

List of Subjects in 14 CFR part 97

Air traffic control, Airports,
Navigation (Air).

Issued in Washington, DC on November 29, 1996.

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).

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 January 2, 1997*

Houma, LA, Houma-Terrebonne, GPS RWY 12, Amdt 1
Rangeley, ME, Rangeley Muni, NDB OR GPS-A, Amdt 4
Baltimore, MD, Baltimore-Washington Intl, ILS RWY 28, Amdt 11
Montague, MA, Turners Falls, VOR OR GPS-A, Amdt 3
Atlantic City, NJ, Atlantic City Intl, ILS RWY 13, Amdt 5
Salisbury, NC, Rowan County, ILS RWY 20, Orig
Durant, OK, Eaker Field, GPS RWY 30, Orig, CANCELLED
Philadelphia, PA, Philadelphia Intl, COPTER ILS RWY 17, Orig
Dallas, TX, Dallas Love Field, RADAR-1, Amdt 26
Winchester, VA, Winchester Regional, NDB OR GPS-A, Orig, CANCELLED

* * * *Effective January 30, 1997*

Walnut Ridge, AR, Walnut Ridge Regional, GPS RWY 17, Orig
Walnut Ridge, AR, Walnut Ridge Regional, GPS RWY 35, Orig
Prescott, AZ, Ernest A. Love Field, VOR RWY 12, Amdt 2
Prescott, AZ, Ernest A. Love Field, ILS/DME RWY 21L, Amdt 3

Prescott, AZ, Ernest A. Love Field, GPS RWY 12, Orig
Prescott, AZ, Ernest A. Love Field, GPS RWY 21L, Orig
Prescott, AZ, Ernest A. Love Field, VOR/DME RNAV RWY 21L, Amdt 3
De Queen, AR, J. Lynn Helms Sevier County, NDB RWY 8, Amdt 5
De Queen, AR, J. Lynn Helms Sevier County, GPS RWY 8, Orig
Casa Grande, AZ, Casa Grande Muni, GPS RWY 5, Orig
Casa Grande, AZ, Casa Grande Muni, GPS RWY 23, Orig
Grand Canyon, AZ, Valle, GPS RWY 1, Orig
San Andreas, CA, Calaveras Co-Maury Rasmussen Field, GPS RWY 31, Orig
Brooksville, FL, Hernando County, GPS RWY 27, Orig
Naples, FL, Naples Muni, GPS RWY 5, Orig
Naples, FL, Naples Muni, GPS RWY 23, Orig
Claxton, GA, Claxton-Evans County, GPS RWY 9, Orig
Casey, IL, Casey Muni, GPS RWY 22, Orig
Greenville, IL, Greenville, GPS RWY 18, Orig
Pinckneyville, IL, Pinckneyville-Du Quoin, GPS RWY 18, Orig
Old Town, ME, Dewitt Fld, Old Town Muni, VOR/DME RWY 22, Amdt 5
Old Town, ME, Dewitt Fld, Old Town Muni, NDB OR GPS RWY 22, Amdt 5
Old Town, ME, Dewitt Fld, Old Town Muni, RADAR-1, Amdt 2
Old Town, ME, Dewitt Fld, Old Town Muni, GPS RWY 12, Orig
Old Town, ME, Dewitt Fld, Old Town Muni, GPS RWY 30, Orig
Portland, ME, Portland Intl Jetport, ILS/DME RWY 29, Orig-A, CANCELLED
Portland, ME, Portland Intl Jetport, ILS RWY 29, Orig
Mackinac Island, MI, Mackinac Island, GPS RWY 29, Orig
Romeo, MI, Romeo, GPS RWY 36, Orig
Athens/Albany, OH, Ohio University, GPS RWY 7, Orig
Athens/Albany, OH, Ohio University, GPS RWY 25, Orig
Lynchburg, VA, Lynchburg Regional/Preston Glenn Field, VOR/DME RWY 21, Amdt 8
Lynchburg, VA, Lynchburg Regional/Preston Glenn Field, ILS RWY 3, Amdt 14
Lynchburg, VA, Lynchburg Regional/Preston Glenn Field, GPS RWY 21, Orig
Pineville, WV, Kee Field, VOR RWY 25, Amdt 3
Marshfield, WI, Marshfield Muni, GPS RWY 16, Orig

* * * *Effective Upon Publication*

Rock Springs, TX, Edwards County, VOR OR GPS RWY 14, Amdt 3.

[FR Doc. 96-31000 Filed 12-4-96; 8:45 am]

BILLING CODE 4910-13-M

14 CFR Part 97

[Docket No. 28739; Amdt. No. 1768]

RIN: 2120-AA65

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

Air Traffic Control, Airports, Navigation (Air).

Issued in Washington, DC, on November 29, 1996.

