

Issued in Washington, DC on June 22, 2001.

Nicholas A. Sabatini,

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 July 12, 2001*

Manistee, MI Manistee County-Blacker, ILS RWY 27, Orig
Sanford, NC, Sanford-Lee County Regional, NDB RWY 3, Orig
Sanford, NC, Sanford-Lee County Regional, NDB OR GPS RWY 3, ORIG-B, CANCELLED
Sanford, NC, Sanford-Lee County Regional, ILS RWY 3, Orig

* * * *Effective September 6, 2001*

St. George, AK, St. George, RNAV (GPS)—B, Orig
St. George, AK, St. George, RNAV (GPS)—D, Orig
St. George, AK, St. George, GPS—B, Orig, CANCELLED
Phoenix, AZ, Phoenix Sky Harbor Intl, RNAV (GPS) RWY 7R, Orig
Phoenix, AZ, Phoenix Sky Harbor Intl, RNAV (GPS) RWY 25L, Orig
Walnut Ridge, AR, Walnut Ridge Regional, RNAV (GPS) RWY 18, Orig
Walnut Ridge, AR, Walnut Ridge Regional, RNAV (GPS) RWY 22, Orig
Walnut Ridge, AR, Walnut Ridge Regional, RNAV (GPS) RWY 36, Orig
Walnut Ridge, AR, Walnut Ridge Regional, GPS RWY 17, Orig, CANCELLED
Walnut Ridge, AR, Walnut Ridge Regional, GPS RWY 35, Orig, CANCELLED
Winfield/Arkansas City, KS, Strother Field, ILS RWY 35, Amdt 4
Winfield/Arkansas City, KS, Strother Field, RNAV RWY 17, Orig

Winfield/Arkansas City, KS, Strother Field, RNAV RWY 35, Orig
Winfield/Arkansas City, KS, Strother Field, NDB RWY 35, Amdt 4
Winfield/Arkansas City, KS, Strother Field, GPS RWY 35, Orig, CANCELLED
Winfield/Arkansas City, KS, Strother Field, VOR/DME RNAV RWY 35, Amdt 4, CANCELLED
Angleton/Lake Jackson, TX, Brazoria County, RNAV (GPS) RWY 17, Orig
Angleton/Lake Jackson, TX, Brazoria County, RNAV (GPS) RWY 35, Orig
Angleton/Lake Jackson, TX, Brazoria County, GPS RWY 17, Orig, CANCELLED
Angleton/Lake Jackson, TX, Brazoria County, GPS RWY 35, Orig, CANCELLED
St. George, UT, George Muni, RNAV (GPS) RWY 34, Orig
St. George, UT, George Muni, GPS RWY 34, Orig, CANCELLED
Casper, WY, Natrona County Intl, RNAV (GPS) Y RWY 3, Orig
Casper, WY, Natrona County Intl, RNAV (GPS) Z RWY 3, Orig
Casper, WY, Natrona County Intl, RNAV (GPS) RWY 8, Orig
Casper, WY, Natrona County Intl, RNAV (GPS) RWY 21, Orig
Casper, WY, Natrona County Intl, RNAV (GPS) RWY 26, Orig
Casper, WY, Natrona County Intl, GPS RWY 3, Orig, CANCELLED
Casper, WY, Natrona County Intl, GPS RWY 26, Orig, CANCELLED

[FR Doc. 01-16312 Filed 6-27-01; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 97

[Docket No. 30255; Amdt. No. 2057]

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.

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), 1 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 NOTAMs 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 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 the Regulatory Flexibility Act.

List of Subjects in 14 CFR Part 97

Air traffic control, Airports, Navigation (air).

Issued in Washington, DC on June 22, 2001.

Nicholas A. Sabatini,

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/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.	Subject
04/23/01	NE	McCook	McCook Muni	1/3829	RNAV (GPS) Rwy 21, Orig
05/17/01	MT	Billings	Billings Logan Intl	1/4643	RNAV (GPS) Rwy 10L, Orig
06/04/01	OK	Guthrie	Guthrie Muni	1/3082	GPS Rwy 16, Orig
06/04/01	LA	Natchitoches	Natchitoches Regional	1/5390	LOC Rwy 34, Amdt 3A
06/04/01	LA	Natchitoches	Natchitoches Regional	1/5391	NDB or GPS Rwy 34, Amdt 4A
06/04/01	LA	Winnfield	David G. Joyce	1/5392	GPS Rwy 26, Orig
06/04/01	OK	Guthrie	Guthrie Muni	1/5408	NDB Rwy 16, Amdt 5
06/05/01	WA	Pasco	Tri-Cities	1/5427	VOR or GPS Rwy 21R, Amdt 4
06/05/01	WA	Pasco	Tri-Cities	1/5430	ILS Rwy 21R, Amdt 10A
06/06/01	CA	Sacramento	Sacramento Mather	1/5473	ILS Rwy 22L, Amdt 1
06/07/01	NY	Sidney	Sidney Muni	1/5483	RNAV (GPS) Rwy 25, Orig-A
06/07/01	NY	Sidney	Sidney Muni	1/5484	VOR Rwy 25, Amdt 2
06/07/01	NY	Sidney	Sidney Muni	1/5485	RNAV (GPS) Rwy 7, Orig
06/07/01	TX	Mc Allen	Mc Allen Miller Intl	1/5520	VOR Rwy 13, Amdt 15A
06/07/01	CA	Chico	Chico Muni	1/5524	VOR Rwy 13L, Amdt 9A
06/07/01	CA	Chico	Chico Muni	1/5525	VOR/DME Rwy 31R, Orig-B
06/07/01	CA	Chico	Chico Muni	1/5527	VOR/DME Rwy 31L, Amdt 7A
06/08/01	WI	Marshfield	Marshfield Muni	1/5546	SDF Rwy 34, Amdt 6A
06/08/01	FL	Florida	Hollywood	1/5584	GPS Rwy 9R, Orig
06/11/01	CA	Fresno	Fresno Yosemite Intl	1/5710	GPS Rwy 29R, Orig
06/11/01	CA	Fresno	Fresno Yosemite Intl	1/5711	VOR or TACAN Rwy 11L, Amdt 11A
06/11/01	CA	Fresno	Fresno Yosemite Intl	1/5712	GPS Rwy 11L, Orig
06/12/01	VA	Abingdon	Virginia Highland	1/5739	LOC Rwy 24, Amdt 2
06/14/01	NY	White Plains	Westchester County	1/5842	ILS Rwy 16, Amdt 22D
06/18/01	AK	Kipnuk	Kipnuk	1/5936	GPS Rwy 15, Orig.

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 97

[Docket No. 30256; Amdt. No. 2058]

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

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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 references 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.

The Rule

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 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.

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 the Regulatory Flexibility Act.

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Issued in Washington, DC on June 22, 2001.

Nicholas A. Sabatini,

Director, Flight Standards Service.

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