

FDC date	State	City	Airport	FDC No.	Subject
05/23/01	TX	Harlingen	Valley International	1/4905	RNAV (GPS) Rwy 17L, Orig.
05/23/01	GA	Macon	Herbert Smart Downtown	1/4929	VOR/DME or GPS-B, Amdt 2A.
05/23/01	WI	Appleton	Outagamie County Regional.	1/4934	ILS Rwy 3, Amdt 16D.
05/24/01	TX	Mount Pleasant	Mount Pleasant Muni	1/50/04	VOR/DME or GPS-A, Amdt 4.
05/24/01	TX	Waco	Waco Regional	1/5008	GPS Rwy 1, Orig-A.
05/25/01	OH	Cleveland	Burke Lakefront	1/5015	ILS Rwy 24R, Orig-B.
05/25/01	MT	Billings	Billings Logan Intl	1/5019	HI-ILS Rwy 10L, Amdt 2.
05/25/01	MT	Billings	Billings Logan Intl	1/5020	HI/VOR/DME or TACAN Rwy 28R, Amdt 2.
05/25/01	MT	Billings	Billings Logan Intl	1/5022	ILS Rwy 10L, Amdt 24.
05/25/01	MT	Billings	Billings Logan Intl	1/5023	VOR or GPS-A, Amdt 1.
05/25/01	MT	Billings	Billings Logan Intl	1/5024	VOR/DME Rwy 28R, Amdt 13.
05/25/01	CA	Los Angeles	Los Angeles Intl	1/5030	VOR or TACAN or GPS Rwy 25L/R, Amdt 15.
05/25/01	NJ	Hammonton	Hammonton Muni	1/5040	VOR-A, Amdt 6.
05/25/01	NJ	Hammonton	Hammonton Muni	1/5041	VOR-B, Amdt 1.
05/25/01	IA	Ankeny	Ankeny Regional	1/5047	NDB-A, Orig-A.
05/25/01	IA	Ankeny	Ankeny Regional	1/5048	VOR/DME Rwy 36, Orig.
05/25/01	IA	Ankeny	Ankeny Regional	1/5049	GPS Rwy 36, Amdt 2.
05/29/01	TX	Waco	Waco Regional	1/5098	GPS Rwy 14, Orig-A.
05/29/01	FL	Bradenton	Bradenton Intl	1/5123	NDB Rwy 32, Amdt 6A.
05/29/01	VA	Abingdon	Virginia Highland	1/5132	LOC Rwy 24, Amdt 2.
05/29/01	VA	Abingdon	Virginia Highland	1/5133	VOR/DME or GPS-B, Amdt 5A.
05/30/01	MO	Kansas City	Kansas City Downtown	1/5167	VOR or GPS Rwy 19, Amdt 18B.
05/30/01	MO	Kansas City	Kansas City Downtown	1/5168	VOR or GPS Rwy 3, Amdt 16A.
05/30/01	MO	Kansas City	Kansas City Downtown	1/5169	VOR or GPS Rwy 21, Amdt 12.
05/30/01	WI	Appleton	Outagamie County Regional.	1/5170	VOR/DME Rwy 3, Amdt 8C.
05/30/01	CO	Aspen	Aspen-Pitkin County/Sardy Field.	1/5177	VOR/DME or GPS-C, Amdt 4C.
05/30/01	IN	South Bend	South Bend Regional	1/5178	VOR or GPS Rwy 18, Amdt 7B.
05/31/01	IL	Chicago	Chicago Midway	1/5239	ILS Rwy 31C, Amdt 5D.
05/31/01	MO	Grain Valley	East Kansas City	1/5252	VOR/DME RNAV Rwy 27, Amdt 2.
05/31/01	MI	Caro	Caro Muni	1/5256	VOR/DME OR GPS-A, AMDT 4.
06/01/01	WY	Cheyenne	Cheyenne	1/5312	NDB Rwy 26, Amdt 13A.
06/01/01	WY	Cheyenne	Cheyenne	1/5313	ILS Rwy 26, Amdt 33.
06/01/01	WY	Cheyenne	Cheyenne	1/5314	GPS Rwy 26, Orig.
06/01/01	MT	Livingston	Mission Field	1/5321	VOR/DME or GPS-B, Amdt 1A.
06/01/01	ME	Augusta	Augusta State	1/5328	ILS Rwy 17, Amdt 2A.
06/04/01	LA	Natchitoches	Natchitoches Regional	1/5390	LOC Rwy 34, Amdt 3A.
06/04/01	LA	Natchitoches	Nathitoches Regional	1/5391	NDB or GPS Rwy 34, Amdt 4A.
06/04/01	LA	Winnfield	David G. Joyce	1/5392	GPS Rwy 26, Orig.
06/04/01	OK	Guthrie	Guthrie Muni	1/5408	NDB Rwy 16, Amdt 5.
06/05/01	IL	Chicago	Midway	1/5444	ILS Rwy 13C, Amdt 40A.

