

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 along 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.

#### 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 October 18, 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: § 497.23 VOR, VOR/DME, VOR or TACAN, and VOR/DME or TACAN; § 497.27 NDB, NDB/DME; § 497.33 RNAV SIAPs; and § 497.35 COPTER SIAPs, identified as follows:

\* \* \* *Effective December 5, 1996*

Monticello, IN, White County, NDB or GPS RWY 36, Amdt 4 Cancelled  
Monticello, IN, White County, NDB RWY 36, Amdt 4  
Rayville, LA, John H Hooks Jr Memorial, NDB or GPS RWY 36, Amdt 1 Cancelled  
Rayville, LA, John H Hooks Jr Memorial, NDB RWY 36, Amdt 1  
Belfast, ME, Belfast Muni, NDB or GPS RWY 15, Amdt 1 Cancelled  
Belfast, ME, Belfast Muni, NDB RWY 15, Amdt 2  
Henryetta, OK, Henryetta Muni, NDB or GPS RWY 35, Amdt 2A Cancelled  
Henryetta, OK, Henryetta Muni, NDB RWY 35, Amdt 2A  
Poteau, OK, Robert S Kerr, VOR/DME or GPS RWY 36, Amdt 3 Cancelled  
Poteau, OK, Robert S Kerr, VOR/DME RWY 36, Amdt 3  
Beaumont-Port Arthur, TX, Jefferson County, VOR/DME or GPS RWY 34, Amdt 7  
Beaumont-Port Arthur, TX, Jefferson County, VOR/DME RWY 34, Amdt 7

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BILLING CODE 4910-13-M

#### **14 CFR Part 97**

[Docket No. 28714; Amdt. No. 1758]

#### **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.

#### 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 October 18, 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 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 November 7, 1996*

Cahokia/St Louis, IL, St Louis Downtown-Parks, NDB RWY 30L, Orig  
Cahokia/St Louis, IL, St Louis Downtown-Parks, NDB RWY 30L, Amdt 17, Cancelled  
Mosby, MO, Clay County Regional, GPS RWY 18, Orig  
Mosby, MO, Clay County Regional, GPS RWY 36, Orig  
Omaha, NE, Eppley Airfield, NDB OR GPS RWY 14R, Amdt 24  
Omaha, NE, Eppley Airfield, NDB RWY 32L, Amdt 1  
Omaha, NE, Eppley Airfield, VOR RWY 32L, Amdt 10  
Omaha, NE, Eppley Airfield, ILS RWY 18, Amdt 5  
Omaha, NE, Eppley Airfield, ILS RWY 14R, Orig  
Omaha, NE, Eppley Airfield, ILS RWY 32L, Orig  
Omaha, NE, Eppley Airfield, GPS RWY 32L, Orig  
Omaha, NE, Eppley Airfield, RNAV OR GPS RWY 32L, Amdt 5 Cancelled  
Akron, OH, Akron-Canton Regional, VOR or GPS RWY 5, Amdt 2  
Akron, OH, Akron-Canton Regional, VOR or GPS RWY 23, Amdt 9  
Akron, OH, Akron-Canton Regional, ILS RWY 1, Amdt 36  
Akron, OH, Akron-Canton Regional, ILS RWY 19, Amdt 6  
Akron, OH, Akron-Canton Regional, ILS RWY 23, Amdt 10

Akron, OH, Akron-Canton Regional, RADAR 1, Amdt 22  
Columbus, OH, Rickenbacker Intl, ILS RWY 5R, Amdt 1

\* \* \* *Effective December 5, 1996*

Blytheville, AR, Blytheville Muni, NDB OR GPS RWY 18, Amdt 2  
Blytheville, AR, Blytheville Muni, NDB RWY 36, Amdt 2  
Blytheville, AR, Blytheville Muni, GPS RWY 36, Orig  
Oakland, CA, Metropolitan Oakland Intl, ILS RWY 11, Amdt 4  
Oakland, CA, Metropolitan Oakland Intl, ILS RWY 29, Amdt 23  
Washington, DC, Washington Dulles Intl, ILS RWY 12, Amdt 6  
Destin, FL, Destin-Fort Walton Beach, GPS RWY 14, Orig  
Destin, FL, Destin-Fort Walton Beach, GPS RWY 32, Orig  
Leesburg, FL, Leesburg Muni, GPS RWY 31, Orig  
Dawson, GA, Dawson Muni, GPS RWY 31, Orig  
Jefferson, GA, Jackson County, GPS RWY 16, Orig  
Jefferson, GA, Jackson County, GPS RWY 34, Orig  
Marietta, GA, Cobb County/McCollum Field, GPS RWY 27, Orig  
Monticello, IN, White County, GPS RWY 18, Orig  
Monticello, IN, White County, GPS RWY 36, Orig  
Henderson, KY, Henderson City-County, GPS RWY 27, Orig  
Louisville, KY, Louisville Intl Standiford Field, Radar-1, Amdt 25A, Cancelled  
Rayville, LA, John H Hooks Jr Memorial, GPS RWY 36, Orig  
Belfast, ME, Belfast Muni, NDB RWY 15, Amdt 2  
Belfast, ME, Belfast Muni, GPS RWY 15, Orig  
Belfast, ME, Belfast Muni, GPS RWY 33, Orig  
Eveleth, MN, Eveleth-Virginia Muni, GPS RWY 27, Amdt 1  
Eveleth, MN, Eveleth-Virginia Muni, VOR RWY 27, Amdt 11  
Beatrice, NE, Beatrice Municipal, GPS RWY 35, Orig  
Mt. Holly, NJ, South Jersey Regional, GPS RWY 8, Orig  
Teterboro, NJ, Teterboro, Copter ILS RWY 6, Orig  
Trenton, NJ, Mercer County, ILS RWY 6, Amdt 9  
Weedsport, NY, Whitfords, VOR/DME-A, Orig, Cancelled  
Weedsport, NY, Whitfords, VOR-A, Orig  
Charlotte, NC, Charlotte/Douglas Intl, ILS RWY 18L, Amdt 3  
Henryetta, OK, Henryetta Muni, GPS RWY 35, Orig  
Poteau, OK, Robert S. Kerr, VOR/DME RWY 36, Amdt 4  
Poteau, OK, Robert S. Kerr, GPS RWY 18, Orig  
Poteau, OK, Robert S. Kerr, GPS RWY 36, Orig  
Shawnee, OK, Shawnee Muni, GPS RWY 17, Orig  
Portland, OR, Portland Intl, ILS RWY 10R, Amdt 30  
York, PA, York, NDB OR GPS RWY 16, Amdt 4

