

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 April 17, 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 May 21, 1998

Jacksonville, FL, LOC BC RWY 31, Amdt 8, CANCELLED
Atlanta, GA, Fulton County Airport-Brown Field, VOR-A, Orig
Atlanta, GA, Fulton County Airport-Brown Field, VOR/DME or GPS RWY 26, Orig, CANCELLED
Cartersville, GA, Cartersville, LOC RWY 19, Amdt 2
Greensboro, GA, Greene County Regional, VOR/DME-B, Orig
Thedford, NE, Thomas County, VOR OR GPS RWY 8, Amdt 4 CANCELLED

...Effective June 18, 1998

Mena, AR, Mena Intermountain Municipal, GPS RWY 17, Amdt 1
Delano, CA, Delano Muni, VOR RWY 32, Amdt 7
Delano, CA, Delano Muni, GPS RWY 32, Orig
Porterville, CA, Porterville Muni, GPS RWY 12, Orig
Porterville, CA, Porterville Muni, GPS RWY 30, Orig
Tracy, CA, Tracy Muni, GPS RWY 25, Orig
Tracy, CA, Tracy Muni, GPS RWY 29
Mapleton, IA, Mapleton Muni, GPS RWY 2, Orig
Mapleton, IA, Mapleton Muni, GPS RWY 20, Orig
Frankfort, KY, Capital City, GPS RWY 24, Orig
Frenchville, ME, Northern Aroostook Regional, GPS RWY 32, Orig
Traverse City, MI, Cherry Capital, GPS RWY 36 Orig
Concord, NC, Concord Regional, VOR/DME OR GPS RWY 20, Amdt 1, CANCELLED
Concord, NC, Concord Regional, GPS RWY 20, Orig
Hickory, NC, Hickory Regional, VOR RWY 24, Amdt 23, CANCELLED
Hickory, NC, Hickory Regional, VOR/DME RWY 24, Orig
Hickory, NC, Hickory Regional, NDB RWY 24, Amdt 5
Hickory, NC, Hickory Regional, ILS RWY 24, Amdt 7
Hickory, NC, Hickory Regional, GPS RWY 24, Orig
North Wilkesboro, NC, Wiles County, NDB RWY 1, Amdt 1
Cooperstown, ND, Cooperstown Muni, GPS RWY 13, Orig
Cooperstown, ND, Cooperstown Muni, GPS RWY 31, Orig
Ainsworth, NE, Ainsworth Muni, GPS RWY 35, Orig
Aurora, NE, Aurora Municipal, VOR OR GPS-A, Amdt 6
Aurora, NE, Aurora Municipal, NDB OR GPS RWY 16, Amdt 3

Aurora, NE, Aurora Municipal, GPS RWY 34, Orig
Nashua, NH, Boire Field, VOR/DME RNAV RWY 32, Amdt 6, CANCELLED
Nashua, NH, Boire Field, GPS RWY 32, Orig
Lubbock, TX, Lubbock Intl, LOC BC RWY 35L, Amdt 18
Lubbock, TX, Lubbock Intl, GPS RWY 8, Orig
Lubbock, TX, Lubbock Intl, GPS RWY 17R, Orig
Lubbock, TX, Lubbock Intl, GPS RWY 26, Orig
Lubbock, TX, Lubbock Intl, GPS RWY 35L, Orig
Mc Kinney, TX, Mc Kinney Muni, GPS RWY 17, Orig
Mc Kinney, TX, Mc Kinney Muni, GPS RWY 35, Orig
Grundy, VA, Grundy Muni, GPS RWY 22, Orig
Rice Lake, WI, Rice Lake Regional-Carl's Field, NDB RWY 19, Orig-A, CANCELLED
Sparta, WI, Sparta/Fort Mc Coy, NDB RWY 29, Amdt 2
Sparta, WI, Sparta/Fort Mc Coy, GPS RWY 11, Amdt 1
Sparta, WI, Sparta/Fort Mc Coy, GPS RWY 29, Amdt 1

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 97

[Docket No. 29164; Amdt. No. 1860]

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 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 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), 1 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 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 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 a Global Positioning System (GPS) and or Flight Management System (FMS) equipment. In consideration of the above, the applicable SIAP's will be altered to include "or GPS or FMS" in the title without otherwise reviewing or modifying the procedure. (Once a stand alone GPS or FMS procedure is developed, the procedure title will be altered to remove "or GPS or FMS" 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 March 20, 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 April 23, 1998

Kotzebue, AK, Ralph Wien Memorial, VOR/DME or GPS RWY 8, Amdt 2 CANCELLED
Kotzebue, AK, Ralph Wien Memorial, VOR/DME RWY 8, Amdt 2
Kotzebue, AK, Ralph Wien Memorial, VOR/DME 2 or GPS RWY 26, Orig CANCELLED
Kotzebue, AK, Ralph Wien Memorial, VOR/DME 2 RWY 26, Orig
Dublin, GA, W.H. "Bud" Barron, NDB or GPS RWY 2, Amdt 2 CANCELLED
Dublin, GA, W.H. "Bud" Barron, NDB RWY 2, Amdt 2
Morris, MN, Morris Muni, VOR or GPS RWY 32, Amdt 4B CANCELLED
Morris, MN, Morris Muni, VOR RWY 32, Amdt 4B
Minden, NE, Pioneer Village Field, VOR or GPS RWY 34, Amdt 1B CANCELLED
Minden, NE, Pioneer Village Field, VOR RWY 34, Amdt 1B
Hobbs, NM, Lea County (Hobbs), VOR/DME or TACAN or GPS RWY 21, Amdt 8 CANCELLED
Hobbs, NM, Lea County (Hobbs), VOR/DME or TACAN RWY 21, Amdt 8

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