

ANM CO E5 Cortez, CO [Revised]

Cortez-Montezuma County Airport, CO  
(lat. 37°18'11"N, long. 108°37'41"W)

Cortez VOR/DME  
(lat. 37°23'23"N, long. 108°33'42"W)

That airspace extending upward from 700 feet above the surface within a 7-mile radius of the Cortez-Montezuma County Airport, and within 3.1 miles each side of the Cortez VOR/DME 184° and 004° radials extending from the 7-mile radius to 10.1 miles north of the VOR/DME; that airspace extending upward from 1,200 feet above the surface beginning at lat. 37°52'00"N, long. 108°52'00"W; to lat. 37°48'00"N, long. 108°29'00"W; to lat. 37°40'00"N, long. 108°22'00"W; to lat. 37°16'00"N, long. 108°22'00"W; to lat. 37°12'00"N, long. 108°31'30"W; to lat. 37°04'00"N, long. 108°37'00"W; to lat. 37°04'00"N, long. 108°57'00"W; to lat. 37°16'00"N, long. 108°50'00"W; to lat. 37°30'00"N, long. 109°03'00"W; to lat. 37°47'00"N, long. 109°03'00"W; thence to the point of beginning.

\* \* \* \* \*

Issued in Seattle, Washington, on January 16, 1997.

Glenn A. Adams III,

Assistant Manager, Air Traffic Division,  
Northwest Mountain Region.

[FR Doc. 97-2638 Filed 2-3-97; 8:45 am]

BILLING CODE 4910-13-M

## 14 CFR Part 97

[Docket No. 28786; Amdt. No. 1780]

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

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, US 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 SIAP 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 January 24, 1997.

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, 97.25, 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 Upon Publication*

FDC date	State	City	Airport	FDC Number	SIAP
01/08/97 .....	AZ .....	PHOENIX .....	WILLIAMS GATEWAY .....	FDC 7/ 0168	VOR OR TACAN OR GPS RWY 30C ORIG-B.
01/08/97 .....	NC .....	RALEIGH-DURHAM .....	RALEIGH-DURHAM INTL .....	FDC 7/ 0178	ILS RWY 23I AMDT 5B.
01/08/97 .....	NC .....	RALEIGH-DURHAM .....	RALEIGH-DURHAM INTL .....	FDC 7/ 0179	RADAR-1 AMDT 7A.
01/09/97 .....	TX .....	AMARILLO .....	AMARILLO INTL .....	FDC 7/ 0196	ILS RWY 4 AMDT 21.
01/10/97 .....	FL .....	PENSACOLA .....	PENSACOLA REGIONAL .....	FDC 7/ 0227	RADAR-1, AMDT 3.
01/13/97 .....	AZ .....	CHANDLER .....	CHANDLER MUNI .....	FDC 7/ 0264	VOR OR GPS RWY 4L AMDT 5.
01/14/97 .....	CA .....	CHINO .....	CHINO .....	FDC 7/ 0274	ILS RWY 26 AMDT 4.
01/14/97 .....	CA .....	SANTA MONICA .....	SANTA MONICA MUNI .....	FDC 7/ 0272	VOR OR GPS-A AMDT 10.
01/14/97 .....	MI .....	DETROIT .....	WILLOW RUN .....	FDC 7/ 0286	ILS RWY 23L AMDT 7.
01/15/97 .....	AR .....	NEWPORT .....	NEWPORT MUNI .....	FDC 7/ 0319	GPS RWY 18, ORIG.
01/15/97 .....	AR .....	NEWPORT .....	NEWPORT MUNI .....	FDC 7/ 0321	NDB RWY 36, AMDT 7.
01/15/97 .....	IL .....	CHICAGO .....	CHICAGO O'HARE INTL .....	FDC 7/ 0303	ILS RWY 22R AMDT 6.
01/15/97 .....	IL .....	CHICAGO .....	CHICAGO O'HARE INTL .....	FDC 7/ 0304	ILS RWY 22L AMDT 4.
01/15/97 .....	IL .....	CHICAGO .....	CHICAGO O'HARE INTL .....	FDC 7/ 0305	ILS RWY 4R AMDT 6A.
01/15/97 .....	MO .....	EXCELSIOR SPRINGS .....	EXCELSIOR SPRINGS MEMO- RIAL.	FDC 7/ 0302	VOR OR GPS RWY 19, ORIG-A.
01/15/97 .....	VT .....	RUTLAND .....	RUTLAND STATE .....	FDC 7/ 0317	LDA 1 RWY 19 AMDT 7A.
01/16/97 .....	MO .....	MONROE CITY .....	MONROE CITY REGIONAL .....	FDC 7/ 0306	RNAV RWY 27, ORIG.
01/17/97 .....	AR .....	NEWPORT .....	NEWPORT MUNI .....	FDC 7/ 0347	GPS RWY 36, ORIG.
01/21/97 .....	MN .....	MINNEAPOLIS .....	ANOKA COUNTY-BLAINE ARPT (JANES FIELD).	FDC 7/ 0406	VOR/DME RWY 26 AMDT 3.
01/21/97 .....	MN .....	MINNEAPOLIS .....	ANOKA COUNTY-BLAINE ARPT (JANES FIELD).	FDC 7/ 0407	VOR OR GPS RWY 8 AMDT 10.
01/21/97 .....	MN .....	MINNEAPOLIS .....	ANOKA COUNTY-BLAINE ARPT (JANES FIELD).	FDC 7/ 0408	RNAV OR GPS RWY 17 AMDT 2.
01/22/97 .....	MI .....	SAGINAW .....	HARRY W. BROWNE .....	FDC 7/ 0423	NDB OR GPS RWY 27 ORIG.
01/22/97 .....	MI .....	SAGINAW .....	HARRY W. BROWNE .....	FDC 7/ 04223	VOR/DME OR GPS-A AMDT 3.
07/23/96 .....	NY .....	SYRACUSE .....	SYRACUSE HANCOCK INTL .....	FDC 6/ 5160	VOR OR GPS RWY 14, AMDT 21.

