

INT/I-BQG 6.8 DME AND HOLD.
FEEDER BAL VORTAC TO ODORS
INT/I-BQG 6.8 DME 2500. THIS IS NDB
OR GPS RWY 15 AMDT 7B.

Baltimore

Martin State
Maryland
LOC RWY 15 ORIG-A...
FDC Date: 06/20/95

FDC 5/2740/MTN/ FI/P MARTIN
STATE, BALTIMORE, MD. LOC RWY
15 ORIG-A...MNM ALT AT MEHAN
INT/I-BQG 14.4 DME 2500 FOR
HOLDING PATTERN IN LIEU OF
PROCEDURE TURN. CHANGE MISSED
APPROACH TO CLIMBING RIGHT
TURN TO 2500 FVIA HEADING OF 312
DEG AND BAL R-012 TO MEHAN INT/
I-BQG 14.4 DME AND HOLD. FEEDER
EMI VORTAC TO MEHAN INT/I-BQG
14.4 DME 2600. FEEDER TAFFI INT TO
MEHAN INT/IBQG 14.4 DME 2600.
THIS IS LOC RWY 15 ORIG-B.

Cumberland

Greater Cumberland Regional
Maryland
LOC/DME RWY 23 AMDT 5...
FDC Date: 06/20/95

FDC 5/2808/CBE/ FI/P GREATER
CUMBERLAND REGIONAL,
CUMBERLAND, MD. LOC/DME RWY
23 AMDT 5...CIRCLING MDA/HAA
CATS A/B/C 2060/1284, CAT D 2340/
1564. VIS CAT A 1 1/4, CAT B 1 1/2,
CATS C/D 3. THIS BECOMES LOC/
DME RWY 23 AMDT 5A.

Cumberland

Greater Cumberland Regional
Maryland
LOC-A AMDT 3...
FDC Date: 06/20/95

FDC 5/2809/CBE/ FI/P GREATER
CUMBERLAND REGIONAL,
CUMBERLAND, MD. LOC-A AMDT
3...CIRCLING MDA/HAA CATS A/B/C
2060/1284, CAT D 2340/1564. THIS
BECOMES LOC/A AMDT 3A.

Philadelphia

Philadelphia Intl
Pennsylvania
CONVERGING ILS RWY 9R AMDT 3...
FDC Date: 06/26/95

FDC 5/2962/PHL/FI/P
PHILADELPHIA INTL, PHILADELPHIA,
PA. CONVERGING ILS RWY 9R AMDT
3...CHANGE FINAL APPROACH
COURSE TO 087.44 DEG. CHANGE
TERMINAL ROUTE INBOUND COURSE
BWINE INT TO KELEE INT/GOONY
OM TO 087.44 DEG. THIS IS
CONVERGING ILS RWY 9R AMDT 3A.

Port Isabel

Port Isabel-Cameron Co.

Texas
VOR OR GPS-A AMDT 5...
FDC Date: 06/23/95

FDC 5/2889/T31/FI/P PORT ISABEL-
CAMERON CO., PORT ISABEL, TX.
VOR OR GPS-A AMDT 5...CIRCLING
MDA CAT A 580, CAT B-C 640...HAA
CAT A 561, CAT B-C 621. THIS IS VOR
OR GPS-A AMDT 5A.

Port Isabel

Port Isabel-Cameron Co.
Texas
VOR/DME OR GPS-B AMDT 2...
FDC Date: 06/23/95

FDC 5/2890/T31/ FI/P PORT ISABEL-
CAMERON CO., PORT ISABEL, TX.
VOR/DME OR GPS-B AMDT
2...CIRCLING MDA CAT A 440, CAT B-
C 640...HAA CAT A 421, CAT B-C 621.
THIS IS VOR/DME OR GPS-B AMDT
2A.

Minocqua-Woodruff

Lakeland/Noble F. Lee Memorial Field
Wisconsin
NDB OR GPS RWY 18 AMDT 12...
FDC Date: 06/14/95

FDC5/2692/ARV/ FI/P LAKELAND/
NOBLE F. LEE MEMORIAL FIELD,
MINOCQUA-WOODRUFF, WI. NDB OR
GPS RWY 18 AMDT 12...MNMS... S-18
HAT 550 ALL CATS, CIRCLING HAA
550 CATS A/B, 570 CATS C/D.
WAUSAU ALSTG MNMS... S-18 HAT
750 ALL CATS, CIRCLING HAA 750
CATS A/B, 770 CATS C/D. THIS IS
NDB OR GPS RWY 18 AMDT 12A.

