

- St. Marys, PA, St. Marys Muni, VOR/DME RNAV RWY 10, Amdt 5A
- St. Marys, PA, St. Marys Muni, RNAV RWY 28, Amdt 5 CANCELLED
- St. Marys, PA, St. Marys Muni, VOR/DME RNAV RWY 28, Amdt 5
- Charleston, SC, Charleston Executive, RNAV RWY 9, Amdt 5A CANCELLED
- Charleston, SC, Charleston Executive, VOR/DME RNAV RWY 9, Amdt 5A
- Columbia, SC, Columbia Metropolitan, RNAV or GPS RWY 5, Orig-A CANCELLED
- Columbia, SC, Columbia Metropolitan, VOR/DME RNAV or GPS RWY 5, Orig-A
- Columbia, SC, Columbia Owens Downtown, RNAV RWY 31, Orig CANCELLED
- Columbia, SC, Columbia Owens Downtown, VOR/DME RNAV RWY 31, Orig
- Hilton Head Island, SC, Hilton Head, RNAV or GPS RWY 3, Amdt 4A CANCELLED
- Hilton Head Island, SC, Hilton Head, VOR/DME RNAV or GPS RWY 3, Amdt 4A
- Hilton Head Island, SC, Hilton Head, RNAV RWY 21, Amdt 4B CANCELLED
- Hilton Head Island, SC, Hilton Head, VOR/DME RNAV RWY 21, Amdt 4B
- Mount Pleasant, SC, East Cooper, RNAV or GPS RWY 17, Orig CANCELLED
- Mount Pleasant, SC, East Cooper, VOR/DME RNAV or GPS RWY 17, Orig
- Spartanburg, SC, Spartanburg Downtown Memorial, RNAV or GPS RWY 5, Amdt 6B CANCELLED
- Spartanburg, SC, Spartanburg Downtown Memorial, VOR/DME RNAV or GPS RWY 5, Amdt 6B
- Austin, TX, Lakeway Airport, RNAV or GPS RWY 16, Amdt 1 CANCELLED
- Austin, TX, Lakeway Airport, VOR/DME RNAV or GPS RWY 16, Amdt 1
- Brownsville, TX, South Padre Island Intl, RNAV or GPS RWY 17, Amdt 3 CANCELLED
- Brownsville, TX, South Padre Island Intl, VOR/DME RNAV or GPS RWY 17, Amdt 3
- Brownsville, TX, South Padre Island Intl, RNAV or GPS RWY 35, Amdt 3 CANCELLED
- Brownsville, TX, South Padre Island Intl, VOR/DME RNAV or GPS RWY 35, Amdt 3
- Giddings, TX, Giddings-Lee County, RNAV or GPS RWY 35, Orig CANCELLED
- Giddings, TX, Giddings-Lee County, VOR/DME RNAV or GPS RWY 35, Orig
- Houston, TX, David Wayne Hooks Memorial, RNAV or GPS RWY 17R, Amdt 3 CANCELLED
- Houston, TX, David Wayne Hooks Memorial, VOR/DME RNAV or GPS RWY 17R, Amdt 3
- Houston, TX, David Wayne Hooks Memorial, RNAV or GPS RWY 35L, Amdt 3 CANCELLED
- Houston, TX, David Wayne Hooks Memorial, VOR/DME RNAV or GPS RWY 35L, Amdt 3
- Houston, TX, Houston-Southwest, RNAV or GPS RWY 9, Amdt 1B CANCELLED
- Houston, TX, Houston-Southwest, VOR/DME RNAV or GPS RWY 9, Amdt 1B
- Houston, TX, Houston-Southwest, RNAV or GPS RWY 27, Amdt 2B CANCELLED
- Houston, TX, Houston-Southwest, VOR/DME RNAV or GPS RWY 27, Amdt 2B
- Houston, TX, West Houston, RNAV or GPS RWY 15, Amdt 2 CANCELLED
- Houston, TX, West Houston, VOR/DME RNAV or GPS RWY 15, Amdt 2
- Houston, TX, West Houston, RNAV or GPS RWY 33, Amdt 2 CANCELLED
- Houston, TX, West Houston, VOR/DME RNAV or GPS RWY 33, Amdt 2