Newport  
Newport Muni  
Arkansas

GPS RWY 18, ORIG . . .  
FDC Date: 1/15/97

FDC 7/0319/M19/FL/P Newport Muni,  
Newport, AR. GPS RWY 18, ORIG . . .  
S-18 MDA 660/HAT 421 ALL CATS.

VIS CAT C 1¼. CIRCLING CATS A/B/C MDA 720/HAA 481. Batesville ALSTG MNMS S-18 MDA 760/HAT 521 ALL CATS. VIS CAT C 1½, CAT D 1¾. CIRCLING CATS A/B/C MDA 800/HAA 561. This is GPS RWY 18, ORIG-A.

#### Newport

Newport Muni  
Arkansas  
NDB RWY 36, AMDT 7 . . .  
FDC Date: 1/15/97

FDC 7/0321/M19/FI/P Newport Muni, Newport, AR. NDB RWY 36, AMDT 7 . . . S-36 MDA 760/HAT 521 ALL CATS. VIS CAT C 1½, VIS CAT D 1¾. CIRCLING CATS A/B/C MDA 760/HAA 521. Batesville ALSTG MNMS S-36 MDA 860/HAT 621 ALL CATS. VIS CAT C 1¾, CAT D 2. CIRCLING MDA 860/HAA 621 ALL CATS. VIS CAT C 1¾. This is NDB RWY 36, AMDT 7A.

#### Newport

Newport Muni  
Arkansas  
GPS RWY 36, ORIG . . .  
FDC Date: 01/17/97

FDC 7/0347/M19/FI/P Newport Muni, Newport, AR. GPS RWY 36, ORIG . . . S-36 MDA 660/HAT 421 ALL CATS, VIS CAT C 1¼. CIRCLING CATS A/B/C MDA 720/HAA 481. Batesville ALSTG MNMS S-36 MDA 760/HAT 521 ALL CATS. VIS CAT C 1½, CAT D 1¾. CIRCLING CATS A/B/C MDA 800/HAA 561. This is GPS RWY 36, ORIG-A.

