

FDC date	State	City	Airport	FDC No.	SIAP
05/07/98	FL	St. Petersburg	St. Petersburg-Clearwater Intl	8/2786	ILS Rwy 17L, Amdt 19B...
05/07/98	MS	Greenville	Mid Delta Regional	8/2788	ILS Rwy 18L Amdt 9...
05/07/98	NC	Kenansville	Duplin County	8/2795	LOC Rwy 22 Orig-A...
05/07/98	NC	Kenansville	Duplin County	8/2796	NDB or GPS Rwy 22 Amdt 5A...
05/07/98	OH	Lorain/Elyria	Lorain County Regional	8/2783	VOR or GPS-A, Amdt 2...
05/07/98	OH	Lorain/Elyria	Lorain County Regional	8/2785	ILS Rwy 7, Amdt 6...
05/08/98	FL	Marco Island	Marco Island	8/2824	VOR/DME Rwy 17, Amdt 6...
05/08/98	FL	Marco Island	Marco Island	8/2825	GPS Rwy 17, Orig...
05/08/98	FL	Marco Island	Marco Island	8/2832	LOC Rwy 17, Orig...
05/08/98	FL	Tallahassee	Tallahassee Regional	8/2827	VOR or GPS Rwy 18, Amdt 9...
05/08/98	FL	Tallahassee	Tallahassee Regional	8/2828	Radar-1, Amdt 4...
05/08/98	SC	Clemson	Clemson-Oconee County	8/2817	NDB or GPS-A Amdt 5...
05/13/98	IN	Bloomington	Bloomington/Monroe County	8/2899	NDB or GPS Rwy 35, Amdt 4A...

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BILLING CODE 4910-13-M

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 97

[Docket No. 29227; Admt. No. 1870]

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: Donald P. Pate, Flight Procedure Standards Branch (AMCAFS-420), Flight Technologies and Programs Division, Flight Standards Service, Federal Aviation Administration, Mike Monroney Aeronautical Center, 6500 South MacArthur Blvd., Oklahoma City, OK 73169 (Mail Address: P.O. Box 25082 Oklahoma City, OK 73125) telephone: (405) 954-4164.

SUPPLEMENTARY INFORMATION: This amendment to part 97 of the Federal Aviation Regulations (14 CFR part 97) establishes, amends, suspends, or revoke 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 May 15, 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 June 18, 1998*

Bethel, AK, Bethel, VOR or GPS RWY 18, Amdt 8B CANCELLED
Bethel, AK, Bethel, VOR RWY 18, Amdt 8B
Bethel, AK, Bethel, VOR or GPS RWY 36, Amdt 7A CANCELLED
Bethel, AK, Bethel, VOR RWY 36, Amdt 7A

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 8, Orig
McGrath, AK, McGrath, VOR/DME or TACAN or GPS RWY 16, Orig CANCELLED
McGrath, AK, McGrath, VOR/DME or TACAN or RWY 16, Orig
Greenville, AL, Greenville Muni, NDB or GPS RWY 32, Amdt 4 CANCELLED
Greenville, AL, Greenville Muni, NDB RWY 32, Amdt 4
Atlanta, GA, Fulton County Airport-Brown Field, VOR/DME or GPS RWY 26, Orig CANCELLED
Atlanta, GA, Fulton County Airport-Brown Field, VOR/DME RWY 26, Orig
Delano, CA, Delano Muni, VOR or GPS RWY 32, Amdt 6 CANCELLED
Delano, CA, Delano Muni, VOR RWY 32, Amdt 6
Milledgeville, GA, Baldwin County, NDB or GPS RWY 28, Orig CANCELLED
Milledgeville, GA, Baldwin County, NDB RWY 28, Orig
Knoxville, IA, Knoxville Muni, NDB or GPS RWY 15, Amdt 6 CANCELLED
Knoxville, IA, Knoxville Muni, NDB RWY 15, Amdt 6
Knoxville, IA, Knoxville Muni, NDB or GPS RWY 33, Amdt 5 CANCELLED
Knoxville, IA, Knoxville Muni, NDB RWY 33, Amdt 5
Mapleton, IA, Mapleton Muni, NDB or GPS RWY 20, Amdt 4 CANCELLED
Mapleton, IA, Mapleton Muni, NDB RWY 20, Amdt 4
Osceola, IA, Osceola Muni, VOR/DME or GPS RWY 18, Amdt 1 CANCELLED
Osceola, IA, Osceola Muni, VOR/DME RWY 18, Amdt 1
Vinton, IA, Vinton Veterans Memorial Airport, NDB or GPS RWY 27, Amdt 3A
Vinton, IA, Vinton Veterans Memorial Airport, NDB RWY 27, Amdt 3A
Portland, IN, Portland Muni, NDB or GPS RWY 27, Amdt 7 CANCELLED
Portland, IN, Portland Muni, NDB RWY 27, Amdt 7
Frankfort, KY, Capital City, VOR or GPS RWY 24, Amdt 2 CANCELLED
Frankfort, KY, Capital City, VOR RWY 24, Amdt 2
Louisville, KY, Standiford Field, NDB or GPS RWY 29, Amdt 19A CANCELLED
Louisville, KY, Standiford Field, NDB RWY 29, Amdt 19A
Frenchville, ME, Northern Aroostook Regional, NDB or GPS RWY 32, Amdt 5 CANCELLED

