

Covington/Cincinnati, OH/KY, Cincinnati/  
Northern Kentucky Intl, ILS RWY 36R,  
Amdt 6

Covington/Cincinnati, OH/KY, Cincinnati/  
Northern Kentucky Intl, RNAV (GPS) RWY  
9, Orig

Covington/Cincinnati, OH/KY, Cincinnati/  
Northern Kentucky Intl, RNAV (GPS) RWY  
36L, Orig

Covington/Cincinnati, OH/KY, Cincinnati/  
Northern Kentucky Intl, RNAV (GPS) RWY  
36R, Orig

Covington/Cincinnati, OH/KY, Cincinnati/  
Northern Kentucky Intl, RNAV (GPS) RWY  
18L, Orig

Covington/Cincinnati, OH/KY, Cincinnati/  
Northern Kentucky Intl, RNAV (GPS) RWY  
18R, Orig

Easton, MD, Easton/Newnam Field, ILS RWY  
4, Orig

Grand Rapids, MI, Gerald R. Ford Intl, NDB  
RWY 26L, Amdt 20A

Grand Rapids, MI, Gerald R. Ford Intl, RNAV  
(GPS) RWY 8R, Orig

Grand Rapids, MI, Gerald R. Ford Intl, RNAV  
(GPS) RWY 26L, Orig

Monroe City, MO, Monroe City Regional,  
RNAV (GPS) RWY 9, Orig

Monroe City, MO, Monroe City Regional,  
RNAV (GPS) RWY 27, Orig

Monroe City, MO, Monroe City Regional,  
VOR/DME-A, Amdt 2

Monroe City, MO, Monroe City Regional,  
VOR/DME RWY 27, Amdt 1

Monroe City, MO, Monroe City Regional,  
GPS RWY 27, Orig CANCELLED

McComb, MS, McComb, MS, McComb-Pike  
County-John E. Lewis Field, LOC RWY 15,  
Amdt 6A, CANCELLED

McComb, MS, McComb, MS, McComb-Pike  
County-John E. Lewis Field, ILS RWY 15,  
Orig

Grant, NE, Grant Muni, RNAV (GPS) RWY  
15, Orig

Grant, NE, Grant Muni, RNAV (GPS) RWY  
33, Orig

Grant, NE, Grant Muni, NDB RWY 15, Amdt  
3

Grant, NE, Grant Muni, NDB RWY 33, Amdt  
3

Columbus, OH, Darby Dan, NDB-A, Orig

Columbus, OH, Darby Dan, RNAV (GPS)  
RWY 9, Orig

Columbus, OH, Darby Dan, RNAV (GPS)  
RWY 27, Orig

Idabel, OK, Idabel, GPS RWY 17, Orig  
CANCELLED

Idabel, OK, Idabel, NDB RWY 17, Amdt 3  
CANCELLED

Isla De Vieques, PR, Antonio Rivera  
Rodriguez, RNAV (GPS) RWY 9, Orig

Westerly, RI, Westerly State, LOC RWY 7,  
Amdt 6

Westerly, RI, Westerly State, RNAV (GPS)  
RWY 7, Orig

Westerly, RI, Westerly State, GPS RWY 7,  
Orig, CANCELLED

Nashville, TN, Nashville Intl, RNAV (GPS)  
RWY 2C, Orig

Nashville, TN, Nashville Intl, RNAV (GPS)  
RWY 2L, Orig

Nashville, TN, Nashville Intl, RNAV (GPS)  
RWY 2R, Orig

Nashville, TN, Nashville Intl, RNAV (GPS)  
RWY 13, Orig

Nashville, TN, Nashville Intl, RNAV (GPS)  
RWY 20L, Orig

Nashville, TN, Nashville Intl, RNAV (GPS)  
RWY 20R, Orig

Nashville, TN, Nashville Intl, RNAV (GPS)  
RWY 31, Orig

Richfield, UT, Richfield Muni, RNAV (GPS)  
RWY 19, Orig

Burlington, VT, Burlington Intl, RADAR-1,  
Amdt 5, CANCELLED

Springfield, VT, Hartness State (Springfield),  
NDB-A, Amdt 6

Springfield, VT, Hartness State (Springfield),  
RNAV (GPS) RWY 5, Orig

Mineral Point, WI, Iowa County, NDB RWY  
22, Amdt 5

Mineral Point, WI, Iowa County, RNAV (GPS)  
RWY 4, Orig

Mineral Point, WI, Iowa County, RNAV (GPS)  
RWY 22, Orig

Mineral Point, WI, Iowa County, RNAV (GPS)  
RWY 11, Orig

Mineral Point, WI, Iowa County, RNAV (GPS)  
RWY 29, Orig

Mineral Point, WI, Iowa County, GPS RWY  
4, Orig, CANCELLED

Cody, WY, Yellowstone Regional, RNAV  
(GPS) RWY 22, Orig

. . . Effective July 11, 2002

[FR Doc. 02-10939 Filed 5-1-02; 8:45 am]

BILLING CODE 4910-13-M

## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### 14 CFR Part 97

[Docket No. 30307; Amdt. No. 3004]

#### 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:

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 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'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/T 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/T 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 (FC) 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 April 26, 2002.

