

**DEPARTMENT OF TRANSPORTATION****Federal Aviation Administration****14 CFR Part 71****[Airspace Docket No. 96-AEA-05]****Amendment to Class E Airspace,  
Martinsville, VA****AGENCY:** Federal Aviation  
Administration (FAA) DOT.**ACTION:** Final Rule.

**SUMMARY:** This amendment modifies the Class E airspace at Martinsville, VA, to accommodate a Global Positioning System (GPS) Standard Instrument Approach Procedure (SIAP) to Runway (RWY) 30 at Blue Ridge Airport. Additional controlled airspace extending upward from 700 feet above the surface (AGL) is needed to accommodate this SIAP and for instrument flight rules (IFR) operations at the airport.

**EFFECTIVE DATE:** 0901 UTC, August 15, 1996.**FOR FURTHER INFORMATION CONTACT:**

Mr. Frances T. Jordan, Airspace Specialist, Operations Branch, AEA-530, Air Traffic Division, Eastern Region, Federal Aviation Administration, Federal Building #111, John F. Kennedy International Airport, Jamaica, New York 11430, telephone: (718) 553-4521.

**SUPPLEMENTARY INFORMATION:****History**

On April 30, 1996, the FAA proposed to amend Part 71 of the Federal Aviation Regulations (14 CFR Part 71) by modifying Class E airspace at Martinsville, VA, (61 FR 19000). This action would provide adequate Class E airspace for IFR operations at Blue Ridge Airport.

Interested parties were invited to participate in this rulemaking proceeding by submitting written comments on the proposal to the FAA. No comments objecting to the proposal were received. Class E airspace areas designations are published in paragraph 6005 of FAA Order 7400.9C, dated August 17, 1995, and effective September 16, 1995, which is incorporated by reference in 14 CFR 71.1. The Class E airspace designation listed in this document will be published subsequently in the Order.

**The Rule**

This amendment to Part 71 of the Federal Aviation Regulations (14 CFR Part 71) modifies Class E airspace area at Martinsville, VA, to accommodate a

GPS RWY 30 SIAP and for IFR operations at Blue Ridge Airport.

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. Therefore, this regulation—(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 10034; February 26, 1979); and (3) does not warrant preparation of a regulatory evaluation as the anticipated impact is so minimal. Since this is a routine matter that will only affect air traffic procedures and air navigation, it is certified that this rule will not have 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 71**

Airspace, Incorporation by reference, Navigation (air).

**Adoption of the Amendment**

In consideration of the foregoing, the Federal Aviation Administration amends 14 CFR Part 71 as follows:

**PART 71—[AMENDED]**

1. The authority citation for 14 CFR Part 71 continues to read as follows:

Authority: 49 U.S.C. 106(g), 40103, 40113, 40120; EO 10854, 24 FR 9565, 3 CFR, 1959–1963 Comp., p. 389; 14 CFR 11.69.

**§ 71.1 [Amended]**

2. The incorporation by reference in 14 CFR 71.1 of Federal Aviation Administration Order 7400.9C, Airspace Designations and Reporting Points, dated August 17, 1995 and effective September 16, 1995, is amended as follows:

*Paragraph 6005 Class E airspace areas extending upward from 700 feet or more above the surface of the earth.*

\* \* \* \* \*

AEA VA E5 Martinsville, VA [Revised]

Blue Ridge Airport, VA  
(Lat. 36°37'51"N, Long. 80°01'06"W)

That airspace extending upward from 700 feet above the surface within a 6.5 mile radius of the Blue Ridge Airport and within 4 miles each side of the 300° bearing from the Blue Ridge Airport extending from the 6.5-mile radius to 11 miles northwest of the airport.

\* \* \* \* \*

Issued in Jamaica, New York on June 13, 1996.

John S. Walker,

Manager, Air Traffic Division, Eastern Region.

[FR Doc. 96-18280 Filed 7-17-96; 8:45 am]

BILLING CODE 4910-13-M

**14 CFR Part 97****[Docket No. 28625; Amdt. No. 1740]****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 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 July 12, 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. 106(g), 40103, 40113, 40120, 44701; and 14 CFR 11.49(b)(2).

2. Part 97 is amended 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 August 15, 1996*

Sacramento, CA, Sacramento Intl, ILS RWY 34L, Amdt 5  
Thomson, GA Thomson-McDuffie County, VOR/DME or GPS-A, Amdt 3  
Thomson, GA Thomson-McDuffie County, NDB or GPS RWY 28, Orig  
Thomson, GA Thomson-McDuffie County, NDB or GPS RWY 28, Amdt 8, CANCELLED  
Willmar, MN, Willmar Muni-John L Rice Field, LOC RWY 28, Orig  
La Crosse, WI, La Crosse Muni, NDB or GPS RWY 18, Amdt 18

