/05/97	IA	Dubuque	Dubuque Regional	FDC 7/3407	LOC/DME BC Rwy 13, Amdt 4A...
06/05/97	NE	Alliance	Alliance Muni	FDC 7/3394	VOR Rwy 30, Amdt 1A...
06/05/97	NV	Battle Mountain	Battle Mountain	FDC 7/3409	VOR or GPS-A Amdt 3...
06/05/97	WI	Oshkosh	Wittman Regional	FDC 7/3400	VOR Rwy 27, Amdt 4...
06/06/97	MS	West Point	McCaren Field	FDC 7/3439	RNAV or GPS Rwy 36 Amdt 3...
06/06/97	MS	West Point	McCaren Field	FDC 7/3444	VOR or GPS-A Amdt 3...
06/06/97	SC	Newberry	Newberry Muni	FDC 7/3438	NDB Rwy 22 Amdt 4...
06/09/97	AZ	Phoenix	Phoenix-Deer Valley Muni	FDC 7/3475	GPS-A Orig...
06/09/97	AZ	Tucson	Tucson Intl	FDC 7/3474	ILS Rwy 11L Amdt 12A...
06/10/97	IN	Anderson	Anderson Municipal-Darlington Field	FDC 7/3521	VOR or GPS-A, Amdt 8...
06/10/97	MI	West Branch	West Branch Community	FDC 7/3512	VOR Rwy 27, Orig-B...

[FR Doc. 97-16530 Filed 6-23-97; 8:45 am]

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**DEPARTMENT OF TRANSPORTATION****Federal Aviation Administration****14 CFR Part 97**

[Docket No. 28942; Amdt. No. 1803]

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; or

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 June 13, 1997.

**David E. Hanley,**

*Acting 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 June 19, 1997

Clinton, NC, Sampson County, NDB OR GPS RWY 6, Amdt 5

\*\*\*Effective July 17, 1997

Brunswick, GA, Malcolm McKinnon, VOR RWY 4, Amdt 15

Rockland, ME, Knox County Regional, LOC RWY 13, Orig, Cancelled

Rockland, ME, Knox County Regional, ILS RWY 13, ORIG

Kansas City, MO, Richards-Gebaur Memorial, NDB RWY 1, Orig

Kansas City, MO, Richards-Gebaur Memorial, ILS RWY 1, Admt 5

\*\*\*Effective August 14, 1997

North Vernon, IN, North Vernon, NDB OR GPS RWY 5, Amdt 5

Marshall, MN, Marshall Muni-Ryan Field, GPS RWY 30, Orig

Allentown, PA, Lehigh Valley Intl, NDB OR GPS RWY 6, Amdt 17

Clearfield, PA, Clearfield-Lawrence, VOR RWY 30, Amdt 5

Pine Ridge, SD, Pine Ridge, GPS RWY 30, Orig

Dublin, VA, New River Valley, VOR OR GPS—A, Amdt 8

Dublin, VA, New River Valley, VOR/DME OR GPS RWY 6, Amdt 7

Dublin, VA, New River Valley, ILS RWY 6, Amdt 4

Eagle River, WI, Eagle River Union, GPS RWY 4, Orig

Shawano, WI, Shawano Muni, GPS RWY 29, Orig

Big Piney, WY, Big Piney-Marbleton, GPS RWY 31, Orig

\*\*\*Effective September 11, 1997

Bentonville, AR, Bentonville Muni/Louise M Thadden Field, GPS RWY 17, Orig

Bentonville, AR, Bentonville Muni/Louise M Thadden Field, GPS RWY 35, Orig

San Martin, CA, South County Arpt of Santa Clara County, GPS RWY 32, Orig

Santa Ynez, CA, Santa Ynez, GPS—A, Orig

Denver, CO, Denver Intl, ILS RWY 8, Amdt 2

Lamar, CO, Lamar Muni, VOR RWY 18, Amdt 10

Lamar, CO, Lamar Muni, VOR/DME RWY 36, Amdt 1

Lamar, CO, Lamar Muni, GPS RWY 18, Orig

Plant City, FL, Plant City Muni, NDB OR GPS RWY 9, Amdt 1

Plant City, FL, Plant City Muni, GPS RWY 9, Orig

Peoria, IL, Greater Peoria Regional, ILS/DME RWY 4, Orig-B, Cancelled

Peoria, IL, Greater Peoria Regional, ILS RWY 4, Orig

Presque Isle, ME, Northern Maine Regional Arpt at Presque Isle, ILS RWY 1, Amdt 5

Carrollton, OH, Carroll County-Tolson, GPS RWY 7, Orig

Findlay, OH, Findlay, GPS RWY 18, Orig

Ogden, UT, Ogden-Hinckley, GPS RWY 7, Orig

Oconto, WI, Oconto Muni, GPS RWY 11, Orig

\*\*\*Effective Upon Publication

Galveston, TX, Scholes Field, VOR OR GPS RWY 13, Amdt 2

Galveston, TX, Scholes Field, ILS RWY 13, Amdt 9

**Note:** The FAA published the following procedures in Docket No. 28914, Amdt. No. 1799 to part 97 of the Federal Aviation Regulations (VOL 62, No. 103, Page 29005, dated Thursday, May 29, 1997) under Section 97.23 effective June 19, 1997, which are hereby amended as follows:

Change effective date to 17 July 1997 for the following procedures:

Deadhorse, AK, Deadhorse, VOR/DME or TACAN or GPS RWY 4, Amdt 4, Cancelled

Gustavus, AK, Gustavus, VOR/DME or GPS—B, Amdt 3B, Cancelled

**Note:** The FAA published the following procedures in Docket No. 28907, Amdt. No. 1797 to part 97 of the Federal Aviation Regulations (Vol 62, FR No. 89, Page 25113; dated May 8, 1997) under Section 97.33 effective July 17, 1997, which are hereby amended as follows:

Hayden, Co. Yampa Valley, GPS—A, Orig., Should Read: GPS—C, Orig

Hayden, Co. Yampa Valley, GPS—B, Orig., Should Read: GPS—D, Orig

**Note:** The FAA published the following procedures in Docket No. 28915, Amdt No. 1800 to part 97 of the Federal Aviation Regulations (Vol 62, FR No. 103, Page 29005; dated May 29, 1997) under Section 97.33 effective July 17, 1997 is hereby rescinded:

Olean, NY, Cattaraugus County-Olean, RNAV OR GPS RWY 22, Amdt 4a, Cancelled

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