

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 December 15, 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. 106(g), 40103, 40113, 40120, 44701; 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 JAN 04, 1996

Cabool, MO, Cabool Memorial, VOR/DME or GPS RWY 21, Amdt 2 CANCELLED  
Cabook, MO, Cabool Memorial, VOR/DME RWY 21, Amdt 2

Goldsby, OK, David Jay Perry, VOR/DME or GPS RWY 31, Orig CANCELLED  
Goldsby, OK, David Jay Perry, VOR/DME RWY 31, Orig  
Charleston, SC, Charleston Executive, RNAV or GPS RWY 9, Amdt 5A CANCELLED  
Charleston, SC, Charleston Executive, RNAV RWY 9, Amdt 5A

[FR Doc. 96-381 Filed 1-9-96; 8:45 am]

BILLING CODE 4910-13-M

#### **14 CFR Part 97**

**[Docket No. 28409; Amdt. No. 1701]**

#### **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:** 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), 1 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 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**

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Issued in Washington, DC on December 15, 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. 106(g), 40103, 40113, 40120, 44701; 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, 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 Upon Publication.

FDC date	State	City	Airport	FDC Number	SIP
11/30/95	MI	Howell .....	Livingston County .....	FDC 5/6471	VOR or GPS Rwy 31, Amdt 10.
11/30/95	NC	Hickory .....	Hickory Regional .....	FDC 5/6482	NDB or GPS Rwy 24, Amdt 4B.
11/30/95	NC	Hickory .....	Hickory Regional .....	FDC 5/6483	ILS Rwy 24, Amdt 6A.
11/30/95	TN	Memphis .....	Memphis Intl .....	FDC 5/6468	RADAR-1, Amdt 37.
11/30/95	TN	Memphis .....	Memphis Intl .....	FDC 5/6469	NDB or GPS Rwy 9, Admt 25C.
12/01/95	AR	Springdale .....	Springdale Muni .....	FDC 5/6491	ILS Rwy 18, Amdt 6.
12/01/95	AR	Springdale .....	Springdale Muni .....	FDC 5/6496	VOR or GPS Rwy 18, Amdt 14.
12/01/95	TX	Dumas .....	Moore County .....	FDC 5/6495	VOR/DME RNAV or GPS Rwy 19, Amdt 3.
12/04/95	AK	Bethel .....	Bethel .....	FDC 5/6539	NDB Rwy 18, Amdt 8.
12/04/95	AK	Bethel .....	Bethel .....	FDC 5/6540	VOR or GPS Rwy 18, Amdt 8.

FDC date	State	City	Airport	FDC Number	SIP
12/04/95	AK	Bethel .....	Bethel .....	FDC 5/6541	VOR/DME Rwy 18, Orig.
12/04/95	AK	Bethel .....	Bethel .....	FDC 5/6544	ILS/DME Rwy 18, Amdt 4A.
12/04/95	AK	Cold Bay .....	Cold Bay .....	FDC 5/6538	VOR or GPS, Rwy 14, Admt 12a.
12/04/95	AK	Cold Bay .....	Cold Bay .....	FDC 5/6545	NDB Rwy 14, Amdt 10A.
12/04/95	AK	Cold Bay .....	Cold Bay .....	FDC 5/6546	ILS Rwy 14, Amdt 15.
12/04/95	CA	Arcata-Eureka .....	Arcata .....	FDC 5/6534	ILS Rwy 32, Amdt 29.
12/04/95	FL	Miami .....	Miami Intl .....	FDC 5/6527	ILS Rwy 9R, Amdt 8.
12/05/95	AK	Talkeetna .....	Talkeetna .....	FDC 5/6565	VOR/DME or GPS Rwy 36, Amdt 1.
12/05/95	MN	Rochester .....	Rochester Intl .....	FDC 5/6561	ILS Rwy 31, Amdt 20.
12/12/95	TX	Levelland .....	Levelland Muni .....	FDC 5/6662	NDB or GPS Rwy 35, Amdt 1.
12/12/95	TX	Levelland .....	Levelland Muni .....	FDC 5/6664	NDB or GPS Rwy 17, Amdt 2.

[FR Doc. 96-379 Filed 1-9-96; 8:45 am]

BILLING CODE 4910-13-M