\* \* \* *Effective September 12, 1996*

St Mary's, AK, St Mary's GPS RWY 16, Orig  
St Mary's, AK, St Mary's GPS RWY 34, Orig  
Angola, IN, Tri-State Steuben County, GPS RWY 5, Orig  
Gary, IN, Gary Regional, NDB or GPS RWY 30, Amdt 7  
Gary, IN, Gary Regional, ILS RWY 30, Amdt 4  
Lafayette, IN, Aretz, GPS RWY 25, Orig  
Michigan City, IN, Michigan City Muni, GPS RWY 20, Amdt 1  
Peru, IN, Peru Muni, VOR or GPS RWY 1, Amdt 7  
Battle Creek, MI, W.K. Kellogg, GPS RWY 5, Orig  
Sturgis, MI, Kirsch Muni, NDB RWY 24, Amdt 10  
Sturgis, MI, Kirsch Muni, NDB RWY 18, Amdt 5  
Dayton, OH, Dayton-Wright Brothers, NDB-A, Orig  
Dayton, OH, Dayton-Wright Brothers, NDB or GPS RWY 9, Amdt 7, CANCELLED  
Portsmouth, OH, Greater Portsmouth Regional, GPS RWY 36, Orig  
Britton, SC, Britton Muni, GPS RWY 31, Orig

\* \* \* *Effective October 10, 1996*

Anchorage, AK, Merrill Field, GPS RWY 6, Orig  
West Palm Beach, FL, North Palm Beach County General Aviation, GPS RWY 26L, Orig  
West Palm Beach, FL, North Palm Beach County General Aviation, GPS RWY 8R, Orig  
Norridgewock, ME, Central Maine Arpt of Norridgewock, GPS RWY 3, Orig  
Norridgewock, ME, Central Maine Arpt of Norridgewock, GPS RWY 15, Orig  
Norridgewock, ME, Central Maine Arpt of Norridgewock, VOR/DME RWY 3, Amdt 2  
Wiscasset, ME, Wiscasset, NDB OR GPS RWY 25, Amdt 5  
Wiscasset, ME, Wiscasset, GPS RWY 7, Orig  
Wiscasset, ME, Wiscasset, GPS RWY 25, Orig  
Booneville/Baldwyn, MS, Booneville/Baldwyn, GPS RWY 33, Orig  
Clarksdale, MS, Fletcher Field, GPS RWY 18, Orig  
Hammonton, NJ, Hammonton Muni, GPS RWY 3, Orig  
Abilene, TX Abilene Regional, NDB OR GPS RWY 35R, Amdt 5

Abilene, TX Abilene Regional, ILS RWY 35R, Amdt 6

Arlington, TX, Arlington Muni, VOR/DME RWY 34, Amdt 6

Cleburne, TX, Cleburne Muni, VOR/DME RNAV or GPS RWY 15, Orig

Cleburne, TX, Cleburne Muni, VOR/DME RNAV or GPS RWY 15, Amdt 3, CANCELLED

Cleburne, TX, Cleburne Muni, VOR/DME RNAV or GPS RWY 33, Orig

Cleburne, TX, Cleburne Muni, VOR/DME RNAV or GPS RWY 33, Amdt 4, CANCELLED

Cleburne, TX, Cleburne Muni, VOR/DME or GPS-A, Orig

Cleburne, TX, Cleburne Muni, VOR/DME OR GPS-A, Amdt 6, CANCELLED

Corsicana, TX, C David Campbell Field-Corsicana Muni, VOR/DME-A, Orig

Corsicana, TX, C David Campbell Field-Corsicana Muni, VOR/DME or GPS-A, Amdt 4, CANCELLED

Corsicana, TX, C David Campbell Field-Corsicana Muni, VOR/DME-B, Orig

Corsicana, TX, C David Campbell Field-Corsicana Muni, VOR/DME or GPS-B, Amdt 1, CANCELLED

Corsicana, TX, C David Campbell Field-Corsicana Muni, NDB OR GPS RWY 14, Amdt 2

Corsicana, TX, C David Campbell Field-Corsicana Muni, NDB OR GPS RWY 32, Amdt 1

Dallas, TX, Redbird, VOR OR GPS RWY 31, Amdt 12

Dallas, TX, Redbird, NDB OR GPS RWY 35, Amdt 9

Dallas, TX, Redbird, ILS RWY 31, Amdt 7

Decatur, TX, Decatur Muni, VOR-A, Amdt 4, CANCELLED

Decatur, TX, Decatur Muni, VOR-DME RWY 16, Orig

Fort Worth, TX, Bourland Field, VOR/DME-A, Orig

Fort Worth, TX, Bourland Field, VOR or GPS-A, Amdt 1, CANCELLED

Mexia, TX, Mexia-Limestone County, NDB or GPS-A, Amdt 3

Waco, TX, Waco Regional, VOR or GPS RWY 14, Amdt 22

Waco, TX, Waco Regional, NDB or GPS RWY 19, Amdt 18

Waco, TX, Waco Regional, ILS RWY 19, Amdt 15

Weatherford, TX, Parker County, VOR/DME-A, Orig

Weatherford, TX, Parker County, VOR or GPS RWY 35, Amdt 1 CANCELLED

[FR Doc. 96-18275 Filed 7-17-96; 8:45 am]

BILLING CODE 4910-13-M

#### 14 CFR Part 97

[Docket No. 28626; Amdt. No. 1741]

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 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:** 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 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 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 cancelled.

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