

operations in controlled airspace during portions of the terminal operation and while transitioning between the enroute and terminal environments.

Interested parties were invited to participate in this rulemaking proceeding by submitting written comments on the proposal to the FAA. However, the proposal was published with incorrect coordinates for the location of the Corsicana Municipal Airport. The correct coordinates for the airport should have been (Lat. 32°01'39" N, long. 096°23'53" W). The description of the Class E airspace in this rule has been revised to reflect this change. The FAA has determined that this change is editorial in nature and will not increase the scope of this rule. Except for the non-substantive change just discussed, the rule is adopted as proposed.

The coordinates for this airspace docket are based on North American Datum 83. Class E airspace designations for airspace areas extending upward from 700 feet or more AGL are published in Paragraph 6005 of FAA Order 7400.9D dated September 4, 1996, and effective September 16, 1996, which is incorporated by reference in 14 CFR 71.1. The Class E airspace designation listed in this document will be published subsequently in the Order.

### The Rule

This amendment to part 71 of the Federal Aviation Regulations (14 CFR part 71) amends the Class E airspace located at Corsicana, TX, to provide controlled airspace extending upward from 700 feet AGL for aircraft executing the GPS SIAP to RWY 14.

The FAA has determined that this regulation only involves an established body of technical regulations that need frequent and routine amendments 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. Since this is a routine matter that will only affect air traffic procedures and air navigation, it is certified that this rule 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 71

Airspace, Incorporation by reference, Navigation (air).

### Adoption of the Amendment

In consideration of the foregoing, the Federal Aviation Administration amends 14 CFR part 71 as follows:

#### PART 71—[AMENDED]

1. The authority citation for 14 CFR part 71 continues to read as follows:

**Authority:** 49 U.S.C. 40103, 40113, 40120; E.O. 10854; 24 FR 9565, 3 CFR, 1959–1963 Comp., p. 389; 49 U.S.C. 106(g); 14 CFR 11.69.

#### § 71.1 [Amended]

2. The incorporation by reference in 14 CFR 71.1 of the Federal Aviation Administration Order 7400.9D, *Airspace Designations and Reporting Points*, dated September 4, 1996, and effective September 16, 1996 is amended as follows:

*Paragraph 6005: Class E Airspace areas extending upward from 700 feet or more above the surface of the earth.*

\* \* \* \* \*

#### ASW TX E5 Corsicana, TX. [Revised]

Corsicana, C. David Campbell Field-Corsicana Municipal Airport, TX.  
(Lat. 32°01'39"N., long. 96°23'53"W.)

Corsicana RBN  
(Lat. 32°01'39"N., long. 96°23'43"W.)

Powell RBN  
(Lat. 32°03'51"N., long. 96°25'41"W.)

That airspace extending upward from 700 feet above the surface within a 6.5-mile radius of C. David Campbell Field-Corsicana Municipal Airport and within 2.5 miles each side of the 155° bearing from the Corsicana RBN extending from the 6.5-mile radius to 7.4 miles southeast of the airport and within 2.4 miles each side of the 325° radial from the Powell RBN extending from the 6.5-mile radius to 9.7 miles northwest of the airport.

\* \* \* \* \*

Issued in Fort Worth, TX, on March 19, 1997.

**Albert L. Viselli,**

*Acting Manager, Air Traffic Division,  
Southwest Region.*

[FR Doc. 97-7672 Filed 3-25-97; 8:45 am]

BILLING CODE 4910-13-M

### 14 CFR Part 97

[Docket No. 28838; Amdt. No. 1787]

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 interests 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 March 7, 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. 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 March 27, 1997

Jacksonville, FL, Herlong, NDB-A, Orig  
Tampa, FL, Tampa Intl, LOC RWY 36R, Orig  
Newnan, GA, Newnan Coweta County, LOC RWY 32, Orig  
Newnan, GA, Newnan Coweta County, NDB or GPS RWY 32, Amdt 3  
Columbus, OH, Port Columbus Intl, ILS RWY, 10R, Amdt 7

Columbus, OH, Port Columbus Intl, ILS RWY 28L, Amdt 27  
Hamilton, OH, Hamilton-Fairfield, LOC RWY 29, Orig  
Hamilton, OH, Hamilton-Fairfield, NDB or GPS-A, Amdt 2  
Hamilton, OH, Hamilton-Fairfield, GPS RWY 29, Amdt 1  
Columbia, SC, Columbia Metropolitan, ILS RWY 5, Orig  
Waukesha, WI, Waukesha County, LOC RWY 10, Amdt 5, CANCELLED  
Waukesha, WI, Waukesha County, ILS RWY 10, Orig

#### \* \* \* Effective April 24, 1997

Gary, IN, Gary Regional, VOR/DME or GPS RWY 2, Amdt 6  
Portland, IN, Portland Muni, NDB or GPS RWY 9, Amdt 2  
Portland, IN, Portland Muni, NDB or GPS RWY 27, Amdt 7  
Wilmington, DE, New Castle County, VOR RWY 9, Amdt 6  
Wilmington, DE, New Castle County, MLS RWY 6, Orig  
Terre Haute, IN, Hulman Regional, VOR/DME RNAV or GPS RWY 31, Amdt 7  
Fremont, MI, Fremont Muni, VOR or GPS-A Amdt 10A, CANCELLED  
Spartanburg, SC, Spartanburg Downtown Memorial, LOC RWY 5, Amdt 2A, CANCELLED  
Spartanburg, SC, Spartanburg Downtown Memorial, ILS RWY 5, Orig  
Granbury, TX, Granbury Muni, VOR/DME RWY 14, Orig