#### Phoenix

Williams Gateway  
Arizona  
VOR OR TACAN OR GPS RWY 30C  
ORIG-B . . .  
FDC Date: 01/08/97

FDC 7/0168/IWA/FI/P Williams Gateway, Phoenix, AZ. VOR OR TACAN OR GPS RWY 30C ORIG-B . . . S-30C . . . VIS 1 CATS A/B. VIS 1½ CATS C/D, VIS CAT E 1¾. DME MNMS . . . S-30C VIS 1 CATS A/B/C/D; VIS 1¼ CAT E. CIRCLING CAT A MDA 1760/HAA 380. Delete note . . . Inop light table does not apply to S-30C CAT D. CAT E Add ¼ mile for inop ALSF. This is VOR OR TACAN OR GPS RWY 30C ORIG-C.

#### Chandler

Chandler Muni  
Arizona  
VOR OR GPS RWY 4L AMDT 5 . . .  
FDC Date: 01/13/97

FDC 7/0264/CHD/ FI/P Chandler Muni, Chandler, AZ. VOR OR GPS RWY 4L AMDT 5 . . . S-4L MDA 1680/HAT 446 CATS A/B/C. VIS CAT C 1¼.

CIRCLING CAT A MDA 1680/HAA 438 CAT A. Phoenix ALSTG MNMS . . . S-4L MDA 1760, HAT 526 CATS A/B/C, VIS 1. CAT C VIS 1½. CIRCLING MDA 1780, HAA 538 CATS A/B/C/. CAT A/B VIS 1, CAT C VIS 1½. This is VOR OR GPS RWY 4L AMDT 5A.

#### Santa Monica

Santa Monica Muni  
California  
VOR OR GPS-A AMDT 10 . . .  
FDC Date: 01/14/97

FDC 7/0272/SMD/FI/P Santa Monica Muni, Santa Monica, CA. VOR OR GPS-A AMDT 10 . . . Add ATTN symbol in profile view at culve \* and at 1120 \*. Also add ATTN symbol at end of stepdown MNMS title. CULVE DME/RADAR MINIMA \*—Add note with ATTN symbol in profile view . . . \* When control tower closed, DME required. This is VOR OR GPS-A AMDT 10A.

#### Chino

Chino  
California  
ILS RWY 26 AMDT 4 . . .  
FDC Date: 01/14/97

FDC 7/0274/CNO/FI/P Chino, Chino, CA. ILS RWY 26 AMDT 4 . . . Change all reference to RWY 08/26 TO 08L/26R. This is ILS RWY 26R AMDT 4A.

#### Pensacola

Pensacola Regional  
Florida  
RADAR-1, AMDT 3 . . .  
FDC Date: 01/10/97

FDC 7/0227/PNS/FI/P Pensacola Regional, Pensacola, FL. RADAR-1, AMDT 3 . . . S-8 MDA 880 HAT 780 ALL CATS. VIS CAT B 1¼, CAT C 2¼, CAT D 2½. S-17 MDA 640 HAT 519 ALL CATS. VIS CAT C 5000 RVR, CAT D 6000 RVR. S-26 MDA 580 HAT 468 ALL CATS. VIS CAT C 1¼, CAT D 1½. CIRCLING MDA 880 HAA 759 ALL CATS. VIS CAT B 1¼, CAT C 2¼, CAT D 2½. Delete note . . . CAT D ASR-17 VIS increased to RVR 6000 for inop SALS. ALTN MINS . . . CAT C 800-2 ¼, CAT D 800-2½. This is RADAR-1 AMDT 3A.

#### Chicago

Chicago O'Hare Intl  
Illinois  
ILS RWY 22R AMDT 6 . . .  
FDC Date: 01/15/97

FDC 7/0303/ORD/FI/P Chicago O'Hare Intl, Chicago, IL. ILS RWY 22R AMDT 6 . . . S-ILS 22R VIS ALL CATS 2400; S-LOC 22R VIS CAT A, B 2400, CAT C 5000, CAT D 6000. DME MNMS . . . S-LOC 22R VIS CAT A, B & C 2400, CAT D 4000. This is ILS RWY 22R AMDT 6A.

