

system with similar design features for redundancy as a means of protection against the effects of external HIRF is generally insufficient since all elements of a redundant system are likely to be exposed to the fields concurrently.

Applicability

As discussed above, these special conditions are applicable to Twin Commander 690, 690A, 690B, 690C, 690D, 695, 695A, & 695B airplanes. Should Byerly Aviation, Inc. apply at a later date for a supplemental type certificate to modify any other model on the same type certificate to incorporate the same novel or unusual design feature, the special conditions would apply to that model as well under the provisions of § 21.101.

Conclusion

This action affects only certain novel or unusual design features on one model of airplane. It is not a rule of general applicability and affects only the applicant who applied to the FAA for approval of these features on the airplane.

The substance of these special conditions has been subjected to the notice and comment period in several prior instances and has been derived without substantive change from those previously issued. It is unlikely that prior public comment would result in a significant change from the substance contained herein. For this reason, and because a delay would significantly affect the certification of the airplane, which is imminent, the FAA has determined that prior public notice and comment are unnecessary and impracticable, and good cause exists for adopting these special conditions upon issuance. The FAA is requesting comments to allow interested persons to submit views that may not have been submitted in response to the prior opportunities for comment described above.

List of Subjects in 14 CFR Part 23

Aircraft, Aviation safety, Signs and symbols.

Citation

The authority citation for these special conditions is as follows:

Authority: 49 U.S.C. 106(g), 40113 and 44701; 14 CFR part 21, §§ 21.16 and 21.101; and 14 CFR part 11, §§ 11.19.

The Special Conditions

Accordingly, pursuant to the authority delegated to me by the Administrator, the following special conditions are issued as part of the type certification basis for Twin Commander

model 690, 690A, 690B, 690C, 690D, 695, 695A, and 695B airplanes modified by Byerly Aviation, Inc. to add an EFIS.

1. *Protection of Electrical and Electronic Systems from High Intensity Radiated Fields (HIRF)*. Each system that performs critical functions must be designed and installed to ensure that the operations, and operational capabilities of these systems to perform critical functions, are not adversely affected when the airplane is exposed to high intensity radiated electromagnetic fields external to the airplane.

2. For the purpose of these special conditions, the following definition applies:

Critical Functions: Functions whose failure would contribute to, or cause, a failure condition that would prevent the continued safe flight and landing of the airplane.

Issued in Kansas City, Missouri on September 17, 2001.

Michael Gallagher,

Manager, Small Airplane Directorate, Aircraft Certification Service.

[FR Doc. 01-25086 Filed 10-4-01; 8:45 am]

BILLING CODE 4910-13-P

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 97

[Docket No. 30273; Amdt. No. 2073]

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, 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 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 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), 14 CFR part 51, and § 97.20 of the Federal Aviation's 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 NOTAMs 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 canceled.

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 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).

Dated: Issued in Washington, DC on September 28, 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. 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/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.	Subject
08/20/01	IA	AUDUBON	AUDUBON COUNTY	1/86/16	NDB RWY 32, AMDT 5
08/20/01	OK	PAULS VALLEY	PAULS VALLEY MUNI	1/8661	GPS RWY 35, AMDT 1
08/21/01	OK	PAULS VALLEY	PAULS VALLEY MUNI	1/8663	NDB RWY 35, AMDT 3A
08/22/01	MO	CAPE GIRARDEAU	CAPE GIRARDEAU REGIONAL	1/8764	NDB OR GPS RWY 10, AMDT 9A
08/22/01	MO	CAPE GIRARDEAU	CAPE GIRARDEAU REGIONAL	1/8766	VOR RWY 10, AMDT 2
08/22/01	TX	DALLAS-FORT WORTH	DALLAS-FORT WORTH INTL	1/8771	GPS RWY 31R, ORIG
08/22/01	TX	DALLAS-FORT WORTH	DALLAS-FORT WORTH INTL	1/8779	VOR/DME RNAV RWY 31R, ORIG
08/23/01	NE	MC COOK	MC COOK MUNI	1/8825	VOR RWY 12, AMDT 11B
08/23/01	NE	MC COOK	MC COOK MUNI	1/8826	VOR OR GPS RWY 30, AMDT 10B
08/23/01	NE	MC COOK	MC COOK MUNI	1/8827	GPS RWY 12, ORIG-A
08/23/01	NE	MC COOK	MC COOK MUNI	1/8828	VOR RWY 21, AMDT 4D
08/23/01	OK	MC COOK	MC COOK MUNI	1/8831	RNAV (GPS) RWY 21, ORIG-A
08/30/01	OK	ADA	ADA MUNI	1/9122	VOR/DME RWY 17, AMDT 1B
08/30/01	OK	ADA	ADA MUNI	1/9130	GPS RWY 35, ORIG-A
09/06/01	WA	SEATTLE	BOEING FIELD/KING COUNTY INTL	1/9397	ILS RWY 13R, AMDT 28
09/06/01	WA	SEATTLE	BOEING FIELD/KING COUNTY INTL	1/9398	LOC/DME RWY 13R, AMDT 1
09/06/01	WA	SEATTLE	SEATTLE-TACOMA INTL	1/9401	ILS RWY 16R (CAT I, II, III), AMDT 12
09/06/01	WA	SEATTLE	SEATTLE-TACOMA INTL	1/9403	ILS RWY 16L, AMDT 1
09/11/01	WA	SPOKANE	SPOKANE INTL	1/9735	RNAV (GPS) RWY 3, ORIG-A
09/11/01	WA	SPOKANE	SPOKANE INTL	1/9736	RNAV (GPS) RWY 21, ORIG-A
09/11/01	WV	ELKINS	ELKINS-RANDOLPH CO-JENNINGS RANDOLPH FIELD	1/9737	GPS RWY 23, ORIG-A
09/11/01	WV	ELKINS	ELKINS-RANDOLPH CO-JENNINGS RANDOLPH FIELD	1/9738	GPS RWY 5, ORIG
09/12/01	CA	ONTARIO	ONTARIO INTL	1/9779	RNAV (GPS) RWY 26L, ORIG