#### \* \* \* Effective May 22, 1997

Nuiqsut, AK, Nuiqsut, GPS RWY 4, Orig  
Nuiqsut, AK, Nuiqsut, GPS RWY 22, Orig  
Savoonga, AK, Savoonga, GPS RWY 5, Orig  
Rifle, CO, Garfield County Regional, GPS RWY 26, Orig  
Meriden, CT, Meriden Markham Muni, GPS RWY 36, Orig  
Cocoa, FL, Merritt Island, GPS RWY 11, Orig  
St. Augustine, FL, St. Augustine, GPS RWY 13, Orig  
Adel, GA, Cook County, GPS RWY 5, Orig  
Douglas, GA, Douglas Muni, GPS RWY 4, Orig  
Douglas, GA, Douglas Muni, GPS RWY 22, Orig  
Sandpoint, ID, Dave Wall Field, GPS-B, Orig  
Caribou, ME, Caribou Muni, GPS RWY 19, Orig  
Houlton, ME, Houlton Intl, GPS RWY 5, Orig  
Presque Isle, Northern Maine Regional Arpt at Presque Isle, GPS RWY 1, Orig  
Las Cruces, NM, Las Cruces Intl, GPS RWY 30, Orig

Canandaigua, NY, Canandaigua, GPS RWY 13, Orig  
 Johnstown, NY, Fulton County, NDB OR GPS RWY 10, Amdt 1  
 Johnstown, NY, Fulton County, NDB RWY 28, Amdt 1  
 Johnstown, NY, Fulton County, GPS RWY 28, Orig  
 Currituck, NC, Currituck County, GPS RWY 22, Orig  
 Carrington, ND, Carrington Muni, GPS RWY 31, Orig  
 Rolla, ND, Rolla Muni, GPS RWY 32, Orig  
 Clearfield, PA, Clearfield-Lawrence, GPS RWY 30, Orig  
 Pittsburg, PA, Pittsburg Intl, Converging ILS RWY 32, Amdt 2  
 Pittsburg, PA, Pittsburg Intl, ILS RWY 32, Amdt 9  
 Hilton Head Island, SC, Hilton Head, GPS RWY 21, Orig  
 Winnsboro, SC, Fairfield County, GPS RWY 4, Orig  
 Watertown, SD, Watertown Muni, LOC/DME BC RWY 17, Amdt 9  
 Watertown, SD, Watertown Muni, NDB or RWY 35, Amdt 8  
 Watertown, SD, Watertown Muni, VOR or TACAN or GPS RWY 17, Amdt 16  
 Watertown, SD, Watertown Muni, VOR or TACAN RWY 35, Amdt 11  
 Watertown, SD, Watertown Muni, ILS RWY 35, Amdt 10  
 Memphis, TN, General Dewitt Spain, GPS RWY 16, Orig  
 Baytown, TX, Baytown, VOR RWY 14, Amdt 1  
 Baytown, TX, Baytown, VOR RWY 32, Amdt 1  
 Baytown, TX, Baytown, GPS RWY 14, Orig  
 Baytown, TX, Baytown, GPS RWY 32, Orig  
 Hebbbronville, TX, Jim Hogg County, GPS RWY 13, Orig  
 McAllen, TX, McAllen Miller Intl, VOR RWY 13, Amdt 15  
 McAllen, TX, McAllen Miller Intl, VOR RWY 31, Amdt 1  
 McAllen, TX, McAllen Miller Intl, LOC BC RWY 31, Amdt 9  
 McAllen, TX, McAllen Miller Intl, ILS RWY 13, Amdt 8  
 McAllen, TX, McAllen Miller Intl, GPS RWY 13, Orig  
 McAllen, TX, McAllen Miller Intl, GPS RWY 31, Orig  
 Plainview, TX, Hale County, VOR RWY 4, Amdt 9  
 Plainview, TX, Hale County, GPS RWY 4, Orig  
 Plainview, TX, Hale County, GPS RWY 22, Orig  
 Charlottesville, VA, Charlottesville-Albemarle, GPS RWY 21, Orig  
 Norfolk, VA, Norfolk Intl, GPS RWY 32, Amdt 1  
 Suffolk, VA, Suffolk Muni, GPS RWY 4, Orig

Suffolk, VA, Suffolk Muni, GPS RWY 7, Orig  
 Spokane, WA, Spokane Intl, GPS RWY 25, Orig  
 Spokane, WA, Spokane Intl, GPS RWY 3, Orig

[FR Doc. 97-7675 Filed 3-25-97; 8:45 am]

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#### 14 CFR Part 97

[Docket No. 28839; Amdt. No. 1788]

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 10591;
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