#### Chicago

Chicago O'Hare Intl  
Illinois  
ILS RWY 22L AMDT 4 . . .  
FDC Date: 01/15/97

FDC 7/0304/ORD/FI/P Chicago O'Hare Intl, Chicago, IL. ILS RWY 22L AMDT 4 . . . S-ILS 22L VIS ALL CATS 2400; S-LOC 22L VIS CAT A, B & C 2400, CAT D 4000. This is ILS RWY 22L AMDT 4A.

#### Chicago

Chicago O'Hare Intl  
Illinois  
ILS RWY 4R AMDT 6A . . .  
FDC Date: 01/15/97

FDC 7/0305/ORD/FI/P Chicago O'Hare Intl, CHICAGO, IL. ILS RWY 4R AMDT 6A . . . S-ILS 4R VIS ALL CATS 2400; S-LOC 4R VIS CAT A, B 2400, CAT C 5000, CAT D 6000. This is ILS RWY 4R AMDT 6B.

#### Detroit

Willow Run  
Michigan  
ILS RWY 23L AMDT 7 . . .  
FDC Date: 01/14/97

FDC 7/0286/YIP/FI/P Willow Run, Detroit, MI. ILS RWY 23L AMDT 7 . . . S-ILS 23L DH 958/HAT 250 ALL CATS; FIX ¾ ALL CATS. S-LOC 23L VIS ¾ CAT A/B. Inop table does not apply to S-ILS 23L. For inop MALSR increase S-LOC 23L CATS A/B VIS TO 1 MILE. This is ILS RWY 23L AMDT 7a.

#### Saginaw

Harry W. Browne  
Michigan  
VOR/DME OR GPS-A AMDT 3 . . .  
FDC Date: 01/22/97

FDC 7/04223/3SG/ FI/P Harry W. Browne, Saginaw, MI. VOR/DME OR GPS-A AMDT 3 . . . Delete CAAUTION note . . . Tall towers 2.2 miles north northeast of airport. Delete note . . . After 2200 LCL activate MRL and REIL RWYS 5/23, 9-27 and VASI RWYS 9 AND 27—CTAF. This is VOR/DME OR GPS-A, AMDT 3A.

#### Saginaw

Harry W. Browne  
Michigan  
NDB OR GPS RWY 27 ORIG . . .  
FDC Date: 01/22/97

FDC 7/04223/3SG/ FI/P Harry W. Browne, Saginaw, MI. NDB OR GPS RWY 27 ORIG . . . Change FAF to runway threshold distance to 5.78 NM. Delete CAAUTION note . . . Tall towers 2.2 miles north northeast of airport. Delete note . . . After 2200 LCL activate MRL and REIL RWYS 5/23, 9-27 and VASI RWYS 9 AND 27—CTAF. This is NDB OR GPS RWY 27 ORIG-A.

*Minneapolis*

Anoka County-Blaine Arpt (Janes Field)  
Minnesota  
VOR/DME RWY 26 AMDT 3 . . .  
FDC Date: 01/21/97

FDC 7/0406/ANE/ FI/P Anoka  
County-Blaine Arpt (Janes Field),  
Minneapolis, MN. VOR/DME RWY 26  
AMDT 3 . . . Delete note . . . Use  
Crystal ALSTG, when not avbl use  
Minneapolis ALSTG and increase all  
MDA'S 40 feet. Alternate MNMS—  
STANDARD. This is VOR/DME RWY 26  
AMDT 3A.

*Minneapolis*

Anoka County-Blaine Arpt (Janes Field)  
Minnesota  
VOR OR GPS RWY 8 AMDT 10 . . .  
FDC Date: 01/21/97

FDC 7/0407/ANE/ FI/P Anoka  
County-Blaine Arpt (Janes Field),  
Minneapolis, MN VOR OR GPS RWY 8  
AMDT 10 . . . Delete note . . . Use  
Crystal ALSTG, when not avbl use  
Minneapolis ALSTG and increase all  
MDA'S 40 feet. Alternate MNMS—  
STANDARD. This is VOR OR GPS RWY  
8 AMDT 10A.