FDC date	State	City	Airport	FDC No.	Subject
09/12/01	CA	ONTARIO	ONTARIO INTL	1/9780	RNAV (GPS) RWY 8L, ORIG
09/12/01	CA	ONTARIO	ONTARIO INTL	1/9781	RNAV (GPS) RWY 8R, ORIG
09/12/01	CA	ONTARIO	ONTARIO INTL	1/9782	RNAV (GPS) RWY 26R, ORIG
09/12/01	OR	KLAMATH FALLS	KLAMATH FALLS INTL	1/9802	ILS RWY 32, AMDT 19B
09/14/01	WA	SEATTLE	SEATTLE-TACOMA INTL	1/9922	RNAV (GPS) RWY 16R, ORIG
09/14/01	WA	SEATTLE	SEATTLE-TACOMA INTL	1/9924	RNAV (GPS) RWY 16L, ORIG
09/14/01	WA	SEATTLE	SEATTLE-TACOMA	1/9925	RNAV (GPS) RWY 34R, ORIG
09/17/01	NV	LAS VEGAS	MCCARAN INTL	1/0065	ILS RWY 25R, AMDT 16D
09/17/01	NV	LAS VEGAS	MCCARAN INTL	1/0066	ILS RWY 25L, AMDT 2B
09/17/01	NV	LAS VEGAS	MCCARAN INTL	1/0067	VOR RWY 25L/R, AMDT 2A
09/17/01	TX	BROWNSVILLE	BROWNSVILLE/SOUTH PADRE ISLAND INTL	1/0113	VOR OR TACAN OR GPS-A, AMDT 1
09/18/01	WI	SPARTA	SPARTA/FORT MC COY	1/0017	NDB RWY 29, AMDT 2
09/18/01	WI	SPARTA	SPARTA/FORT MC COY	1/0118	NDB RWY 29, AMDT 1
09/18/01	WI	SPARTA	SPARTA/FORT MC COY	1/0119	GPS RWY 11, AMDT 1
09/19/01	AL	GULF SHORES	JACK EDWARDS	1/0159	VOR OR GPS-A, AMDT 2A
09/19/01	NC	OXFORD	HENDERSON-OXFORD	1/0178	NDB OR GPS RWY 6, AMDT 1B
09/19/01	OK	OKMULGEE	OKMULGEE REGIONAL	1/0212	GPS RWY 17, ORIG
09/19/01	OK	OKMULGEE	OKMULGEE REGIONAL	1/0213	NDB RWY 17, AMDT 3B
09/19/01	OK	OKMULGEE	OKMULGEE REGIONAL	1/0214	VOR-A, ORIG
09/20/01	OK	OKMULGEE	OKMULGEE REGIONAL	1/0237	ILS RWY 17, ORIG-A
09/20/01	KY	BARSTOWN	SAMUELS FIELD	1/0253	GPS RWY 20, AMDT 1
09/20/01	NE	OMAHA	EPPLEY AIRFIELD	1/0271	ILS RWY 18, AMDT 6C
09/20/01	NE	OMAHA	EPPLEY AIRFIELD	1/0272	ILS RWY 14R (CAT I, II, III), AMDT 2A
09/20/01	NE	OMAHA	EPPLEY AIRFIELD	1/0273	NDB OR GPS RWY 14R, AMDT 24B
09/21/01	AL	GULF SHORES	JACK EDWARDS	1/0306	GPS RWY 27, AMDT 1
09/21/01	AL	GULF SHORES	JACK EDWARDS	1/0307	RNAV (GPS) RWY 9, ORIG
09/21/01	IN	BLOOMINGTON	MONROE COUNTY	1/0319	VOR/DME RWY 35, AMDT 15
09/21/01	IN	BLOOMINGTON	MONROE COUNTY	1/0321	ILS RWY 35, AMDT 5
09/25/01	IL	CHICAGO/WEST CHICAGO	DU PAGE	1/0468	ILS RWY 1L, AMDT 1
09/25/01	IL	CHICAGO/WEST CHICAGO	DU PAGE	1/0469	VOR OR GPS RWY 1L, ORIG
09/26/01	PA	PITTSBURGH	PITTSBURTH INTL	1/0493	CONVERGING ILS RWY 28R, AMDT 2
09/26/01	PA	PITTSBURGH	PITTSBURGH INTL	1/0495	CONVERGING ILS RWY 32, AMDT 3A

[FR Doc. 01-25087 Filed 10-04-01; 8:45 am]

BILLING CODE 4910-13-M

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 97

[Docket No. 30272; Amdt. No. 2072]

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:

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