

Corporation conduct a study of TCAS in NAT RVSM airspace. (ARINC already provides contract support to the FAA TCAS Program Office as well as the NATSPG). The purpose of this study is to better understand the parameters that can lead to multiple traffic alerts and also to understand better the performance of TCAS change 7 in the RVSM environment. This study began in September 1997.

In regards to wake turbulence encounters, the FAA, in coordination with the NAT ATS providers, has published a contingency procedure that gives a pilot encountering wake turbulence the option of offsetting from the track to avoid the turbulence. This procedure has been coordinated with the International Federation of Air Line Pilots' Association (IFALPA) and was published by the NAT ATS providers in September, 1997.

The second commenter, National Air Transportation Association (NATA), states concern that future expansion of the RVSM operational altitudes would not address the hundreds of business aircraft currently operating over the North Atlantic. NATA's concern comes from the apparent lack of concern from "aircraft manufacturers to provide support for upgrading a previously manufactured aircraft's systems to meet RVSM specifications." NATA also believes that a substantial financial investment is required to meet RVSM specifications, and that expenditure is beyond the ability of many aircraft operators.

The FAA will be working with the user community to develop a position on the expansion of RVSM flight levels in the NAT. A U.S. position on this issue will be needed for the December 1997 meeting of the NAT Implementation Managers' Group. To accomplish this, the FAA held a meeting of the RVSM Steering Group in September 1997. At this meeting, the user community, including NATA, was given the opportunity to express their views on RVSM expansion. There will also be a follow-up meeting in December, 1997. Also, the International Business Aviation Council has been given the opportunity to provide a representative to the December meeting. A major issue to be addressed is the readiness of the business aircraft fleet to operate within RVSM.

The third commenter, an individual pilot, believes the implementation of RVSM is too broad. The commenter asked why the program was not implemented in 'The Tracks' first. Then asked, why is there an absence of a 'Non RVSM' corridor similar to the VFR corridor in Los Angeles.

In response, the final rule provided for the phased implementation of RVSM over the North Atlantic between FL 330 and FL 370 initially. Other non-RVSM equipped aircraft are free to operate above or below the RVSM altitudes. The FAA has determined that the benefits of the increased efficiency within the RVSM airspace far outweigh the inconvenience this rule may impose on a small percentage of aircraft without the needed equipment.

Conclusion

After consideration of the comments submitted in response to the final rule, the FAA has determined that no further rulemaking action is necessary. Amendment 91-254 remains in effect as adopted.

Issued in Washington, DC on December 19, 1997.

Jane F. Garvey,
Administrator.

[FR Doc. 97-33753 Filed 12-24-97; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 97

[Docket No. 29074; Amdt. No. 1840]

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 (SIAP's) 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 such 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 SIAP's, 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 SIAP's. 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), 14 CFR part 51, and § 14 CFR 97.20 of the Federal Aviation Regulations (FAR). The applicable FAA Forms are identified as FAA Form 8260-5. Materials incorporated by reference are available for examination or purchase as stated above.

The large number of SIAP's, 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 SIAP's, 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 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.

This amendment to part 97 is effective upon publication of each separate SIAP as contained in the transmittal. The SIAP's contained in this amendment are based on the criteria contained in the United States 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.

The FAA has determined through testing that current non-localizer type, non-precision instrument approaches developed using the TERPS criteria can be flown by aircraft equipped with Global Positioning System (GPS) equipment. In consideration of the above, the applicable SIAP's will be altered to include "or GPS" in the title without otherwise reviewing or modifying the procedure. (Once a stand alone GPS procedure is developed, the procedure title will be altered to remove "or GPS" from these non-localizer, non-precision instrument approach procedure titles.)

The FAA has determined through extensive analysis that current SIAP's intended for use by Area Navigation (RNAV) equipped aircraft can be flown by aircraft utilizing various other types of navigational equipment. In consideration of the above, those SIAP's currently designated as "RNAV" will be redesignated as "VOR/DME RNAV" without otherwise reviewing or modifying the SIAP's.

Because of the close and immediate relationship between these SIAP's 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 November 28, 1997.

Thomas 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 as follows:

PART 97—STANDARD INSTRUMENT APPROACH PROCEDURES

1. The authority citation for part 97 continues to read:

Authority: 49 U.S.C. 106(g), 40103, 40106, 40113–40114, 40120, 44502, 44514, 44701, 44719, 44721–44722.

