

List of Subjects in 14 CFR Part 97

Air traffic control, Airports,
Navigation (Air).

Issued in Washington, DC, on April 3, 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 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.

§§ 97.23, 97.27, 97.33, 97.35 [Amended]

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 May 21, 1998*

Beaver Island, MI, Beaver Island, NDB RWY 27, Orig CANCELLED

Beaver Island, MI, Beaver Island, NDB or GPS RWY 27, Orig

[FR Doc. 98–9648 Filed 4–10–98; 8:45 am]

BILLING CODE 4910–13–M

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

[Docket No. 29185; Amdt. No. 1861]

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 8260–30, 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 procedures 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 April 3, 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 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 23 April, 1998*

Charlotte, NC, Charlotte/Douglas Intl, ILS RWY 36L, Amdt 13
Washington, NC, Warren Field, LOC RWY 5, Amdt 1
Rhineland, WI, Rhineland-Onieda County, ILS RWY 9, Amdt 6

****Effective 18 June, 1998*

Fairhope, AL, Fairhope Muni, GPS RWY 1, Orig
Milledgeville, GA, Baldwin County, GPS RWY 10, Orig
Milledgeville, GA, Baldwin County, GPS RWY 28, Orig
Knoxville, IA, Knoxville Muni, NDB RWY 15, Amdt 7
Knoxville, IA, Knoxville Muni, NDB RWY 33, Amdt 6
Knoxville, IA, Knoxville Muni, GPS RWY 15, Orig
Knoxville, IA, Knoxville Muni, GPS RWY 33, Orig
Boise, ID, Boise Air Terminal/Gowen Field, GPS RWY 28L, Amdt 1

Griffith, IN, Griffith-Merrillville, GPS RWY 26, Orig
Portland, IN, Portland Muni, GPS RWY 27, Orig
Lexington, KY, Blue Grass, ILS RWY 4, Amdt 16
Lexington, KY, Blue Grass, ILS RWY 22, Amdt 17
Lexington, KY, Blue Grass, RADAR-1, Amdt 11
Murray, KY, Kyle-Oakley Field, GPS RWY 5, Orig
Murray, KY, Kyle-Oakley Field, GPS RWY 23, Orig
Hattiesburg-Laurel, MS, Hattiesburg-Laurel Regional, GPS RWY 18, Orig
Hattiesburg-Laurel, MS, Hattiesburg-Laurel Regional, GPS RWY 36, Orig
Burlington, NC, Burlington-Alamance Regional, GPS RWY 6, Orig
Burlington, NC, Burlington-Alamance Regional, GPS RWY 24, Orig
Chapel Hill, NC, Horace Williams, RADAR-1, Amdt 8
Fayetteville, NC, Fayetteville Regional/Grannis Field, RADAR-1, Amdt 6A, CANCELLED
Kenansville, NC, Duplin Co, GPS RWY 4 Orig
Kenansville, NC, Duplin Co, GPS RWY 22 Orig
Gordon, NE, Gordon Muni, NDB RWY 22, Amdt 3
Gordon, NE, Gordon Muni, GPS RWY 22, Orig
Kimball, NE, Kimball Muni/Robert E Arraj Field, NDB RWY 28, Amdt 1
Kimball, NE, Kimball Muni/Robert E Arraj Field, GPS RWY 28, Orig
Wooster, OH, Wayne County, GPS RWY 28, Amdt 1
Grove, OK, Grove Muni, GPS RWY 18, Orig
Grove, OK, Grove Muni, GPS RWY 36, Orig
Grove, OK, Grove Muni, VOR/DME RNAV RWY 18, Amdt 3
Grove, OK, Grove Muni, VOR/DME RNAV RWY 36, Amdt 3
Eugene, OR, Mahlon-Sweet Field, VOR/DME OR TACAN RWY 3, Amdt 3
Eugene, OR, Mahlon-Sweet Field, VOR/DME OR TACAN RWY 16, Amdt 4
Eugene, OR, Mahlon-Sweet Field, VOR/DME OR TACAN RWY 34, Amdt 4
Eugene, OR, Mahlon-Sweet Field, GPS RWY 3, Orig
Eugene, OR, Mahlon-Sweet Field, GPS RWY 16, Orig
Eugene, OR, Mahlon-Sweet Field, GPS RWY 34, Orig
Altoona, PA, Altoona-Blair County, GPS RWY 2, Orig
Houston, TX, George Bush Intercontinental Arpt/Houston, ILS RWY 14L, Amdt 11
Houston, TX, George Bush Intercontinental Arpt/Houston, ILS RWY 32R, Amdt 10

[FR Doc. 98-9649 Filed 4-10-98; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 97

[Docket No. 29186; Amdt. No. 1862]

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.

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FOR FURTHER INFORMATION CONTACT:

Paul J. Best, Flight Procedures Standards Branch (AFS-420), Technical