- Junction, TX, Kimble County, RNAV or GPS RWY 17, Amdt 2 CANCELLED
- Junction, TX, Kimble County, VOR/DME RNAV or GPS RWY 17, Amdt 2
- Midland, TX, Midland Intl, RNAV or GPS RWY 16R, Amdt 2 CANCELLED
- Midland, TX, Midland Intl, VOR/DME RNAV or GPS RWY 16R, Amdt 2
- Midland, TX, Midland Intl, RNAV or GPS RWY 34L, Amdt 1 CANCELLED
- Midland, TX, Midland Intl, VOR/DME RNAV or GPS RWY 34L, Amdt 1
- Marshall, TX, Harrison County, RNAV or GPS RWY 33, Amdt 1B CANCELLED
- Marshall, TX, Harrison County, VOR/DME RNAV or GPS RWY 33, Amdt 1B
- Mineola/Quitman, TX, Mineola-Quitman, RNAV or GPS RWY 18, Amdt 1A CANCELLED
- Mineola/Quitman, TX, Mineola-Quitman, VOR/DME RNAV or GPS RWY 18, Amdt 1A
- Lewisburg, TN, Ellington, RNAV or GPS RWY 20, Orig CANCELLED
- Lewisburg, TN, Ellington, VOR/DME RNAV or GPS RWY 20, Orig
- Shelbyville, TN, Bomar Field-Shelbyville Muni, RNAV or GPS RWY 18, Amdt 3 CANCELLED
- Shelbyville, TN, Bomar Field-Shelbyville Muni, VOR/DME RNAV or GPS RWY 18, Amdt 3
- Tullahoma, TN, Tullahoma Regional Arpt/Wm Northern Field, RNAV or GPS RWY 36, Amdt 4 CANCELLED
- Tullahoma, TN, Tullahoma Regional Arpt/Wm Northern Field, VOR/DME RNAV or GPS RWY 36, Amdt 4
- Ogden, TU, Ogden-Hinckley, RNAV or GPS RWY 3, Orig CANCELLED
- Ogden, TU, Ogden-Hinckley, VOR/DME RNAV or GPS RWY 3, Orig
- Roosevelt, UT, Roosevelt Muni, RNAV or GPS RWY 25, Amdt 1A CANCELLED
- Roosevelt, UT, Roosevelt Muni, VOR/DME RNAV or GPS RWY 25, Amdt 1A
- Danville, VA, Danville Regional, RNAV or GPS RWY 20, Amdt 1 CANCELLED
- Danville, VA, Danville Regional, VOR/DME RNAV or GPS RWY 20, Amdt 1
- Norfolk, VA Norfolk Intl, RNAV or GPS RWY 14, Amdt 4, CANCELLED
- Norfolk, VA Norfolk Intl, VOR/DME RNAV or GPS RWY 14, Amdt 4,
- Wise, VA, Lonesome Pine, RNAV or GPS RWY 24, Amdt 2 CANCELLED
- Wise, VA, Lonesome Pine, VOR/DME RNAV or GPS RWY 24, Amdt 2
- Quincy, WA, Quincy Muni, RNAV or GPS RWY 27, Orig CANCELLED
- Quincy, WA, Quincy Muni, VOR/DME RNAV or GPS RWY 27, Orig
- Spokane, WA, Spokane Intl, RNAV or GPS RWY 21, Orig CANCELLED
- Spokane, WA, Spokane Intl, VOR/DME RNAV or GPS RWY 21, Orig
- Lone Rock, WI, Tri-County Regional, RNAV or GPS RWY 27, Amdt 6 CANCELLED
- Lone Rock, WI, Tri-County Regional, VOR/DME RNAV or GPS RWY 27, Amdt 6
- Madison, WI, Morey, RNAV or GPS RWY 12, Amdt 3 CANCELLED
- Madison, WI, Morey, VOR/DME RNAV or GPS RWY 12, Amdt 3
- Portage, WI, Portage Muni, RNAV or GPS RWY 17, Amdt 3 CANCELLED
- Portage, WI, Portage Muni, VOR/DME RNAV or GPS RWY 17, Amdt 3
- West Bend, WI, West Bend Muni, RNAV or GPS RWY 13, Amdt 5 CANCELLED
- West Bend, WI, West Bend Muni, VOR/DME RNAV or GPS RWY 13, Amdt 5
- [FR Doc. 97-29728 Filed 11-10-97; 8:45 am]
- BILLING CODE 4910-13-M**

