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## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### 14 CFR Part 97

[Amdt No. 1882; Docket No. 29294]

RIN 212-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 Procedure (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 20591;

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:** 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 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), 14 CFR part 51, and § 97.20 of the Federal Aviation's 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 FDC/P NOTAMs, the respective FDC/T NOTAMs have been canceled.

The FDC/P NOTAMs for 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 chart changes to SIAPs by FDC/P NOTAMs, the TERPS criteria were applied to only these specific conditions existing at the affected airports. All SIAP amendments in this rule 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 all these SIAP amendments requires making them effective in less than 30 days.

Further, the SIAPs contained in this amendment are based on the criteria contained in the TERPS. 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 these SIAPs effective in less than 30 days.

#### Conclusion

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 Regulatory Flexibility Act.

**List of Subjects in 14 CFR Part 97**

Air traffic control, Airports, Navigation (air).

Issued in Washington, DC on July 24, 1998.

**Richard O. Gordon,**

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. 40103, 40113, 40120, 44701; 49 U.S.C. 106(g); 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 Upon Publication*

FDC date	State	City	Airport	FDC No.	SIAP
07/02/98	MI	Traverse City	Cherry Capital	8/4495	VOR or TACAN or GPS-A, Amdt 20...
07/02/98	ND	Wahpeton	Harry Stern	8/4492	NDB Rwy 33, Amdt 4...
07/02/98	ND	Wahpeton	Harry Stern	8/4494	GPS Rwy 33, Orig...
07/07/98	MN	Park Rapids	Park Rapids Muni	8/4654	ILS Rwy 31 Amdt 1... This Replaces TL 98-16
07/07/98	MN	St. Cloud	St. Cloud Regional	8/4642	GPS Rwy 23, Orig...
07/07/98	NE	Omaha	Millard	8/4682	GPS Rwy 12, Orig...
07/08/98	MD	Salisbury	Salisbury-Ocean City Wicomico Regional	8/4704	ILS Rwy 32 Amdt 5B
07/08/98	NE	North Platte	North Platte/Lee Bird Field	8/4699	ILS Rwy 30R, Amdt 5A...
07/08/98	NE	O'Neill	The O'Neill Muni-John L. Baker Field	8/4695	VOR or GPS Rwy 31, Amdt 1...
07/08/98	NE	O'Neill	The O'Neill Muni-John L. Baker Field	8/4697	VOR or GPS Rwy 13 Amdt 5...
07/10/98	FL	St. Petersburg	Albert Whitted	8/4766	VOR or GPS Rwy 18, Amdt 6A...
07/10/98	ID	Driggs	Teton Peaks/Driggs Muni	8/5100	GPS-A, Orig...
07/13/98	FL	Miami	Opa Locka	8/4829	ILS/DME Rwy 27R Orig...
07/13/98	FL	Naples	Naples Muni	8/4828	NDB Rwy 23, Amdt 8...
07/13/98	FL	Naples	Naples Muni	8/4832	VOR Rwy 23, Amdt 6...
07/13/98	FL	Naples	Naples Muni	8/4835	GPS Rwy 23, Orig...
07/13/98	TX	Dallas	Dallas-Love Field	8/4822	ILS Rwy 31R, Amdt 3...
07/13/98	TX	Dallas	Dallas-Love Field	8/4823	ILS Rwy 31L, Amdt 19A...
07/13/98	TX	Dallas	Dallas-Love Field	8/4824	ILS Rwy 13L, Amdt 29...
07/13/98	TX	Dallas	Dallas-Love Field	8/4825	ILS Rwy 13R, Amdt 3...
07/14/98	IL	Danville	Vermilion County	8/4879	ILS Rwy 21 Amdt 5...
07/14/98	IL	Danville	Vermilion County	8/4881	VOR/DME or GPS Rwy 3 Amdt 11...
07/14/98	NC	Albermarle	Stanly County	8/4887	NDB or GPS Rwy 22L, Orig-A...
07/14/98	NC	Albermarle	Stanly County	8/4888	GPS Rwy 4R, Orig-A...
07/14/98	NC	Albermarle	Stanly County	8/4890	LOC Rwy 22L, Orig-D...
07/14/98	OH	Columbus	Ohio State University	8/4866	NDB Rwy 27L, Amdt 6A...
07/14/98	OH	Columbus	Ohio State University	8/4868	VOR/DME RNAV Rwy 27L, Amdt 6...
07/14/98	OH	Columbus	Ohio State University	8/4870	NDB Rwy 9R, Amdt 2...
07/14/98	OH	Columbus	Ohio State University	8/4872	ILS Rwy 9R, Amdt 4...
07/15/98	CA	Livermore	Livermore Muni	8/4948	GPS Rwy 25R Orig...
07/15/98	IA	Burlington	Burlington Regional	8/4944	VOR or GPS Rwy 30, Amdt 11...
07/15/98	IA	Burlington	Burlington Regional	8/4946	NDB or GPS Rwy 36, Amdt 8A...
07/15/98	IL	Cahokia/St Louis	St Louis Downtown-Parks	8/4912	ILS Rwy 30L, Amdt 6...
07/15/98	IL	Cahokia/St Louis	St Louis Downtown-Parks	8/4913	NDB Rwy 30L, Orig...
07/15/98	IL	Danville	Vermilion County	8/4925	VOR or GPS Rwy 21, Amdt 13...
07/16/98	GA	Savannah	Savannah Intl	8/4982	ILS Rwy 9, Amdt 25C...
07/16/98	MA	Worcester	Worcester Regional	8/4979	ILS Rwy 29 Amdt 2A...
07/17/98	IA	Burlington	Burlington Regional	8/5000	VOR/DME or GPS Rwy 12, Amdt 4...
07/17/98	IA	Burlington	Burlington Regional	8/5015	ILS Rwy 36, Amdt 9B...
07/17/98	MI	Alpena	Alpena County Regional	8/5008	ILS Rwy 1 Amdt 8A...
07/17/98	MI	Alpena	Alpena County Regional	8/5009	NDB or GPS Rwy 1 Amdt 6A...
07/17/98	MI	Alpena	Alpena County Regional	8/5010	VOR or GPS Rwy 19 Amdt 14A...
07/17/98	MI	Alpena	Alpena County Regional	8/5011	VOR Rwy 1 Amdt 14A...
07/17/98	NC	Beaufort	Michael J. Smithfield	8/5019	NDB Rwy 14 Orig...
07/20/98	NY	New York	La Guardia	8/5106	ILS Rwy 4 Amdt 34A...
07/20/98	NY	New York	La Guardia	8/5107	VOR Rwy 4 Amdt 2...
07/20/98	NY	New York	La Guardia	8/5108	ILS Rwy 22 Amdt 18...
07/20/98	SD	Philip	Philip	8/5090	VOR or GPS-A, Amdt 11...