[FR Doc. 01-15901 Filed 6-22-01; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 97

[Docket No. 30252; Amdt. No. 2054]

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 for each SIAP is specified in the amendatory provisions. Incorporation by reference approved by the Director of the Federal Register in 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:

Donald P. Pate, Flight Procedure Standards Branch (AMCAFS-420), Flight Technologies and Programs Division, Flight Standards Service, Federal Aviation Administration, Mike Monroney Aeronautical Center, 6500 South MacArthur Blvd. Oklahoma City, OK. 73169 (Mail Address: P.O. Box 25082 Oklahoma City, OK. 73125) telephone: (405) 954-4164.

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 (NFDC) 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 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 June 8, 2001.

Nicholas A. Sabatini,

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:

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/RNVA; § 97.31 RADAR SIAPs; § 97.33 RNAV SIAPs; and § 97.35 COPTER SIAPs, identified as follows:

* * * *Effective July 12, 2001*

Payson, AZ, Payson, RNAV-A, Orig
Peoria, IL, Greater Peoria Regional, RNAV (GPS) RWY 22, Orig
Butte, MT, Bert Mooney, RNAV (GPS) RWY 15 Orig

* * * *Effective September 6, 2001*

Birmingham, AL, Birmingham Intl, NDB RWY 6, Amdt 30C
Tucson, AZ, Tucson Intl, VOR/DME OR TACAN RWY 29R, Amdt 2B
Pompano Beach, FL, Pompano Beach Airpark, LOC RWY 15, Amdt 2
Lexington, KY, Blue Grass, GPS RWY 4, Orig, CANCELLED
Lexington, KY, Blue Grass, GPS RWY 22, Orig, CANCELLED
Alliance, NE, Alliance Muni, GPS RWY 30, Orig-A
Chadron, NE, Chadron Muni, GPS RWY 2, Orig-A
Chadron, NE, Chadron Muni, VOR/DME RWY 2, Amdt 2A
Chadron, NE, Chadron Muni, VOR/DME RWY 20, Orig-A
Winnemucca, NV, Winnemucca Muni, NDB OR GPS-A, Amdt 1A, CANCELLED
Sioux Falls, SD, Joe Foss Field, VOR/DME OR TACAN RWY 33, Amdt 12
Houston, TX, May, VOR/DME-A, Amdt 1
Cedar City, UT, Cedar City Regional, VOR RWY 20, Amdt 6
Cedar City, UT, Cedar City Regional, NDB RWY 20, Amdt 2
Cedar City, UT, Cedar City Regional, ILS RWY 20, Amdt 3
Cedar City, UT, Cedar City Regional, GPS RWY 20, Orig-A, CANCELLED
Cedar City, UT, Cedar City Regional, RNAV (GPS) RWY 20, Orig

Note: The FAA published a Instrument Approach Procedure in Docket No. 30249, Amdt No. 2052 to 14 CFR Part 97 of the Federal Aviation Regulations (Federal Register: Volume 66, Number 106 dated June 1, 2001 page 29691-29693) under Section 97.27 effective 12 July 2001 is hereby rescinded:

St. Louis, MO, Lambert-St. Louis Lambert Int'l, ILS PRM RWY 30R, Orig (Simultaneous Close Parallel)
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