

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 October 20, 1995.

Thomas C. Accardi,
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).

§ 97.23 [Amended]

§ 97.25 [Amended]

§ 97.27 [Amended]

§ 97.29 [Amended]

§ 97.31 [Amended]

§ 97.33 [Amended]

§ 97.35 [Amended]

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 November 9, 1995

Louisville, KY, Louisville Intl-Standiford Field, ILS RWY 17, Orig

Louisville, KY, Louisville Intl-Standiford Field, ILS RWY 35, Orig

Wilmington, OH, Airborne Airpark, ILS/DME RWY 4R, Orig

Wilmington, OH, Airborne Airpark, ILS/DME RWY 22L, Orig

Racine, WI, John H. Batten, VOR RWY 4, Orig

Racine, WI, John H. Batten, VOR RWY 4, Amdt 7, Cancelled

Racine, WI, John H. Batten, NDB RWY 4, Amdt 3

Racine, WI, John H. Batten, ILS RWY 4, Amdt 4

Racine, WI, John H. Batten, VOR/DME RNAV RWY 22, Amdt 3

* * * Effective December 7, 1995

Paragould, AR, Kirk Field, NDB RWY 4, Amdt 4, Cancelled

West Memphis, AR, West Memphis Muni, Radar-1, Amdt 9, Cancelled

Danielson, CT, Danielson, VOR or GPS-A, Amdt 5

Fort Myers, FL, Southwest Florida Intl, VOR/DME or TACAN RWY 24, Amdt 1

Fort Myers, FL, Southwest Florida Intl, RADAR-1, Amdt 5

Fitchburg, MA, Fitchburg Muni, NDB-A, Amdt 1

Fitchburg, MA, Fitchburg Muni, NDB RWY 20, Amdt 1

Hopedale, MA, Hopedale Industrial Park, VOR-A, Amdt 6

Portsmouth, NH, Pease International Tradeport, VOR or TACAN RWY 16, Amdt 4

Artesia, NM, Artesia Muni, NDB OR GPS RWY 12, Amdt 3

Artesia, NM, Artesia Muni, NDB OR GPS RWY 30, Amdt 3

Chetek, WI, Chetek Muni-Southworth, VOR/DME OR GPS RWY 17, Amdt 2, Cancelled

Cumberland, WI, Cumberland Muni, VOR/DME OR GPS RWY 27, Amdt 2, Cancelled

* * * Effective January 4, 1996

Almyra, AR, Almyra Muni, GPS RWY 35, Orig

Helena/West Helena, AR, Thompson-Robbins, GPS RWY 35, Orig

Manila, AR, Manila Municipal, GPS RWY 18, Orig

Mena, AR, Mena Intermountain Municipal, GPS RWY 17, Orig

Newport, AR, Newport Muni, GPS RWY 18, Orig

North Little Rock, AR, North Little Rock Muni, GPS RWY 5, Orig

Ankeny, IA, Ankeny Regional, NDB RWY 36, Orig, Cancelled

Ankeny, IA, Ankeny Regional, GPS RWY 36, Orig

Carroll, IA, Arthur N. Neu, GPS RWY 31, Orig

Council Bluffs, IA, Council Bluffs Muni, GPS RWY 31, Orig

Webster City, IA, Webster City Muni, GPS RWY 32, Orig

Augusta, KS, August Muni, GPS RWY 36, Orig

Olathe, KS, Johnson County Executive, GPS RWY 35, Orig

Chillicothe, MO, Chillicothe Muni, GPS RWY 32, Orig

Point Lookout, MO, M. Graham Clark, GPS RWY 11, Orig

West Plains, MO, West Plains Muni, GPS RWY 18, Orig

Omaha, NE, Millard, GPS RWY 12, Orig

Sidney, NE, Sidney Muni, GPS RWY 30, Orig

Clinton, OK, Clinton-Sherman, GPS RWY 17R, Orig

Weatherford, OK, Thomas P. Stafford, GPS RWY 35, Orig

Brenham, TX, Brenham Muni, GPS RWY 34, Orig

Caddo Mills, TX, Caddo Mills Muni, GPS RWY 35L, Orig

Gainesville, TX, Gainesville Muni, GPS RWY 17, Orig

Houston, TX, Clover Field, GPS RWY 32L, Orig

Midlothian/Waxahachi, TX, Midlothian/Waxahachi Muni, GPS RWY 36, Orig

Note: The FAA published an Amendment in Docket No. 28298, Amdt. No. 1679 to Part 97 of the Federal Aviation Regulations (Vol. 60, FR. 164, Page 43966; dated Thursday, August 24, 1995) under Section 97.33 effective 9 November 95 which is hereby amended as follows:

Grants Pass, OR., Grants Pass, GPS-A, Orig, published in TL 95-18 is rescinded.

Note: The FAA published an Amendment in Docket No. 28340, Amdt. No. 1686 to Part 97 of the Federal Aviation Regulations (Vol. 60, FR. 191, Page 51718; dated Tuesday, October 3, 1995) under Section 97.33 effective 9 November 95 which is hereby amended as follows:

Chamberlin, SD, Chamberlin Muni, GPS RWY 31, Orig, published in TL 95-21 is corrected to read:

Chamberlain, SD, Chamberlain Muni, GPS RWY 31 Orig

Note: The FAA published an Amendment in Docket No. 28327, Amdt. No. 1685 to Part 97 of the Federal Aviation Regulations (Vol. 60, FR. 191, Page 51718; dated Tuesday, October 3, 1995) under Section 97.27 effective 12 October, which is hereby amended as follows:

Spokane, WA, Felts Field, GPS-A, Orig, is hereby rescinded.