FDC date	State	City	Airport	FDC No.	SIAP
07/20/98 .....	TX	Higgins .....	Higgins-Lipscomb County .....	8/5115	VOR/DME or GPS Rwy 18, Amdt 3...
07/21/98 .....	MD	Baltimore .....	Martin State .....	8/5141	NDB or GPS Rwy 15 Amdt 7B...
07/21/98 .....	MD	Baltimore .....	Martin State .....	8/5142	LOC Rwy 15 Orig-C...
07/21/98 .....	MD	Baltimore .....	Martin State .....	8/5143	NDB or GPS Rwy 33 Amdt 7C...
07/21/98 .....	OH	Cleveland .....	Cuyahoga County .....	8/5146	LOC BC Rwy 5, Amdt 10...
07/21/98 .....	OH	Cleveland .....	Cuyahoga County .....	8/5147	ILS Rwy 23, Amdt 13...
07/21/98 .....	OH	Cleveland .....	Cuyahoga County .....	8/5149	NDB or GPS Rwy 23, Amdt 8...
07/22/98 .....	SD	Pine Ridge .....	Pine Ridge .....	8/5186	GPS Rwy 30, Orig...

[FR Doc. 98-21340 Filed 8-7-98; 8:45 am]

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## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### 14 CFR Part 97

[Amdt No. 1883; Docket No. 29295]

RIN 212-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 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.