

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

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 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. 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
05/15/96	TX	Wichita Falls Muni	Sheppard AFB	6/2993	ITA FALLS TX. LOC BC RWY 15R, AMDT 10...
05/21/96	CA	Arcata	Arcata-Eureka	6/3166	ILS RWY 32 AMDT 29A, ILS/DME RWY 32 AMDT 1... (RESCINDED FROM TL 96-13; FR VOL 61, No. 111 DATED JUNE 7, 1996, PG 29017).
06/18/96	NE	Sidney	Sidney Muni	6/3902	VOR/DME OR TACAN RWY 30, AMDT 4...
06/28/96	AR	Texarkana	Texarkana Regional-Webb Field	6/4303	NDB OR GPS RWY 22, AMDT 11A...
06/28/96	NM	Carlsbad	Cavern City Air Terminal	6/4263	ILS RWY 3, AMDT 4...
06/28/96	PA	Pittsburgh	Pittsburgh Intl	6/4293	ILS RWY 32 AMDT 8...
06/28/96	PA	Pittsburgh	Pittsburgh Intl	6/4294	ILS RWY 28L AMDT 6...
06/28/96	TN	Memphis	Memphis Intl	6/4285	ILS RWY 36C (CAT II AND CAT III) AMDT 10A...
06/28/96	TN	Memphis	Memphis Intl	6/4286	ILS RWY 36C AMDT 10A...
06/28/96	TN	Memphis	Memphis Intl	6/4287	ILS RWY 36L AMDT 11A...
06/28/96	TN	Memphis	Memphis Intl	6/4288	ILS RWY 36L (CAT II AND CAT III) AMDT 11A...
06/28/96	TX	Fort Stockton	Fort Stockton-Pecos County	6/4290	VOR/DME OR GPS-A, AMDT 5...
06/28/96	TX	Fort Stockton	Fort Stockton-Pecos County	6/4291	GPS RWY 30, ORIG...
06/28/96	TX	Fort Stockton	Fort Stockton-Pecos County	6/4292	VOR OR GPS RWY 12, AMDT 7...
07/01/96	KS	Coffeyville	Coffeyville Muni	6/4403	VOR/DME RNAV RWY 34, AMDT 3...
07/01/96	KS	Coffeyville	Coffeyville Muni	6/4404	NDB OR GPS RWY 34, ORIG...
07/01/96	KS	Coffeyville	Coffeyville Muni	6/4405	VOR/DME RNAV OR GPS-A, AMDT 6...
07/01/96	MN	Hibbing	Chisholm-Hibbing	6/4388	LOC BC RWY 13 AMDT 10...
07/01/96	MN	Hibbing	Chisholm-Hibbing	6/4389	ILS RWY 31 AMDT 10...
07/01/96	MN	Hibbing	Chisholm-Hibbing	6/4390	VOR OR GPS RWY 13 AMDT 11B...
07/01/96	MN	Hibbing	Chisholm-Hibbing	6/4391	VOR OR GPS RWY 31 AMDT 15B...
07/02/96	GA	Swainsboro	Emanuel County	6/4421	VOR/DME OR GPS-A AMDT 2A...
07/02/96	UT	Logan	Logan-Cache	6/4430	VOR OR GPS-A AMDT 6...
07/03/96	MO	Kansas City	Kansas City Downtwon	6/4479	ILS RWY 3 AMDT 1C...
07/03/96	MO	Kansas City	Kansas City Downtown	6/4480	VOR OR GPS RWY 3 AMDT 16...
07/03/96	UT	Delta	Delta Muni	6/4448	VOR/DME OR GPS RWY 16, AMDT 1...
07/08/96	CA	Oceanside	Oceanside Muni	6/4614	VOR OR GPS-A AMDT 3A...
07/08/96	KS	Wichita	Wichita Mid-Continent	6/4477	ILS RWY 1L AMDT 2...
07/08/96	KS	Wichita	Wichita Mid-Continent	6/4478	ILS RWY 1R AMDT 16A...

FDC date	State	City	Airport	FDC No.	SIAP
07/08/96	KS	Wichita	Wichita Mid-Continent Airport ...	6/4595	VOR/DME RNAV OR GPS RWY 1L AMDT 1...
07/08/96	MO	Springfield	Springfield Regional	6/4591	ILS RWY 2, AMDT 16A...
07/08/96	MO	Springfield	Springfield Regional	6/4592	NDB OR GPS RWY 2, AMDT 16...
07/09/96	AZ	Tucson	Tucson Intl	6/4646	ILS RWY 11L AMDT 12...
07/09/96	CT	Windsor Locks	Bradley Intl	6/4670	VOR OR TACAN RWY 15 AMDT 2A...

[FR Doc. 96-18276 Filed 7-17-96; 8:45 am]
BILLING CODE 4910-13-M

14 CFR Part 97

[Docket No. 28627; Amdt. No. 1742]

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 Form 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.

This amendment to part 97 is effective upon publication of each separate SIAP as contained in the transmittal. The SIAPs 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 Global Positioning System (GPS) equipment. In consideration of the above, the applicable Standard Instrument Approach Procedures (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.