**James J. Ballough,**  
*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, and 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/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
10/05/01	TX	WACO	McGREGOR EXECUTIVE	1/0966	VOR RWY 17, AMDT 10A
10/26/01	TX	SAN ANTONIO	SAN ANTONIO INTL	1/1648	NDB RWY 12R, AMDT 20C
03/06/02	NY	BINGHAMTON	BINGHAMTON REGIONAL/EDWIN A. LINK FIELD.	2/1950	ILS RWY 16, AMDT 6A. THIS CORRECTS FDC 2/1950 PUBLISHED IN TL02-08.
04/10/02	PA	HARRISBURG	CAPITAL CITY	2/2898	ILS RWY 8, AMDT 10D
04/10/02	OK	OKLAHOMA CITY	WILL ROGERS WORLD	2/2910	NDB RWY 35R, AMDT 5B
04/10/02	OK	OKLAHOMA CITY	WILL ROGERS WORLD	2/2917	ILS RWY 35R (CAT I, II) AMDT 8C
04/10/02	OK	OKLAHOMA CITY	WILL ROGERS WORLD	2/2919	RNAV (GPS) RWY 35R, ORIG
04/10/02	OK	OKLAHOMA CITY	WILL ROGERS WORLD	2/2921	LOC BC RWY 35L, AMDT 10C
04/11/02	TX	McKINNEY	McKINNEY MUNI	2/2838	ILS RWY 17, AMDT 1B
04/11/02	TX	BONHAM	JONES FIELD	2/2934	VOR/DME RWY 17, ORIG
04/11/02	TX	GREENVILLE	MAJORS	2/2937	VOR/DME RWY 17, ORIG-B
04/11/02	TX	McKINNEY	McKINNEY MUNI	2/2941	GPS RWY 35, ORIG-A
04/11/02	TX	McKINNEY	McKINNEY MUNI	2/2943	VOR/DME-A, ORIG-B
04/11/02	TX	SHERMAN/DENISON	GRAYSON COUNTY	2/2946	ILS RWY 17L, ORIG
04/11/02	TX	SHERMAN/DENISON	GRAYSON COUNTY	2/2947	VOR/DME-A, ORIG-A
04/11/02	TX	SHERMAN/DENISON	GRAYSON COUNTY	2/2949	NDB OR GPS RWY 17L, AMDT 9A
04/11/02	TX	SHERMAN/DENISON	GRAYSON COUNTY	2/2950	VOR/DME RNAV RWY 35R, ORIG-B
04/11/02	TX	SHERMAN	SHERMAN MUNI	2/2957	VOR/DME-A, ORIG
04/11/02	CA	VISALIA	VISALIA MUNI	2/2976	ILS RWY 30, AMDT 5B
04/15/02	WV	LOGAN	LOGAN COUNTY	2/3052	GPS RWY 6, ORIG
04/15/02	WV	LOGAN	LOGAN COUNTY	2/3053	GPS RWY 24, ORIG
04/16/02	WI	MILWAUKEE	LAWRENCE J. TIMMERMAN	2/3072	VOR OR GPS RWY 15L, AMDT 13
04/16/02	TX	GREENVILLE	MAJORS	2/3083	ILS RWY 17, AMDT 5A
04/16/02	TX	GREENVILLE	MAJORS	2/3084	ILS 2 RWY 17, AMDT 4A

