

Section 3. Obstruction Standard.

(a) Any object described in Section 1 that would exceed 50 feet AGL and is within 3 NM radius of lat. 31°43'45N, long. 97°32'00W is an obstruction and is presumed to adversely affect aviation safety and therefore is a hazard to air navigation.

(b) A Determination of No Hazard will be issued only when the FAA determines, based upon submitted information and in consultation with the USMC and the SSPPD, that the construction or alteration will not adversely affect safety and would not result in a hazard to air navigation.

Section 4. Termination. This rule will terminate at the end of President George W. Bush's term in office.

Issued in Washington, DC on April 16, 2003.

Marion C. Blakely,
Administrator.

[FR Doc. 03-9886 Filed 4-21-03; 8:45 am]

BILLING CODE 4910-13-P

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

[Docket No. 30363; Amdt. No. 3053]

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: This rule is effective April 22, 2003. The compliance date for each SIAP is specified in the amendatory provisions.

The incorporation by reference of certain publications listed in the regulations is approved by the Director of the Federal Register as of April 22, 2003.

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;

3. The Flight Inspection Area Office which originated the SIAP; or,

4. The Office of Federal Register, 800 North Capitol Street, NW., Suite 700, Washington, DC.

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. The 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, Incorporation by reference, and Navigation (Air).

Issued in Washington, DC on April 11, 2003.

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 continues to read as follows:

Authority: 49 U.S.C. 106(g), 40103, 40106, 40113, 40114, 40120, 44502, 44514, 44701, 44719, 44721–44722.

■ 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 May 15, 2003

Akron, CO, Colorado Plains Regional, RNAV (GPS) RWY 11, Orig
Akron, CO, Colorado Plains Regional, RNAV (GPS) RWY 29, Orig
Akron, CO, Colorado Plains Regional, GPS RWY 11, Orig, (CANCELLED)
Akron, CO, Colorado Plains Regional, GPS RWY 29, Orig, (CANCELLED)
Agana, Guam, Guam International, RNAV (GPS) RWY 6L, Orig
Gibson City, IL, Schertz Field, VOR OR GPS—A, Amdt 4 (CANCELLED)
Caruthersville, MO, Caruthersville Mem, VOR/DME RWY 18, Orig
Caruthersville, MO, Caruthersville Mem, RNAV (GPS) RWY 18, Orig
Caruthersville, MO, Caruthersville Mem, RNAV (GPS) RWY 36, Orig
Glen Falls, NY, Floyd Bennett Memorial, VOR/DME or GPS RWY 19, AMDT 6B (CANCELLED)
Glen Falls, NY, Floyd Bennett Memorial, RNAV (GPS) RWY 1, ORIG
Glen Falls, NY, Floyd Bennett Memorial, RNAV (GPS) RWY 12, ORIG
Glen Falls, NY, Floyd Bennett Memorial, RNAV (GPS) RWY 19, ORIG

Glen Falls, NY, Floyd Bennett Memorial, RNAV (GPS) RWY 30, ORIG
Kinston, NC, Kinston Rgnl Jetport at Stallings Fld, RNAV (GPS) RWY 23, Amdt 1
Bellefontaine, OH, Bellefontaine Muni, VOR/DME RNAV RWY 22, Amdt 5A, (CANCELLED)
Bellefontaine, OH, Bellefontaine Muni, NDB OR GPS RWY 22, Amdt 6, (CANCELLED)
Salt Lake City, UT, Salt Lake City Intl, ILS RWY 16R, Amdt 1B
Salt Lake City, UT, Salt Lake City Intl, ILS RWY 34R, Amdt 1B

Effective June 12, 2003

Anahuac, TX, Chambers County, NDB RWY 12, Amdt 2

* * * *Effective July 10, 2003*

Aurora, NE, Aurora Muni, NDB RWY 16, Amdt 3A (CANCELLED)
Crete, NE, Crete Muni, NDB RWY 17, Amdt 2A (CANCELLED)
Crete, NE, Crete Muni, NDB RWY 35, Amdt 2A (CANCELLED)

The FAA published the following procedures in Docket No. 30359; Amdt. No. 3049 to Part 97 of the Federal Aviation Regulations (Vol. 68, FR No. 54, Page 13622; dated Friday, March 20, 2003) under section 97.33 effective May 15, 2003 which are hereby rescinded:

Akron, CO, Colorado Springs Regional, RNAV (GPS) RWY 11, Orig
Akron, CO, Colorado Springs Regional, RNAV (GPS) RWY 29, Orig
Akron, CO, Colorado Springs Regional, GPS RWY 11, Orig, (CANCELLED)
Akron, CO, Colorado Springs Regional, GPS RWY 29, Orig, (CANCELLED)

The FAA published the following procedures in Docket No. 30360; Amdt. No. 3051 to Part 97 of the Federal Aviation Regulations (Vol. 68, FR No. 65, Page 16413; dated Friday, April 4, 2003) under section 97.33 effective May 15, 2003 which are hereby rescinded:

Agana, Guam, Guam International, RNAV (GPS) Y RWY 6L, Orig
Agana, Guam, Guam International, RNAV (GPS) Z RWY 6L, Orig

[FR Doc. 03–9724 Filed 4–21–03; 8:45 am]

BILLING CODE 4910–13–M

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

[Docket No.30364; Amdt. No. 3054]

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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.

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3. The Flight Inspection Area Office which originated the SIAP.

4. The Office of the Federal Register, 800 North Capitol Street, NW., Suite 700, Washington, DC

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