**DEPARTMENT OF TRANSPORTATION****Federal Aviation Administration****14 CFR Part 97****[Docket No. 29054; Amdt. No. 1833]****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, 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 or 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 October 31, 1997.

**Richard O. Gordon,**

*Deputy 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 December 4, 1997*

Des Moines, IA, Des Moines Intl, ILS RWY 31R, Amdt 20  
 Minneapolis, MN, Minneapolis-St. Paul Intl/Wold-Chamberlain, ILS PRM RWY 30L, (Simultaneous Close Parallel), Amdt 1  
 Minneapolis, MN, Minneapolis-St. Paul Intl/Wold-Chamberlain, ILS PRM RWY 30R, (Simultaneous Close Parallel), Amdt 1  
 Lee's Summit, MO, Lee's Summit Municipal, NDB RWY 18, Orig  
 Lee's Summit, MO, Lee's Summit Municipal, NDB RWY 36, Orig  
 St Louis, MO, Lambert-St Louis Intl, ILS RWY 6, Orig

\* \* \* *Effective January 1, 1998*

Grass Valley, CA, Nevada County Air Park, VOR OR GPS-A, Amdt 1  
 Huslia, AK, Huslia, VOR/DME RWY 3, Orig  
 Huslia, AK, Huslia, VOR/DME RWY 21, Orig  
 Nome, AK, Nome, MLS RWY 9, Orig  
 Stuart, FL, Witham Field, GPS RWY 12, Orig-A, CANCELLED  
 Winter Haven, FL, Winter Haven's Gilbert, VOR/DME OR GPS-A, Amdt 6  
 Boone, IA, Boon Muni, NDB OR GPS RWY 32, Amdt 6  
 Boone, IA, Boone Muni, COPTER NDB OR GPS 225, Amdt 4  
 Dwight, IL, Dwight, NDB OR GPS 1 RWY 27, Amdt 3, CANCELLED  
 Dwight IL, Dwight, GPS RWY 27, Orig  
 Greenville, MS, Mid Delta Regl, GPS RWY 18L, Orig

Greenville, MS, Mid Delta Regl, GPS RWY 18R, Orig  
 Greenville, MS, Mid Delta Regl, GPS RWY 36L, Orig  
 Greenville, MS, Mid Delta Regl, GPS RWY 36R, Orig  
 Chapel Hill, NC, Horace Williams, GPS RWY 27, Orig  
 Smithfield, NC, Johnston County, NDB RWY 3, Orig  
 Smithfield, NC, Johnston County, ILS RWY 3, Orig  
 Smithfield, NC, Johnston County, LOC/DME RWY 3, AMDT 1, CANCELLED  
 Smithfield, NC, Johnston County, NDB OR GPS RWY 21, Amdt 6  
 Crete, NE, Crete Muni, VOR/DME OR GPS RWY 17, Amdt 3  
 Crete, NE, Crete Muni, VOR/DME RWY 35, Amdt 3  
 Crete, NE, Crete Muni, NDB RWY 17, Amdt 2  
 Crete, NE, Crete Muni, NDB RWY 35, Amdt 2  
 Crete, NE, Crete Muni, GPS RWY 35, Orig  
 Lumberton, NJ, Flying W, VOR OR GPS-A, Amdt 2  
 Lumberton, NJ, Flying W, GPS RWY 1, Orig  
 Lumberton, NJ, Flying W, GPS RWY 19, Orig  
 Syracuse, NY, Syracuse Hancock Intl, VOR RWY 14, Amdt 22  
 Syracuse, NY, Syracuse Hancock Intl, GPS RWY 10, Orig  
 Syracuse, NY, Syracuse Hancock Intl, GPS RWY 14 Orig  
 Syracuse, NY, Syracuse Hancock Intl, GPS RWY 28, Orig  
 Syracuse, NY, Syracuse Hancock Intl, GPS RWY 32, Orig  
 Wilmington, OH, Clinton Field, GPS RWY 21, Orig  
 Tulsa, OK, Tulsa Intl, GPS RWY 26 Orig  
 Tullahoma, TN, Tullahoma Regional Airport/ WM Northern Field, VOR OR GPS-A, AMDT 3A, CANCELLED  
 Tullahoma, TN, Tullahoma Regional Airport/ WM Northern Field, VOR/DME-A, Orig  
 Amarillo, TX, Amarillo Intl, GPS RWY 22, CANCELLED  
 Fort Worth, TX, Bourland Field, GPS RWY 17, Orig  
 Gillette, WY, Gillette-Campbell County, LOC/ DME BC RWY 16, Amdt 3  
 Manassas, VA, Manassas Regional/Harry P Davis Field, ILS RWY 16L, Amdt 4  
 Manassas, VA, Manassas Regional/Harry P Davis Field, GPS RWY 16L, Orig  
 Manassas, VA, Manassas Regional/Harry P Davis Field GPS RWY 34R, Orig  
 Osceola, WI, L O Simenstad Muni, NDB RWY 28, Amdt 10  
 Osceola, WI, L O Simenstad Muni, GPS RWY 28, Orig  
 Elkins, WV, Elkins-Randolph Co-Jennings Randolph Field, VOR/DME-B Amdt 3A, CANCELLED  
 Elkins, WV, Elins-Randolph Co-Jennings Randolph Fld, GPS RWY 5, Orig  
 Elkins, WV, Elkins-Randolph Co-Jennings Randolph Fld, NDB-A, Orig  
 Pineville, WV, Kee Field, GPS RWY 25, Orig

[FR Doc. 97-29727 Filed 11-10-97; 8:45 am]  
 BILLING CODE 4910-13-M

**DEPARTMENT OF TRANSPORTATION**

**Federal Aviation Administration**

**14 CFR Part 97**

[Docket No. 29053; Amdt. No. 1832]

RIN 2120-AA65

**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.