FDC date	State	City	Airport	FDC No.	Subject
04/16/02	TX	GREENVILLE	MAJORS	2/3085	NDB OR GPS RWY 17, AMDT 5B
04/16/02	TX	GREENVILLE	MAJORS	2/3086	TACAN RWY 17, AMDT 2A ROW
04/17/02	IL	CHICAGO/AURORA	AURORA MUNI	2/3099	VOR RWY 15, ORIG-A
04/17/02	TN	DICKSON	DICKSON MUNI	2/3126	VOR/DME OR GPS RWY 17, AMDT 4
04/17/02	TN	DICKSON	DICKSON MUNI	2/3127	NDB RWY 17, AMDT 2
04/17/02	NV	LAS VEGAS	McCARRAN INTL	2/3131	ILS RWY 25L, AMDT 3
04/18/02	TX	DALLAS-FORTH WORTH	DALLAS-FORTH WORTH INTERNATIONAL	2/3171	RNAV (GPS) RWY 13R, ORIG
04/18/02	TX	DALLAS-FORTH WORTH	DALLAS-FORTH WORTH INTERNATIONAL	2/3172	ILS RWY 13R, AMDT 6
04/18/02	TX	McKINNEY	McKINNEY MUNI	2/3178	GPS RWY 17, ORIG-B
04/18/02	TX	ATLANTA	HALL-MILLER	2/3179	RNAV (GPS) RWY 5, ORIG
04/18/02	VA	RICHMOND/ASHLAND	HANOVER COUNTY MUNI	2/3184	NDB RWY 16, ORIG-C
04/18/02	CA	LOS ANGELES	LOS ANGELES INTL	2/3204	ILS RWY 24R (CAT I, II, III) AMDT 22
04/19/02	VA	ROANOKE	ROANOKE REGIONAL/WOODRUM	2/3228	LDA RWY 6, AMDT 7B
04/19/02	KS	WICHITA	CESSNA AIRCRAFT FIELD	2/3256	VOR OR GPS-C, ORIG-A
04/19/02	WV	PINEVILLE	KEE FIELD	2/3258	GPS RWY 7, ORIG
04/19/02	WV	PINEVILLE	KEE FIELD	2/3259	GPS RWY 25, ORIG
04/19/02	VA	ROANOKE	ROANOKE REGIONAL/WOODRUM	2/3262	ILS RWY 33, AMDT 11
04/19/02	NY	ROCHESTER	GREATER ROCHESTER INTL	2/3280	ILS RWY 4, AMDT 17
04/19/02	NY	ROCHESTER	GREATER ROCHESTER INTL	2/3281	ILS RWY 22, AMDT 5. THIS REPLACES FDC 2/2747 IN TL02-11.
04/19/02	NY	ROCHESTER	GREATER ROCHESTER INTL	2/3283	RNAV (GPS) RWY 22, ORIG-A. THIS REPLACES FDC 2/2752 IN TLOS-11.
04/19/02	AK	ANCHORAGE	TED STEVENS ANCHORAGE INTL	2/3284	NDB RWY 6R, AMDT 6E
04/19/02	NY	ROCHESTER	GREATER ROCHESTER INTL	2/3286	ILS RWY 4, (CAT II), AMDT 17. THIS REPLACES FDC 2/2746 IN TL02-11.
04/22/02	SC	UNION	UNION COUNTY-TROY SHELTON FIELD.	2/3348	NDB RWY 5, ORIG
04/22/02	CA	JACKSON	WESTOVER FIELD AMADOR COUNTY.	2/3364	GPS RWY 1, ORIG
04/22/02	CA	JACKSON	WESTOVER FIELD AMADOR COUNTY.	2/3365	VOR/DME RWY 1, AMDT 1
04/22/02	CA	SACRAMENTO	McCLELLAN AIRFIELD	2/3367	ILS RWY 16, ORIG-A
04/23/02	VA	RICHMOND/ASHLAND	HANOVER COUNTY MUNI	2/3383	GPS RWY 16, AMDT 1A

[FR Doc. 02-10940 Filed 5-1-02; 8:45 am]

BILLING CODE 4910-13-M

## DEPARTMENT OF ENERGY

### Federal Energy Regulatory Commission

#### 18 CFR Part 388

[Docket No. RM02-8-000; Order No. 625]

#### Revised Fees for Record Requests; Final Rule

Issued April 26, 2002.

AGENCY: Federal Energy Regulatory Commission.

ACTION: Final rule.

**SUMMARY:** The Federal Energy Regulatory Commission is amending its regulations to increase the fee for hard copies of documents printed from the Federal Energy Regulatory Records Information System (FERRIS) from 15 to

20 cents per page. This change is necessary due to decreased volume and will enable the Commission to continue offering copying services to the public.

**EFFECTIVE DATE:** This final rule is effective immediately upon issuance.

**FOR FURTHER INFORMATION CONTACT:** Katherina Quijada-Cusack, Office of the Chief Information Officer, Federal Energy Regulatory Commission, 888 First Street, NE., Washington, DC 20426, (202) 208-1748, *Katherina.Qujada-Cusack@ferc.gov*.

#### SUPPLEMENTARY INFORMATION:

##### I. Introduction

The Federal Energy Regulatory Commission is amending Section 388.109 of its regulations to increase the fee for hard copies of documents available through its Public Reference Room in electronic form from 15 to 20 cents per page.

##### II. Background

The Commission makes public documents available for download through the Internet.<sup>1</sup> Until recently, this has been done primarily through the Commission's Records and Information Management System (RIMS). The Commission now is in the process of replacing RIMS and other records systems with the Federal Energy Regulatory Records Information System (FERRIS). FERRIS will provide improved functionality and reliability to members of the public seeking information about Commission proceedings and other matters.<sup>2</sup>

Documents available electronically are also available to the public in hard copy. Currently, the Commission's regulations call for a charge of 15 cents per page for hard copies of documents that are available in electronic format.<sup>3</sup>

<sup>1</sup> 18 CFR 388.106.

<sup>2</sup> See 67 FR 10910 (Mar. 11, 2002).

<sup>3</sup> 18 CFR 388.109(a)(4)(i).