Frenchville, ME, Northern Aroostook Regional, NDB RWY 32, Amdt 5
Beaver Island, MI, Beaver Island, NDB RWY 27, Orig CANCELLED
Beaver Island, MI, Beaver Island, NDB or GPS RWY 27, Orig
Burlington, NC, Burlington-Alamance Regional, NDB or GPS RWY 6 Amdt 4 CANCELLED
Burlington, NC, Burlington-Alamance Regional, NDB RWY 6 Amdt 4
Hickory, NC, Hickory Regional, NDB or GPS RWY 24, Amdt 4C CANCELLED
Hickory, NC, Hickory Regional, NDB RWY 24, Amdt 4C
Kenansville, NC, Duplin County, NDB or GPS RWY 22, Amdt 5A CANCELLED
Kenansville, NC, Duplin County, NDB RWY 22, Amdt 5A
Ainsworth, NE, Ainsworth Muni, VOR or GPS RWY 35, Amdt 3A CANCELLED
Ainsworth, NE, Ainsworth Muni, VOR RWY 35, Amdt 3A
Aurora, NE, Aurora, Muni, NDB or GPS RWY 16, Amdt 2 CANCELLED
Aurora, NE, Aurora, Muni, NDB RWY 16, Amdt 2
Gordon, NE, Gordon Muni, NDB or GPS RWY 22, Amdt 2 CANCELLED
Gordon, NE, Gordon Muni, NDB RWY 22, Amdt 2
Kimball, NE, Kimball Muni/Robert E. Arraj Field, NDB or GPS RWY 28, Orig-A CANCELLED
Kimball, NE, Kimball Muni/Robert E. Arraj Field, NDB RWY 28, Orig-A
Grove, OK, Grove Muni, VOR/DME RNAV or GPS RWY 36, Amdt 2 CANCELLED
Grove, OK, Grove Muni, VOR/DME RNAV RWY 36, Amdt 2
Philadelphia, PA, Northeast Philadelphia, VOR/DME RNAV or GPS RWY 15, Amdt 2 CANCELLED
Philadelphia, PA, Northeast Philadelphia, VOR/DME RNAV RWY 15, Amdt 2
Philadelphia, PA, Northeast Philadelphia, VOR/DME RNAV or GPS RWY 33, Amdt 4 CANCELLED
Philadelphia, PA, Northeast Philadelphia, VOR/DME RNAV RWY 33, Amdt 4
Lubbock, TX, Lubbock Intl, VOR/DME RNAV or GPS RWY 8, Amdt 2 CANCELLED
Lubbock, TX, Lubbock Intl, VOR/DME RNAV RWY 8, Amdt 2
Lubbock, TX, Lubbock Intl, NDB or GPS RWY 17R, Amdt 15 CANCELLED
Lubbock, TX, Lubbock Intl, NDB RWY 17R, Amdt 15
Lubbock, TX, Lubbock Intl, NDB or GPS RWY 26, Amdt 2 CANCELLED
Lubbock, TX, Lubbock Intl, NDB RWY 26, Amdt 2

Racine, WI, John H Batten Field, VOR/
DME RNAV RWY 22, Amdt 3
CANCELLED

Racine, WI, John H Batten Field, VOR/
DME RNAV or GPS RWY 22, Amdt 3

Racine, WI, John H Batten Field, NDB
RWY 4, Amdt 3A CANCELLED

Racine, WI, John H Batten Field, NDB or
GPS RWY 4, Amdt 3A

Ravenswood, WV, Jackson County,
VOR/DME or GPS RWY 3, Amdt 2A
CANCELLED

Ravenswood, WV, Jackson County,
VOR/DME RWY 4, Orig

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 97

[Docket No. 29225; Amdt. No. 1868]

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 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: Donald P. Pate, Flight Procedure Standards Branch (AMCAFS-420), Flight Technologies and Programs Division, Flight Standards Service, Federal Aviation Administration, Mike Monroney Aeronautical Center, 6500 South MacArthur Blvd. Oklahoma City, OK. 73169 (Mail Address: P.O. Box 25082 Oklahoma City, OK. 73125) telephone: (405) 954-4164.

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 (NFDC) 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 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 May 15, 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