

Issued in Kansas City, MO, on February 3, 1998.

Christopher R. Blum,

Acting Manager, Air Traffic Division, Central Region.

[FR Doc. 98-5697 Filed 3-4-98; 8:45 am]

BILLING CODE 4910-13-M

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 97

[Docket No. 29152; Amdt. No. 1852]

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 CAR (and FAR) sections, with the types and effective date 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 of 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 February 20, 1998.

Tom E. Stuckey,

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 amendmend 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, indentified as follows:

** * * Effective March 26, 1998*

Oxford, CT, Waterbury-Oxford, NDB RWY 36, Amdt 8
Oxford, CT, Waterbury-Oxford, ILS RWY 36, Amdt 12
Bloomington/Normal, IL, Central IL Regl Arpt at Bloomington/Normal, ILS RWY 20, Amdt 1
Holdenville, OK, Holdenville, Muni, NDB RWY 17, Amdt 4
Nashville, TN, Nashville Intl, ILS RWY 20L, Amdt 4
Nashville, TN, Nashville Intl, ILS RWY 20R, Amdt 7
Danville, VA, Danville Regional, VOR/DME RNAV RWY 20, Amdt 1, CANCELLED

** * * Effective April 23, 1998*

Birmingham, AL, Birmingham Intl, GPS RWY 36, Orig
Huntsville, AL, Madison County Executive, GPS RWY 18, Orig
West Memphis, AR, West Memphis Muni, GPS RWY 17, Orig
West Memphis, AR, West Memphis Muni, GPS RWY 35, Orig
Yuma, AZ, Yuma MCAS-Yuma Intl, GPS RWY 17, Orig
Yuma, AZ, Yuma MCAS-Yuma Intl, GPS RWY 21R, Orig
Petaluma, CA, Petaluma Muni, VOR OR GPS RWY 29, ORIG CANCELLED
Petaluma, CA, Petaluma Muni, VOR/DME RWY 29, Orig
Petaluma, CA, Petaluma Muni, GPS RWY 29, Orig
Bartow, FL, Bartow Muni, VOR/DME RWY 9L, Amdt 2
Ocala, FL, Ocala Regional/Jim Taylor Field, VOR RWY 36, Amdt 16
Ocala, FL, Ocala Regional/Jim Taylor Field, LOC RWY 36, Amdt 8
Ocala, FL, Ocala Regional/Jim Taylor Field, NDB RWY 36, Amdt 4
Ocala, FL, Ocala Regional/Jim Taylor Field, GPS RWY 18, Orig
Ocala, FL, Ocala Regional/Jim Taylor Field, GPS RWY 36, Orig
Orlando, FL, Orlando Intl, GPS RWY 36L, Orig
Algona, IA, Algona Muni, VOR/DME OR GPS-A, Amdt 6
Algona, IA, Algona Muni, NDB OR GPS RWY 12, Amdt 5
Algona, IA, Algona Muni, GPS RWY 30, Orig
Muskegon, MI, Muskegon County, VOR/DME RWY 6, Amdt 11

Minneapolis, MN, Minneapolis-St. Paul Intl/Wold-Chamberlain, ILS PRM RWY 12L, (Simultaneous Close Parallel), Amdt 1
Minneapolis, MN, Minneapolis-St. Paul Intl/Wold-Chamberlain, ILS PRM RWY 12R, (Simultaneous Close Parallel), Amdt 1
Minneapolis, MN Minneapolis-St. Paul Intl/Wold-Chamberlain, ILS PRM RWY 30L, (Simultaneous Close Parallel), Amdt 2
Minneapolis, MN, Minneapolis-St. Paul Intl/Wold Chamberlain, ILS PRM RWY 30R, (Simultaneous Close Parallel), Amdt 2
Minden, NE, Pioneer Village Field, GPS RWY 34, Orig
Teterboro, NJ, Teterboro, VOR/DME RWY 6, Orig
Teterboro, NJ Teterboro, GPS RWY 24, Orig
Monticello, NY, Monticello, VOR/DME or GPS RWY 1, Amdt 3
North Wilkesboro, NC, Wilkes County, LOC RWY 1, Amdt 1, CANCELLED
North Wilkesboro, NC, Wilkes County, ILS RWY 1, Orig
Rockingham, NC, Rockingham-Hamlet, VOR/DME-A, Amdt 6, CANCELLED
Rockingham, NC, Rockingham-Hamlet, NDB RWY 31, Amdt 3
Cambridge, OH, Cambridge Muni, NDB OR GPS RWY 4, Amdt 7, CANCELLED
Guthrie, OK, Guthrie Muni, NDB OR GPS RWY 16, Amdt 5
Guthrie, OK, Guthrie, Muni, GPS RWY 34, Amdt 1
Bennettsville, SC, Marlboro County, GPS RWY 24, Orig
Clemson, SC, Clemson-Oconee County, VOR/DME OR GPS RWY 25, ORIG-A, CANCELLED
Clemson, SC, Clemson-Oconee County, GPS RWY 7, Orig
Clemson, SC, Clemson-Oconee County, GPS RWY 25, Orig
Moab, UT, Canyonlands Field, GPS RWY 3, Orig
Blacksburg, VA, Virginia Tech, LOC RWY 12, Amdt 5
Franklin VA, Franklin Muni-John Beverly Rose, VOR or GPS RWY 9, Amdt 14
Franklin, VA, Franklin Muni-John Beverly Rose, VOR/DME or GPS RWY 27, Amdt 9
Galax/Hillsville, VA, Twin County, GPS RWY 18, Orig
South Boston, VA, William M Tuck, GPS RWY 36, Orig
Ravenswood, WV, Jackson County, GPS RWY 4, Orig
Ravenswood, WV, Jackson County, GPS RWY 22, Orig

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 97

[Docket No. 29153; Amdt. No. 1853]

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 (SIPs) 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.

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