

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

On October 11, 1994, the FAA proposed to amend part 71 of the Federal Aviation Regulations (14 CFR part 71) to realign J-10 and extend J-231 (59 FR 51394). Interested parties were invited to participate in this rulemaking effort by submitting written comments on the proposal to the FAA. No comments objecting to the proposal were received. The J-231 extension is adopted.

Prior to establishing or altering any airway, the FAA conducts an in-flight aeronautical evaluation (flight check) to ensure that each segment of the proposed airway meets certain navigational and safety design criteria. A flight check of J-10, as proposed, revealed that the realigned airway would not meet FAA design criteria. The FAA will, therefore, not adopt the proposed realignment of J-10.

Jet routes are published in paragraph 2004 of FAA Order 7400.9D, dated September 4, 1996, and effective September 16, 1996, which is incorporated by reference in 14 CFR 71.1. The jet route 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) extends J-231 from the St. Johns, AZ, VORTAC west to the Twentynine Palms, CA, VORTAC. The extension of J-231 will provide simplified routing for aircraft overflying the St. Johns, AZ, VORTAC destined for Los Angeles International Airport (LAX). It will reduce sector complexity northeast of the Phoenix Sky Harbor International Airport (PHX) by increasing lateral separation between PHX arrivals and LAX arrivals, resulting in increased maneuvering airspace for sequencing PHX arrivals. This action enhances air safety and reduces controller workload.

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. Since this is a routine matter that will only affect air traffic procedures and air navigation, it

is certified that this rule, when promulgated, 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 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 part 71 continues to read as follows:

**Authority:** 49 U.S.C. 106(g), 40103, 40113, 40120; E.O. 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 the Federal Aviation Administration Order 7400.9D, Airspace Designations and Reporting Points, dated September 4, 1996, and effective September 16, 1996, is amended as follows:

*Paragraph 2004—Jet Routes*

\* \* \* \* \*

**J-231 [Revised]**

From Twentynine Palms, CA; INT Twentynine Palms 075° and Drake, AZ, 262° radials; Drake; INT Drake 111° and St. Johns, AZ, 268° radials; St. Johns; Anton Chico, NM; to Liberal, KS.

\* \* \* \* \*

Issued in Washington, DC, on July 21, 1997.

**Reginald C. Matthews,**

*Acting Program Director for Air Traffic Airspace Management.*

[FR Doc. 97-20293 Filed 7-31-97; 8:45 am]

**BILLING CODE 4910-13-P**

**DEPARTMENT OF TRANSPORTATION****Federal Aviation Administration****14 CFR Part 97**

[Docket No. 28982; Amdt. No. 1811]

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 25, 1997.

**Thomas E. Stuckey,**

*Acting 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:

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
06/04/97 ..	MN	Minneapolis .....	Flying Cloud .....	7/3354	VOR or GPS Rwy 9R, Amdt 7...
07/08/97 ..	PA	Hazleton .....	Hazleton Muni .....	7/4264	LOC Rwy 28 Amdt 5A...
07/10/97 ..	LA	Shreveport .....	Shreveport Downtown .....	7/4386	LOC Rwy 14, Amdt 4...
07/10/97 ..	LA	Shreveport .....	Shreveport Downtown .....	7/4387	VOR or GPS Rwy 14, Amdt 14...
07/13/97 ..	FL	Miami .....	Opa Locka .....	7/4397	ILS Rwy 12 Orig...
07/15/97 ..	OH	Athens/Albany .....	Ohio University .....	7/4489	GPS Rwy 7, Orig...
07/15/97 ..	OH	Athens/Albany .....	Ohio University .....	7/4490	GPS Rwy 25, Orig...
07/15/97 ..	OH	Wilmington .....	Clinton Field .....	7/4484	VOR or GPS-A, Orig-A...
07/15/97 ..	TX	Dumas .....	Moore County .....	7/4485	VOR/DME RNAV Rwy 19, Amdt 3B...
07/16/97 ..	GA	Elberton .....	Elbert County-Patz Field .....	7/4531	VOR/DME or GPS Rwy 10, Amdt 2B...
07/16/97 ..	IN	LaPorte .....	LaPorte Muni .....	7/4517	GPS Rwy 2, Orig-A...
07/16/97 ..	IN	Warsaw .....	Warsaw Muni .....	7/4526	ILS/DME Rwy 27, Orig...
07/16/97 ..	IN	Warsaw .....	Warsaw Muni .....	7/4527	VOR or GPS Rwy 27, Amdt 6...
07/16/97 ..	IN	Warsaw .....	Warsaw Muni .....	7/4528	VOR or GPS Rwy 9, Amdt 5...
07/16/97 ..	OH	Athens/Albany .....	Ohio University .....	7/4522	LOC Rwy 25, Amdt 3...
07/16/97 ..	OH	Athens/Albany .....	Ohio University .....	7/4523	NDB Rwy 25, Amdt 8...
07/17/97 ..	AL	Huntsville .....	Huntsville Intl-Carl T. Jones Field .....	7/4566	ILS Rwy 18R, Amdt 21...
07/17/97 ..	FL	Tampa .....	Tampa Intl .....	7/4582	LOC Rwy 36R Orig...
07/17/97 ..	IA	Maquoketa .....	Maquoketa Muni .....	7/4606	NDB or GPS Rwy 15, Amdt 2A...
07/17/97 ..	NE	Nebraska City .....	Nebraska City Muni .....	7/4624	NDB Rwy 33, Orig...

FDC date	State	City	Airport	FDC No.	SIAP
07/17/97 ..	NE	Nebraska City .....	Nebraska City Muni .....	7/4625	NDB Rwy 15, Orig...
07/17/97 ..	NE	Nebraska City .....	Nebraska City Muni .....	7/4626	GPS Rwy 33, Orig...
07/21/97 ..	IN	Peru .....	Peru Muni .....	7/4754	VOR or GPS Rwy 1, Amdt 7...
07/21/97 ..	VA	Chesapeake .....	Chesapeake Muni .....	7/4749	VOR/DME Rwy 23 Amdt 2...
07/21/97 ..	VA	Chesapeake .....	Chesapeake Muni .....	7/4750	LOC Rwy 5 Amdt 2...
07/21/97 ..	VA	Chesapeake .....	Chesapeake Muni .....	7/4751	NDB Rwy 5 Amdt 1...
07/21/97 ..	VA	Chesapeake .....	Chesapeake Muni .....	7/4752	GPS Rwy 5 Orig...
07/22/97 ..	IN	Kokomo .....	Kokomo Muni .....	7/4784	VOR/DME RNAV or GPS Rwy 5 Amdt 5...
07/22/97 ..	IN	Kokomo .....	Kokomo Muni .....	7/4785	VOR or GPS Rwy 23, Amdt 19...
07/22/97 ..	IN	Kokomo .....	Kokomo Muni .....	7/4786	VOR or GPS Rwy 32, Amdt 19...
07/22/97 ..	VA	Richmond/Ashland .....	Hanover County Muni .....	7/4789	VOR Rwy 16 Orig...
07/23/97 ..	IN	Kokomo .....	Kokomo Muni .....	7/4809	ILS Rwy 23 Amdt 8...

[FR Doc. 97-20288 Filed 7-31-97; 8:45 am]

BILLING CODE 4910-13-M

**DEPARTMENT OF TRANSPORTATION**

**Federal Aviation Administration**

**14 CFR Part 97**

[Docket No. 28983; Amdt. No. 1812]

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 9AFS-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