

and within a 6.7-mile radius of the Kansas City Downtown Airport and within 3 miles each side of the 210° radial of the Riverside VOR/DME extending from the 6.7-mile radius to 12.6 miles southwest of the Downtown Airport, and within a 6.5-mile radius of the Sherman AAF.

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Issued in Kansas City, MO on September 3, 1999.

Herman J. Lyons, Jr.,

Manager, Air Traffic Division, Central Region.

[FR Doc. 99-23725 Filed 9-10-99; 8:45 am]

BILLING CODE 4910-13-M

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 97

[Docket No. 29733; Amdt. No. 1948]

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:

Donald P. Pate, Flight Procedure Standards Branch (AMCAFS-420), Flight Technologies and Programs Division, Flight Standards Service, Federal Aviation Administration, Mike Monroney Aeronautical Center, 6500 South MacArthur Blvd. Oklahoma City, OK. 73169 (Mail Address: P.O. Box 25082, Oklahoma City, OK. 73125) telephone: (405) 954-4164.

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 (NFDC) 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 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.

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 September 3, 1999.

L. Nicholas Lacey,

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 and 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 October 7, 1999*

Storm Lake, IA, Storm Lake Muni, GPS RWY 35, Amdt 1
El Paso, TX, El Paso Intl, GPS RWY 4, Orig
El Paso, TX, El Paso Intl, GPS RWY 22, Orig
El Paso, TX, El Paso Intl, GPS RWY 26L, Orig

. . . *Effective November 4, 1999*

Kenai, AK, Kenai Muni, ILS RWY 19R, Orig
Kenai, AK, Kenai Muni, ILS/DME RWY 19R, Orig, CANCELLED
St. George, AK, St. George, GPS-B, Orig
Avon Park, FL, Avon Park Muni, GPS RWY 4, Orig
Avon Park, FL, Avon Park Muni, GPS RWY 9, Orig
Marco Island, FL, Marco Island, GPS RWY 35, Orig
Canton, GA, Cherokee County, GPS RWY 4, Amdt 1
Belvidere, IL, Belvidere LTD, VOR or GPS-A, Amdt 1, CANCELLED
Chicago/Aurora, IL, Aurora Muni, VOR or GPS RWY 2/36, Amdt 2
Poplar Grove, IL, Poplar Grove, VOR-A, Orig
Harlan, IA, Harlan Muni, NDB RWY 33, Amdt 5
Harlan, IA, Harlan Muni, GPS RWY 15, Orig
Harlan, IA, Harlan Muni, GPS RWY 33, Orig
Minneapolis, MN, Minneapolis-St. Paul Intl (World-Chamberlain), ILS PRM RWY 12L, Amdt 3
Minneapolis, MN, Minneapolis-St. Paul Intl (World-Chamberlain), ILS RWY 12L, Amdt 5
Gulfport, MS, Gulfport-Biloxi Regional, GPS RWY 14, Orig
Gulfport, MS, Gulfport-Biloxi Regional, GPS RWY 18, Orig
Gulfport, MS, Gulfport-Biloxi Regional, GPS RWY 32, Orig
Gulfport, MS, Gulfport-Biloxi Regional, GPS RWY 36, Orig
Boonville, MO, Jesse Viertel Memorial, NDB RWY 18, Amdt 10
Boonville, MO, Jesse Viertel Memorial, GPS RWY 18, Orig
Boonville, MO, Jesse Viertel Memorial, GPS RWY 36, Orig
Joplin, MO, Joplin Regional, LOC BC RWY 31, Amdt 20

Joplin, MO, Joplin Regional, NDB RWY 13, Amdt 24
Joplin, MO, Joplin Regional, ILS RWY 13, Amdt 23
Joplin, MO, Joplin Regional, ILS/DME RWY 18, Amdt 1
Joplin, MO, Joplin Regional, GPS RWY 13, Orig
Joplin, MO, Joplin Regional, GPS RWY 18, Orig
Joplin, MO, Joplin Regional, GPS RWY 36, Orig
Hartington, NE, Hartington Muni, GPS RWY 13, Orig
Hartington, NE, Hartington Muni, GPS RWY 31, Orig
Thedford, NE, Thomas County, VOR RWY 11, Orig
Thedford, NE, Thomas County, GPS RWY 11, Orig
Thedford, NE, Thomas County, GPS RWY 29, Orig
Albany, NY, Albany Intl, VOR OR GPS RWY 28, Amdt 6, CANCELLED
Albany, NY, Albany Intl, VOR/DME OR GPS RWY 1, Amdt 10, CANCELLED
Albany, NY, Albany Intl, VOR/DME RWY 28, Orig
Albany, NY, Albany Intl, ILS RWY 1, Amdt 9
Albany, NY, Albany Intl, ILS RWY 19, Amdt 21
Albany, NY, Albany Intl, COPTER ILS RWY 1, Orig
Albany, NY, Albany Intl, GPS RWY 1, Orig
Albany, NY, Albany Intl, GPS RWY 10, Orig
Albany, NY, Albany Intl, GPS RWY 19, Orig
Albany, NY, Albany Intl, GPS RWY 28, Orig
Bryan, OH, Williams County, NDB-A, Amdt 6
Bryan, OH, Williams County, GPS RWY 7, Orig
Bryan, OH, Williams County, GPS RWY 25, Orig
Pottstown, PA, Pottstown-Limerick, VOR/DME-A, Amdt 3
Pottstown, PA, Pottstown-Limerick, LOC RWY 28, Amdt 1
Pottstown, PA, Pottstown-Limerick, NDB RWY 28, Amdt 1
Pottstown, PA, Pottstown-Limerick, GPS RWY 28, Orig
Mayaguez, PR, Eugenio Maria De Hostos, VOR OR GPS RWY 9, Amdt 9
Arlington, TN, Arlington Muni, LOC RWY 15, Amdt 2, CANCELLED
Arlington, TN, Arlington Muni, NDB OR GPS RWY 15, Amdt 8A, CANCELLED
Arlington, TN, Arlington Muni, NDB OR GPS RWY 33, Amdt 8, CANCELLED
Memphis, TN, Memphis Intl, Radar-1, Amdt 38
Nashville, TN, John C. Tune, GPS RWY 19, Orig
Richmond/Ashland, VA, Hanover County Muni, GPS RWY 16, Amdt 1
South Hill, VA, Meckleburg-Brunswick Regional, GPS RWY 19, Orig
Omaha, WA, Omaha, GPS RWY 35, Orig
[FR Doc. 99-23803 Filed 9-10-99; 8:45 am]

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

[Docket No. 29709; Amdt. No. 1947]

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.

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