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. 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, DLA/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 6/8778 (PAH) Barkley Regional, Paducah, KY. ILS RWY 4, AMDT 7A
- FDC 6/8804 (87I) Yazoo County, Yazoo City, MS. VOR/DME or GPS RWY 35, ORIG
- FDC 6/8806 (PBI) Palm Beach Intl, West Palm Beach, FL. LOC BC RWY 27R, AMDT 12
- FDC 6/8741 (MYR) Myrtle Beach Intl, Myrtle Beach, SC. RADAR-1, ORIG
- FDC 6/8700 (ORL) Executive, Orlando, FL. LOC BC RWY 25, AMDT 19
- FDC 6/8701 (MCO) Orlando Intl, Orlando, FL. ILS RWY 36R CAT II and CAT III, AMDT 5
- FDC 6/8693 (CMX) Houghton County Memorial, Hancock, MI. ILS RWY 31 AMDT 12B
- FDC 6/8721 (RDD) Redding Muni, Redding, CA. VOR OR GPS RWY 34 AMDT 10B
- FDC 6/0456 (STL) Lambert-St Louis Intl, St Louis, MO. ILS RWY 12L, AMDT 3
- FDC 6/8827 (Y31) West Branch Community, West Branch, MI. WOR RWY 27, ORIG-A
- FDC 6/8821 (BNO) Burns Muni, Burns, OR. VOR or GPS RWY 31, AMDT 2
- FDC 6/8778 /PAH/FI/P Barkley Regional, Paducah, KY. ILS RWY 4, AMDT 7A...Delete MM. MIN ALT DAREL INT TO CNG VORTAC/HABAN OM: 1700. This is ILS RWY 4, AMDT 7B.
- FDC 6/8804 /87I/FI/P Yazoo County, Yazoo City, MS. VOR/DME OR GPS RWY 35, ORIG...MNM ALT ON CCLKWS 15 DME ARC R-049 to R-321 Increased from 2000 FT MSL to 2400 FT MSL. This becomes VOR/DME OR GPS RWY 35, ORIG-A.
- FDC 6/8806 /PBI/ FI/P Palm Beach Intl, West Palm Beach, FL. LOC BC RWY 27R, AMDT 12...Change note to read: DME or radar and ADF required. This is LOC BC RWY 27R, AMDT 12A.
- FDC 6/8741 /MYR/ FI/P Myrtle Beach Intl, Myrtle Beach, SC. RADAR-1, ORIG * * * Circling MDA 580/HAA 554 CAT C, Circling East of RWY 17-35 Not Authorized. This is RADAR-1, ORIG-A.
- FDC 6/8700 /ORL/FI/P Executive, Orlando, FL. LOC BC RWY 25, AMDT 19 * * * ADF and radar required. This is LOC BC RWY 25, AMDT 19A.
- FDC 6/8701 /MCO/FI/P Orlando Intl, Orlando, FL. ILS RWY 36R 'CAT II and CAT III' AMDT 5 ADF and radar required. This is ILS RWY 36R~ 'CAT II and CAT III' AMDT 5A.
- FDC 6/8693 /CMX/FI/P Houghton County Memorial, Hancock, MI. ILS RWY 31 AMDT 12B * * * Delete all reference to middle marker. This is ILS RWY 31 AMDT 12C.

- FDC 6/8721 /RDD/Fl/P Redding Muni, Redding, CA. VOR OR GPS RWY 34 AMDT 10B DME MNMS circling CAT A MDA 920, * * * HAA 418. CHG ALT MNMS note to read: CATS A and B standard, CAT 800-2 1/4, CAT D 800 2 1/2. This is VOR OR GPS RWY 34 AMDT 10C.
- FDC 6/0456 /STL/Fl/P Lambert-St Louis Intl, St Louis, MO. ILS RWY 12L, AMDT 3 Eubie Int to Faris Int: 122.19. Faris Int to Greep Int: 122.19 FAC: 122.19. This is ILS RWY 12L, AMDT 3A.
- FDC 6/8827 /Y31/Fl/P West Branch Community, West Branch, MI. VOR RWY 27 Orig-A * * * Delete DME MNMS. Delete Note: *1560 When using Saginaw ALSTG. Delete BXZ VOR/DME 4 DME-1360*. This is VOR RWY 27 Orig-B.
- FDC 6/8821 /BNO/Fl/P Burns Muni, Burns, OR. VOR OR GPS RWY 30 AMDT 2 * * * Delete: Obtain Local ALSTG from Redmond Radio; When not available, PROC NA. Delete: Activate MIRL and VASI'S RWY 12/30 on UNICOM. Change missed approach to read "Climbing right turn to 6000 in ILR VOR/DME Holding Pattern. ALTN MNMS Standard, CAT D 800-22 1/4. Chart: ASOS 135.525. This is VOR OR GPS RWY 30 AMDT 2A.

[FR Doc. 96-30999 Filed 12-4-96; 8:45 am]
BILLING CODE 4910-13-M

14 CFR Part 97

[Docket No. 28740; Amdt. No. 1769]

RIN: 2120-AA65

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.

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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.

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).