2. Amend 97.23, 97.27, 97.33 and 97.35, as appropriate, by adding, revising, or removing the following SIAP's, effective at 0901 UTC on the dates specified:

* * * *Effective Jan 1, 1998*

Foley, AL, Foley Muni, NDB or GPS RWY 18, Orig CANCELLED
Foley, AL, Foley Muni, NDB RWY 18, Orig Audubon, IA, Audubon County, NDB or GPS RWY 32, Amdt 4 CANCELLED
Rensselaer, IN, Jasper County, NDB or GPS RWY 18, Amdt 3A CANCELLED
Rensselaer, IN, Jasper County, NDB RWY 18, Amdt 3A
Greenville, MS, Greenville Muni, VOR/DME or GPS RWY 18L, Amdt 12 CANCELLED
Greenville, MS Greenville Muni, VOR/DME RWY 18L, Amdt 12
Greenville, MS, Greenville Muni, VOR or GPS RWY 18R, Amdt 5A CANCELLED
Greenville, MS, Greenville Muni, VOR RWY 18R, Amdt 5A
Greenville, MS Greenville Muni, NDB or GPS RWY 36L, Amdt 5A CANCELLED
Greenville, MS, Greenville Muni, NDB RWY 36L, Amdt 5A
Greenville, MS, Greenville Muni, NDB or GPS RWY 36R, Amdt 8 CANCELLED
Greenville, MS, Greenville Muni, NDB RWY 36R, Amdt 8
Chapel Hill, NC, Horace Williams, VOR/DME RNAV or GPS RWY 9, Orig CANCELLED
Chapel Hill, NC, Horace Williams, VOR/DME RNAV RWY 9, Orig
Crete, NE, Crete Municipal, VOR/DME or GPS RWY 35, Amdt 2A CANCELLED
Crete, NE, Crete Municipal, VOR/DME RWY 35, Amdt 2A
Lovington, NM, Lea County-Zip Franklin Memorial, RNAV RWY 3, Orig CANCELLED
Lovington, NM, Lea Country-Zip Franklin Memorial, VOR/DME RNAV RWY 3, Orig

Syracuse, NY, Syracuse Hancock Intl, VOR/DME or TACAN or GPS RWY 32, Amdt 1 CANCELLED
Syracuse, NY, Syracuse Hancock Intl, VOR/DME or TACAN RWY 32, Amdt 1
Syracuse, NY, Syracuse Hancock Intl, VOR or GPS RWY 14, Amdt 21A CANCELLED
Syracuse, NY, Hancock Intl, VOR RWY 14, Amdt 21A
Syracuse, NY, Syracuse Hancock Intl, NDB or GPS RWY 28, Amdt 27 CANCELLED
Syracuse, NY, Syracuse Hancock Intl, NDB RWY 28, Amdt 27
Ashtabula, OH, Ashtabula County, VOR or GPS RWY 8, Orig CANCELLED
Ashtabula, OH, Ashtabula County, VOR RWY 8, Orig
East Liverpool, OH, Columbiana County, VOR or GPS RWY 25, Amdt 3 CANCELLED
East Liverpool, OH, Columbiana County, VOR RWY 25, Amdt 3
Philadelphia, PA, Philadelphia Intl, NDB or GPS RWY 27L, Amdt 5 CANCELLED
Philadelphia, PA, Philadelphia Intl, NDB RWY 27L, Amdt 5
Philadelphia, PA, Philadelphia Intl, VOR/DME RNAV or GPS RWY 35, Amdt 3A CANCELLED
Philadelphia, PA, Philadelphia Intl, VOR/DME RNAV RWY 35, Amdt 3A
York, PA, York, NDB or GPS RWY 16, Amdt 4 CANCELLED
York, PA, York, NDB RWY 17, Amdt 5
Tulsa, OK, Tulsa Intl, VOR or TACAN or GPS RWY 26, Amdt 22A CANCELLED
Tulsa, OK, Tulsa Intl, VOR or TACAN RWY 26, Amdt 22A
Osceola, WI, L O Simenstad Muni, NDB or GPS RWY 28, Amdt 9 CANCELLED
Osceola, WI, L O Simenstad Muni, NDB RWY 28, Amdt 9

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 97

[Docket No. 29073; Amdt. No. 1839]

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