[FR Doc. 95-26773 Filed 10-27-95; 8:45 am]

BILLING CODE 4910-13-M

14 CFR Part 97

[Docket No. 28349; Amdt. No. 1688]

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 (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 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) section, 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 (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 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 Approach 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.

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 October 6, 1995.

Thomas C. Accardi,

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).

§ 97.23 [Amended]

§ 97.25 [Amended]

§ 97.27 [Amended]

§ 97.29 [Amended]

§ 97.31 [Amended]

§ 97.33 [Amended]

§ 97.35 [Amended]

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 November 9, 1995*

Manila, AR, Manila Muni, NDB RWY 18, Orig
Placerville, CA, Placerville, GPS RWY 5, Orig
Victorville, CA, Southern California Intl, ILS RWY 17, Orig
Key West, FL, Key West Intl, VOR or GPS-B, Amdt 10
Marco Island, FL, Marco Island, VOR/DME or GPS RWY 17, Amdt 5
Marco Island, FL, Marco Island, NDB or GPS RWY 35, Amdt 5
Miami, FL, Opa Locka, VOR RWY 9L, Amdt 16A, CANCELLED
Miami, FL, Opa Locka, ILS RWY 9L, Amdt 3
Miami, FL, Opa Locka, VOR/DME RNAV RWY 9L, Orig
Miami, FL, Opa Locka, VOR/DME RNAV RWY 9L, Amdt 8, CANCELLED
Peoria, IL, Greater Peoria Regional, ILS/DME RWY 4, Orig
Salt Lake City, UT, Salt Lake City Intl, VOR OR TACAN OR GPS RWY 16, Amdt 22, CANCELLED
Salt Lake City, UT, Salt Lake City Intl, VOR/DME OR TACAN OR GPS RWY 16L, Orig

Salt Lake City, UT, Salt Lake City Intl, VOR OR TACAN OR GPS RWY 17, Amdt 10, CANCELLED

Salt Lake City, UT, Salt Lake City Intl, VOR/DME OR TACAN OR GPS RWY 17, Orig
Salt Lake City, UT, Salt Lake City Intl, VOR/DME OR TACAN OR GPS RWY 34R, Amdt 7

Salt Lake City, UT, Salt Lake City Intl, ILS/DME RWY 16L, Amdt 8

Salt Lake City, UT, Salt Lake City Intl, ILS/DME RWY 16R, Orig

Salt Lake City, UT, Salt Lake City Intl, ILS RWY 17, Amdt 10

Salt Lake City, UT, Salt Lake City Intl, ILS RWY 34, Amdt 40, CANCELLED

Salt Lake City, UT, Salt Lake City Intl, ILS/DME RWY 34L, Orig

Salt Lake City, UT, Salt Lake City Intl, ILS/DME RWY 34R, Orig

Salt Lake City, UT, Salt Lake City Intl, ILS RWY 35, Amdt 1

Clarksville, VA, Marks Muni, GPS RWY 4, Orig

* * * Effective December 7, 1995

Mexia, TX, Mexia-Limestone Co, GPS RWY 36, Orig.

* * * Effective January 4, 1996

Lawrenceville, IL, Lawrenceville-Vincennes Intl, VOR or GPS RWY 18, Amdt 11

Lawrenceville, IL, Lawrenceville-Vincennes Intl, VOR or GPS RWY 27, Amdt 6

Lawrenceville, IL, Lawrenceville-Vincennes Intl, VOR or GPS RWY 36, Amdt 11

Gonzales, LA, Louisiana Regional, VOR/DME-A or GPS-A, Amdt 1

Baudette, MN, Baudette Intl, VOR/DME or GPS RWY 12, Amdt 4

Baudette, MN, Baudette Intl, VOR or GPS RWY 30, Amdt 9

Cabool, MO, Cabool Memorial, GPS RWY 21, Orig

Harrisonville, MO, Lawrence Smith Memorial, GPS RWY 35, Orig

Sidney, OH, Sidney Muni, VOR or GPS RWY 22, Amdt 12

Sidney, OH, Sidney Muni, VOR/DME RNAV or GPS RWY 28, Amdt 5

Note: The FAA published an Amendment in Docket No. 28299, Amdt. No. 1680 to Part 97 of the Federal Aviation Regulations (Vol. 60 FR, No. 164, Page 43965, dated Thursday August 24, 1995) under Section 97.27 Effective 12 October 1995, which is hereby amended as follows:

Sandpoint, ID, Dave Wall Field, NDB/DME-C, Orig is hereby rescinded.

Note: The following proposed procedure published in TL 93-17 is rescinded:

Detroit, MI, Detroit Metropolitan Wayne County, NDB Rwy 3C, Amdt 13

[FR Doc. 95-26774 Filed 10-27-95; 8:45 am]

BILLING CODE 4910-13-M

14 CFR Part 97

[Docket No. 28364; Amdt. No. 1692]

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 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 (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), 14 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