

(SIAPs) will be altered to include "or GPS" in the title without otherwise reviewing or modifying the procedure. (Once a stand alone GPS procedure is developed, the procedure title will be altered to remove "or GPS" from these non-localizer, non-precision instrument approach procedure titles.) 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 March 8, 1996.

Thomas C. Accardi,
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, 97.27, 97.33, 97.35 [Amended]

By amending: § 97.23 VOR, VOR/DME, VOR or TACAN, and VOR/DME or TACAN; § 97.27 NDB, NDB/DME;

§ 97.33 RNAV SIAPs; and § 97.35 COPTER SIAPs, identified as follows:

* * * *Effective April 25, 1996*

Clinton, IA, Clinton Muni, NDB or GPS RWY 14, Amdt 3 CANCELLED

Clinton, IA, Clinton Muni, NDB RWY 14, Amdt 3

Fort Collins/Loveland, CO, Fort Collins-Loveland Muni, VOR/DME or RNAV or GPS RWY 15, Amdt 4B CANCELLED

Fort Collins/Loveland, CO, Fort Collins-Loveland Muni, VOR/DME or RNAV RWY 15, Amdt 4B

Fort Collins/Loveland, CO, Fort Collins-Loveland Muni, VOR/DME or RNAV or GPS RWY 33, Amdt 5A CANCELLED

Fort Collins/Loveland, CO, Fort Collins-Loveland Muni, VOR/DME or RNAV RWY 33, Amdt 5A

Independence, KS, Independence Muni, NDB or GPS RWY 35, Amdt 8 CANCELLED

Independence, KS, Independence Muni, NDB RWY 35, Amdt 8

Rock Springs, WY, Rock Springs-Sweetwater County, VOR/DME or GPS RWY 27, Amdt 2 CANCELLED

Rock Springs, WY, Rock Springs-Sweetwater County, VOR/DME RWY 27, Amdt 2

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BILLING CODE 4910-13-M

14 CFR Part 97

[Docket No. 28489; Amdt. No. 1715]

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 8260-3, 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 (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 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 8, 1996.

Thomas C. Accardi,
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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 SIAP's; and § 97.35 COPTER SIAPs, identified as follows:

* * * Effective March 28, 1996

Marshall, MN, Marshall Muni-Ryan Field, VOR RWY 12, Amdt 6
Marshall, MN, Marshall Muni-Ryan Field, VOR/DME or GPS RWY 30, Amdt 2
Marshall, MN, Marshall Muni-Ryan Field, ILS RWY 12, Orig

* * * Effective April 25, 1996

Anchorage, AK, Anchorage Intl, MLS RWY 6L, Orig
Chandler, AZ, Chandler Muni, NDB RWY 4R, Orig
Jackson, CA, Westover Field Amador County, GPS RWY 1, Orig
Palo Alto, CA, Palo Alto of Santa Clara Co, GPS RWY 30, Orig
Fort Collins, CO, Fort Collins-Loveland Muni, GPS RWY 15, Orig
Fort Collins, CO, Fort Collins-Loveland Muni, GPS RWY 33, Orig
Wray, CO, Wray Muni, GPS RWY 14, Orig
Stuart, FL, Witham Field, GPS RWY 11, Orig
Stuart, FL, Witham Field, GPS RWY 29, Orig
Pinckneyville, IL, Pinckneyville-Du Quoin, NDB-A, Orig
Pinckneyville, IL, Pinckneyville-Du Quoin, NDB RWY 18, Amdt 2, CANCELLED
Ames, IA, Ames Muni, GPS RWY 31, Amdt 1
Independence, KS, Independence Muni, NDB RWY 35, Amdt 8, CANCELLED
Olathe, KS, Johnson County Executive, LOC RWY 35, Orig
Flemingsburg, KY, Fleming-Mason, NDB OR GPS RWY 25, Amdt 7, CANCELLED
Worcester, MA, Worcester Muni, GPS RWY 33, Amdt 1
Portland, ME, Portland Intl Jetport, GPS RWY 18, Orig
Portland, ME, Portland Intl Jetport, GPS RWY 36, Orig
New York, NY, LaGuardia, VOR or GPS-F, Amdt 2

Chapel Hill, NC, Horace Williams, RADAR-1, Amdt 7
Ada, OK, Ada Muni, GPS RWY 35, Orig
Ardmore, OK, Ardmore Muni, VOR OR GPS RWY 4, Amdt 20, CANCELLED
Ardmore, OK, Ardmore Muni, VOR-B Orig Gallatin, TN, Sumner County Regional, GPS RWY 17, Orig
Abingdon, VA, Virginia Highlands, LOC RWY 24, Amdt 2

* * * Effective May 23, 1996

Worcester, MA, Worcester Muni, ILS RWY 29, Amdt 1

* * * Effective June 20, 1996

Conway, AR, Dennis F. Cantrell Field, GPS RWY 25, Orig
Paragould, AR, Kirk Field, NDB RWY 4, Orig
Paragould, AR, Kirk Field, GPS RWY 4, Orig
Paragould, AR, Kirk Field, GPS RWY 22, Orig
Phoenix, AZ, Phoenix Sky Harbor Intl, GPS RWY 8L, Orig
Phoenix, AZ, Phoenix Sky Harbor Intl, GPS RWY 26R, Orig
Fitchburg, MA, Fitchburg, Muni, NDB RWY 20, Amdt 2
Beaufort, SC, Beaufort County, GPS RWY 24, Orig
Panhandle, TX, Panhandle-Carson County, GPS RWY 35, Orig

The FAA published an Amendment in Docket No. 28447, Amdt. No. 1707 to Part 97 of the Federal Aviation Regulations (Vol 61, No. 23, Page 3796; dated Friday, February 2, 1996) under Section 97.33 effective April 25, 1996 which is hereby amended as follows:

Roosevelt, UT, Roosevelt Muni, GPS RWY 25, Orig is hereby rescinded.

The FAA published an Amendment in Docket No. 28441, Amdt. No. 1705 to Part 97 of the Federal Aviation Regulations (Vol 61, No. 20, page 2907; dated Tuesday, January 30, 1996) under Section 97.33 effective April 25, 1996 which is hereby amended as follows:

Boca Raton, FL, Boca Raton, GPS RWY 5, Orig is hereby rescinded.

[FR Doc. 96-6405 Filed 3-15-96; 8:45 am]

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14 CFR Part 97

[Docket No. 28490; Amdt. No. 1716]

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