Eagle Butte, SD, Cheyenne Eagle Butte, GPS RWY 31, Amdt 1  
Ballinger, TX, Bruce Field, NDB RWY 35, Amdt 2  
Beaumont/Port Arthur, TX, Jefferson County, GPS RWY 34, Orig  
Henderson, TX, Rusk County, NDB OR GPS RWY 16, Amdt 2 Cancelled  
Henderson, TX, Rusk County, NDB-B, Orig  
Henderson, TX, Rusk County, GPS RWY 16, Orig  
Hamilton, TX, Hamilton Muni, GPS RWY 36, Orig  
Jasper, TX, Jasper County-Belle Field, GPS RWY 18, Orig  
Jasper, TX, Jasper County-Belle Field, NDB RWY 18, Amdt 8  
Barre/Montpelier, VT, Edward F. Knapp State, GPS RWY 35, Orig  
Clarksburg, WV, Benedum, VOR OR GPS RWY 3, Amdt 15  
Clarksburg, WV, Benedum, ILS RWY 21, Amdt 13  
Torrington, WY, Torrington Muni, NDB RWY 10, Amdt 1  
Torrington, WY, Torrington Muni, NDB RWY 28, Amdt 1

\* \* \* *Effective February 20, 1997*

Danbury, CT, Danbury Muni, GPS RWY 8, Orig  
Alliance, NE, Alliance Muni, GPS RWY 30, Orig

\* \* \* *Effective Upon Publication*

Pittsburgh, PA, Pittsburgh Intl, VOR/DME OR GPS RWY 14, Amdt 1  
Pittsburgh, PA, Pittsburgh Intl, VO RWY 28L/C Amdt 5  
Pittsburgh, PA, Pittsburgh Intl, ILS RWY 10R, Amdt 8  
Pittsburgh, PA, Pittsburgh Intl, Converging ILS RWY 32, Amdt 1

Note: The FAA published a Procedure in Docket No. 28665, Amdt No. 1748 to Part 97 of the Federal Aviation Regulations (VOL 61, FR No. 173) Page 46712, dated September 5, 1996 under Section 97.23 effective October 10, 1996 which is hereby rescinded:

Phoenix, AZ, Phoenix-Deer Valley Muni, GPS RWY 7R, Orig.

Note: The FAA published two procedures in Docket No. 28675, Amdt No. 1751 to Part 97 of the Federal Aviation Regulations (VOL 61, FR No. 181) Page 48827, dated September 17, 1996 under Section 97.23 effective November 7, 1996 which are hereby rescinded:

West Milford, NJ, Greenwood Lake, VOR RWY 6, Orig  
Saratoga Springs, NY, Saratoga County, VOR-A, Amdt 5

Note: The FAA published a procedure in Docket No. 28675, Amdt No. 1751 to Part 97 of the Federal Aviation Regulations (VOL 61, FR No. 181) Page 48827, dated September 17, 1996 under Section 97.23 effective December 5, 1996 which is hereby amended:

Vancouver, WA, Pearson Field, LDA BC-A Orig, Cancelled

Note: The FAA published the following procedures in Docket No. 28702, Amdt No. 1757 to Part 97 of the Federal Aviation Regulations (VOL 61, FR No. 198) Page 53057, dated October 10, 1996 under Section

97.23 effective December 5, 1996 which is hereby amended:

Dixon, IL, Dixon, VOR or GPS-A, Amdt 9, should read:  
Dixon, IL, Dixon Muni-Charles R Walgreen Field, VOR or GPS-A, Amdt 9  
 Fargo, ND, Hector International, VOR/DME or TACAN or GPS RWY 35, Amdt 12, should read:  
 Fargo, ND, Hector International, VOR or TACAN or GPS RWY 35, Amdt 12

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BILLING CODE 4910-13-M

## 14 CFR Part 97

[Docket No. 28715; Amdt. No. 1759]

### 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