Minocqua-Woodruff

Lakeland/Noble F. Lee Memorial Field
Wisconsin
NDB OR GPS RWY 28 AMDT 11...
FDC Date: 06/14/95

FDC 5/2693/ARV/ FI/P LAKELAND/
NOBLE F. LEE MEMORIAL FIELD,
MINOCQUA-WOODRUFF, WI. NDB OR
GPS RWY 28 AMDT 11...MNMS... S-28
HAT 576 ALL CATS, CIRCLING HAA
570 ALL CATS. WAUSAU ALSTG
MNMS... S-28 HAT 776 ALL CATS,
CIRCLING HAA 770 ALL CATS. THIS
IS NDB OR GPS RWY 28 AMDT 11A.

Minocqua-Woodruff

Lakeland/Noble F. Lee Memorial Field
Wisconsin
NDB OR GPS RWY 25 AMDT 9...
FDC Date: 06/14/95

FDC 5/2694/ARV/ FI/P LAKELAND/
NOBLE F. LEE MEMORIAL FIELD,
MINOCQUA-WOODRUFF, WI. NDB OR
GPS RWY 36 AMDT 9...DIST FAF TO
MAP 5.35 THLD 5.35. MNMS...
CIRCLING HAA 450/ CATS A/B 570
CATS C/D. WAUSAU ALSTG
MNMS...CIRCLING HAA 650 A/B, 770
CATS C/D. THIS IS NDB OR GPS RWY
36 AMDT 9A.

Juneau

Dodge County
Wisconsin
LOC RWY 26 ORIG...
FDC Date: 06/22/95

FDC 5/2863/UNU/ FI/P DODGE
COUNTY, JUNEAU, WI. LOC RWY 26
ORIG...MINIMUMS... S-LOC 26 CATS
A, B, C VIS 1. MADISON ALSTG
MNMS...S-LOC 26 CATS A, B VIS 1.
ADD NOTE... INOP TABLE DOES NOT
APPLY. DELETE NOTE... INOP
TABLE... THRU... MADISON ALSTG
MNMS. THIS IS LOC RWY 26 ORIG-A.

Worland

Worland Muni
Wyoming
VOR OR GPS RWY 16 AMDT 5...
FDC Date: 06/20/95

FDC 5/2823/WRL/ FI/P WORLAND
MUNI, WORLAND, WY. VOR OR GPS
RWY 16 AMDT 5...CHANGE ALT
MNMS NOTE TO READ...ALT MNMS
NA WHEN LOCAL WEATHER NOT
RECEIVED. THIS IS VOR OR GPS RWY
16 AMDT 5A.

[FR Doc. 95-17409 Filed 7-14-95; 8:45 am]

BILLING CODE 4910-13-M

14 CFR Part 97

[Docket No. 28266; Amdt. No. 1674]

**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 Form 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. The SIAPs contained in this amendment are based on the criteria contained in the United States 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.

The FAA has determined through testing that current non-localizer type, non-precision instrument approaches developed using the TERPS criteria can be flown by aircraft equipped with Global Positioning System (GPS) equipment. In consideration of the above, the applicable Standard Instrument Approach Procedures (SIAPs) will be altered to include "or GPS" in the title without otherwise reviewing or modifying the procedure. (Once a stand alone GPS procedure is developed, the procedure title will be altered to remove "or GPS" from these non-localizer, non-precision instrument approach procedure titles.) 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 June 30, 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 continues 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, 97.27, 97.33, 97.35 [Amended]

By amending: § 97.23 VOR, VOR/DME, VOR or TACAN, and VOR/DME or TACAN; § 97.27 NDB, NDB/DME; § 97.33 RNAV SIAPs; and § 97.35 COPTER SIAPs, identified as follows:

* * * *Effective SEPT 14, 1995*

Slidell, LA, Slidell, NDB or GPS RWY 36, Orig CANCELLED
Slidell, LA, Slidell, NDB RWY 36, Orig
The following are *corrected* procedure titles cancelling or adding "or GPS" published in Transmittal Letter 95-14
Orland, CA Haigh Field, VOR or GPS-A, Amdt 6
Oroville, CA, Oroville Muni, VOR or GPS-A, Amdt 5
Red Bluff, CA, Red Bluff Muni, VOR/DME or GPS RWY 15, Amdt 5
Red Bluff, CA, Red Bluff Muni, VOR or GPS RWY 33, Amdt 6

[FR Doc. 95-17406 Filed 7-14-95; 8:45 am]

BILLING CODE 4910-13-M

14 CFR Part 97

[Docket No. 28264; Amdt. No. 1672]

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