*Minneapolis*

Anoka County-Blaine Arpt (Janes Field)  
Minnesota  
RNAV OR GPS RWY 17 AMDT 2 . . .  
FDC Date: 01/21/97

FDC 7/0408/ANE/ FI/P Anoka  
County-Blaine Arpt (Janes Field),  
Minneapolis, MN. RNAV OR GPS RWY  
17 AMDT 2 . . . Delete note . . . Use  
Crystal ALSTG, when not avbl use  
Minneapolis ALSTG and increase all  
MDA'S 40 feet. Alternate MNMS—  
STANDARD. This is RNAV OR GPS  
RWY 17 AMDT 2A.

*Excelsior Springs*

Excelsior Springs Memorial  
Missouri  
VOR OR GPS RWY 19, ORIG-A . . .  
FDC Date: 1/15/97

FDC 7/0302/3EX/ FI/P Excelsior  
Springs Memorial, Excelsior Springs,  
MO. VOR OR GPS RWY 19, ORIG-A  
. . . S-19 MDA 1580/HAT 583 CAT A  
and B, CAT C N/A. CIRCLING MDA  
1580/HAA 583 CAT A AND B, CAT C  
N/A. This is VOR OR GPS RWY 19,  
ORIG-B.

*Monroe City*

Monroe City Regional  
Missouri  
RNAV RWY 27, ORIG . . .  
FDC Date: 1/16/97

FDC 7/0306/K52/ FI/P Monroe City  
Regional, Monroe City, MO. RNAV  
RWY 27, ORIG . . . TRML RTE ALT  
from MACON VOR/DME (MCM) to

Spring WP 2600. This is RNAV 27,  
ORIG-A.

*Raleigh-Durham*

Raleigh-Durham Intl  
North Carolina  
ILS RWY 23L AMDT 5B . . .  
FDC Date: 1/08/97

FDC 7/0178/RDU/ FI/P Raleigh-  
Durham Intl., Raleigh-Durham, NC. ILS  
RWY 23L AMDT 5B . . . S-LOC 23L  
MDA 920/HAT 484 ALL CATS, VIS  
CAT D 1. This is ILS RWY 23L AMDT  
5C.

*Raleigh-Durham*

Raleigh-Durham Intl  
North Carolina  
RADAR-1 AMDT 7A . . .  
FDC Date: 01/08/97

FDC 7/0179/RDU/ FI/P Raleigh-  
Durham Intl, Raleigh-Durham NC.  
RADAR-1 AMDT 7A . . . S-23R MDA  
920/HAT 510 ALL CATS. VIS CAT C  
RVR 5000. This is RADAR-1 AMDT 7B.

*Syracuse*

Syracuse Hancock Intl  
New York  
VOR OR GPS RWY 14, AMDT 21 . . .  
FDC Date: 07/23/96

FDC 6/5160/SYR/ FI/P Syracuse  
Hancock Intl, Syracuse, NY. VOR OR  
GPS RWY 14, AMDT 21 . . . MDA 880/  
HAA 463 ALL CATS, CAT D VIS 1 1/  
2. This is VOR OR GPS RWY 14 AMDT  
21A.

*Amarillo*

Amarillo Intl  
Texas  
ILS RWY 4 AMDT 21 . . .  
FDC Date: 01/09/97

FDC 7/0196/AMA/FI/P Amarillo Intl,  
Amarillo, TX. ILS RWY 4 AMDT 21 . . .  
Delete al ref to I-AMA DME. Delete  
profile note . . . Use I-AMA DMA  
when on loc course. Add note . . . ADF  
required. This is ILS RWY 4 AMDT  
21A.

*Rutland*

Rutland State  
Vermont  
LDA 1 RWY 19 AMDT 7A . . .  
FDC Date: 01/15/97

FDC 7/0317/RUT/ FI/P Rutland State,  
Rutland, VT. LDA 1 RWY 19 AMDT 7A  
. . . Terminal route MISIN INT to IRA  
NDB . . . Add NOPT. This is LDA 1  
RWY 19 AMDT 7B.

[FR Doc. 97-2641 Filed 2-3-97; 8:45 am]

BILLING CODE 4910-13-M

**14 CFR Part 97**

[Docket No. 28785; Amdt. No. 1779]

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