

compliance with this AD, if any, may be obtained from the Standardization Branch, ANM-113.

(e) Special flight permits may be issued in accordance with sections 21.197 and 21.199 of the Federal Aviation Regulations (14 CFR 21.197 and 21.199) to operate the airplane to a location where the requirements of this AD can be accomplished.

(f) The replacements shall be done in accordance with Fokker Service Bulletin F28/55-029, Revision 1, dated January 23, 1993, which contains the following list of effective pages:

Page No.	Revision level shown on page	Date shown on page
1-3 .....	1 .....	Jan. 23, 1993.
4-45 .....	Original ....	Sep. 20, 1992.

This incorporation by reference was approved by the Director of the Federal Register in accordance with 5 U.S.C. 552(a) and 1 CFR part 51. Copies may be obtained from Fokker Aircraft USA, Inc., 1199 North Fairfax Street, Alexandria, Virginia 22314. Copies may be inspected at the FAA, Transport Airplane Directorate, 1601 Lind Avenue, SW., Renton, Washington; or at the Office of the Federal Register, 800 North Capitol Street, NW., suite 700, Washington, DC.

(g) This amendment becomes effective on July 26, 1996.

Issued in Renton, Washington, on June 13, 1996.

James V. Devany,

*Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.*

[FR Doc. 96-15602 Filed 6-20-96; 8:45 am]

BILLING CODE 4910-13-U

#### 14 CFR Part 97

[Docket No. 28601; Amdt. No. 1735]

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 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 14, 1996.

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. 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 July 18, 1996*

Norfolk, VA, Norfolk International, GPS RWY 14, Orig

\* \* \* *Effective August 15, 1996*

Springerville, AZ, Springerville Babbitt Field, GPS RWY 21, Orig

Byron, CA, Bryon, GPS RWY 30, Orig  
Groton/New London, CT, Groton-New London, GPS RWY 33, Orig

Nashville, GA, Berrien County, GPS RWY 9, Orig

Rome, GA, Richard B. Russell, LOC/DME BC RWY 19, Amdt 1, Cancelled

Agana, GU, Guam International, VOR-A, Orig

Agana, GU, Guam International, ILS RWY 6L, Orig

Agana, GU, Guam International, VOR/DME or TACAN RWY 6L, Orig

Agana, GU, Guam International, TACAN RWY 24R, Orig

Agana, GU, Guam International, NDB/DME RWY 24R, Orig

Russell, KS, Russell Muni, GPS RWY 16, Orig  
Russell, KS, Russell Muni, GPS RWY 34, Orig  
Georgetown, KY, Georgetown Scott County—Marshall Fld, GPS RWY 3, Orig  
Georgetown, KY, Georgetown Scott County—Marshall Fld, GPS RWY 21, Orig  
Lake Providence, LA, Byerley, GPS RWY 17, Orig

Marksville, LA, Marksville Municipal, GPS RWY 4, Orig

Eliot, ME, Littlebrook Air Park, VOR OR GPS-A, Amdt 1

Eliot, ME, Littlebrook Air Park, GPS RWY 30, Orig

Frederick, MD, Frederick Muni, VOR or GPS-A, Amdt 1

Leonardtown, MD, St Marys County, GPS RWY 11, Orig

Fall River, MA, Fall River Muni, NDB or GPS RWY 24, Amdt 8, Cancelled

Mansfield, MA, Mansfield Muni, GPS RWY 32, Orig

Mansfield, MA, Mansfield Muni, NDB RWY 32, Amdt 5

New Bedford, MA, New Bedford Regional, GPS RWY 23, Orig

Southbridge, MA, Southbridge Muni, VOR/DME-B, Amdt 7

Southbridge, MA, Southbridge Muni, GPS RWY, 2 Orig

Butler, MO, Butler Memorial, GPS RWY 18, Orig

Imperial, NE, Imperial Muni, GPS RWY 31, Orig

Imperial, NE, Imperial Muni, NDB RWY 31, Amdt 2

Seward, NE, Seward Municipal, NDB RWY 16, Orig

Seward, NE, Seward Municipal, NDB RWY 34, Orig

Blairstown, NJ, Blairstown, GPS RWY 7, Orig  
Calverton, NY, Calverton Naval Weapons

Industrial Reserve, VOR/DME or TACAN or GPS-A, Amdt 2, Cancelled

Calverton, NY, Calverton Naval Weapons Industrial Reserve, VOR/DME or TACAN or GPS RWY 32, Amdt 2, Cancelled

Williamson/Sodus, NY, Williamson-Sodus, GPS RWY 28, Orig

Smithfield, NC, Johnston County, LOC/DME RWY 3, Amdt 1

Portland, OR, Protland Intl, VOR/DME-C, Orig, Cancelled

Portland, OR, Protland Intl, LORAN RNAV RWY 10R, Orig, Cancelled

Portland, OR, Protland Intl, LORAN RNAV RWY 28R, Orig, Cancelled

Philadelphia, PA, Wings Field, VOR/DME RNAV RWY 6, Amdt 4

Eagle Butte, SD, Cheyenne Eagle Butte, GPS RWY 31, Orig

Brenham, TX, Brenham Muni, GPS RWY 16, Orig

Spokane, WA, Felts Field, GPA-A, Orig

Fairmont, WV, Fairmont Muni, GPS RWY 22, Orig

Riverton, WY, Riverton Regional, GPS RWY 10, Orig

Riverton, WY, Riverton Regional, GPS RWY 28, Orig

Note: The FAA published an Amendment in Docket No. 28594, Amdt. No. 1732 to part 97 of the Federal Aviation Regulations (Volume 61, FR No. 111, Page 29016, dated Friday, June 7, 1996) under section 97.33 effective June 20, 1996 is hereby rescinded:

Norfolk, VA, Norfolk Intl, GPS RWY 14, Orig  
[FR Doc. 96-15913 Filed 6-20-96; 8:45 am]

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#### 14 CFR Part 97

[Docket No. 28600; Amdt. No. 1734]

RIN 2120-AA65

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