

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 SIAP's. 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 § 14 CFR 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 SIAP's, 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 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 SIAP's contained in this amendment are based on the criteria contained in the United States 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.

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 a Global Positioning System (GPS) and or flight Management System (FMS) equipment. In consideration of the above, the applicable SIAP's will be altered to include "or GPS or FMS" in the title without otherwise reviewing or modifying the procedure. (Once a stand alone GPS or FMS procedure is developed, the procedure title will be altered to remove "or GPS or FMS" from these non-localizer, non-precision instrument approach procedure titles.)

The FAA has determined through extensive analysis that current SIAP's intended for use by Area Navigation (RNAV) equipped aircraft can be flown by aircraft utilizing various other types of navigational equipment. In consideration of the above, those SIAP's currently designated as "RNAV" will be redesignated as "VOR/DME RNAV" without otherwise reviewing or modifying the SIAP's.

Because of the close and immediate relationship between these SIAP's and safety in air commerce, I find that notice and public procedure before adopting these SIAP's 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, Navigation (air).

Issued in Washington, DC on December 8, 2000.

L. Nicholas Lacey,
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 as follows:

PART 97—STANDARD INSTRUMENT APPROACH PROCEDURES

1. The authority citation for part 97 continues to read:

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

§§ 97.23, 97.27, 97.33, 97.35 [Amended]

2. Amend 97.23, 97.27, 97.33 and 97.35, as appropriate, by adding, revising, or removing the following

SIAP's effective at 0901 UTC on the dates specified:

* * * *Effective January 25, 2001*

Ann Arbor, MI, Ann Arbor Muni, VOR or GPS RWY 6, Amdt 13A, CANCELLED
Ann Arbor, MI, Ann Arbor Muni, VOR RWY 6, Amdt 13A
Ann Arbor, MI, Ann Arbor Muni, VOR or GPS RWY 24, Amdt 13A, CANCELLED
Ann Arbor, MI, Ann Arbor Muni, VOR RWY 24, Amdt 13A
Erwin, NC, Erwin/Harnett County, NDB or GPS RWY 23, Orig-C, CANCELLED
Erwin, NC, Erwin/Harnett County, NDB RWY 23, Orig-C
Pulaski, TN, Pulaski/Abernathy Field, VOR/DME or GPS RWY 33, Orig-A, CANCELLED
Pulaski, TN, Pulaski/Abernathy Field, VOR/DME RWY 33, Orig-A

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BILLING CODE 4910-13-M

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 97

[Docket No. 30219; Amdt. No. 2026]

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, 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 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's Regulations (FAR). Materials incorporated by references 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 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 NOTAMs 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 canceled.

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 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 Execution 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 8, 2000.

L. Nicholas Lacey,
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, 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 No.	SIAP
09/19/00	CT	Windsor Locks	Bradley Intl	0/1538	VOR OR TACAN RWY 33 ORIG
09/19/00	CT	Windsor Locks	Bradley Intl	0/1539	ILS RWY 33 AMDT 7 . . .
09/27/00	CA	Lake Tahoe	South Lake Tahoe	0/1949	LDA/DME-2 RWY 18 AMDT 1
09/27/00	CA	Lake Tahoe	South Lake Tahoe	0/1951	GPS RWY 18 ORIG . . .

FDC date	State	City	Airport	FDC No.	SIAP
09/27/00	CA	Lake Tahoe	South Lake Tahoe	0/1952	VOR/DME OR GPS-A AMDT 3A
09/27/00	CA	Lake Tahoe	South Lake Tahoe	0/1953	LDA/DME-1 RWY 18 AMDT 7
10/27/00	MS	Olive Branch	Olive Branch	0/3365	NDB OR GPS RWY 18, AMDT 4A
10/27/00	TN	Memphis	Memphis Intl	0/3349	ILS RWY 18R AMDT 12A
11/08/00	OK	Sand Springs	William R Pogue Muni	0/4457	NDB RWY 35, AMDT 2A REPLACES FDC 0/3887 PUBLISHED IN TL00-26.
11/17/00	MA	Mansfield	Mansfield Muni	0/4304	GPS RWY 32 ORIG-A
11/17/00	MA	Mansfield	Mansfield Muni	0/4305	NDB RWY 32 AMDT 6C
11/17/00	NY	White Plains	Westchester County	0/4293	ILS RWY 16 AMDT 22B
11/17/00	NY	White Plains	Westchester County	0/4294	ILS RWY 34 AMDT 3
11/21/00	FL	Fort Myers	Page Field	0/4377	RADAR-1, AMDT 2
11/21/00	FL	Fort Myers	Page Field	0/4379	ILS RWY 5, AMDT 6D
11/21/00	FL	Fort Myers	Page Field	0/4380	NDB RWY 5, AMDT 5B
11/21/00	FL	Fort Myers	Page Field	0/4381	VOR RWY 13, ORIG-A
11/21/00	LA	Eunice	Eunice	0/4374	NDB OR GPS RWY 16 ORIG-A
11/21/00	TX	El Paso	El Paso Intl	0/4373	NDB RWY 22 AMDT 28B
11/23/00	AR	Siloam Springs	Smith Field	0/4407	VOR OR GPS-A AMDT 8
11/23/00	LA	Eunice	Eunice	0/4405	VOR/DME OR GPS-A AMDT 2
11/23/00	OK	Ardmore	Ardmore Muni	0/4403	ILS RWY 31 AMDT 4
11/24/00	ID	Boise	Boise Air Terminal (Gowen Field)	0/4424	GPS RWY 28L AMDT 1B
11/29/00	CA	Sacramento	Sacramento Executive	0/4588	ILS RWY 2 AMDT 22A
11/29/00	MO	Mosby	Clay County Regional	0/4590	GPS RWY 18 ORIG-B
11/30/00	NY	Islip	Long Island MacArthur	0/4694	ILS RWY 24 AMDT 2
11/30/00	LA	Baton Rouge	Baton Rouge Metropolitan/Ryan Field	0/4602	GPS RWY 31 ORIG-A
11/30/00	LA	Homer	Homer Muni	0/4601	NDB OR GPS RWY 12 AMDT 1
11/30/00	LA	Minden	Minden-Webster	0/4600	GPS RWY 19 ORIG
11/30/00	MT	Poplar	Poplar	0/4665	RNAV RWY 9, ORIG
11/30/00	MT	Poplar	Poplar	0/4666	RNAV RWY 27, ORIG
11/30/00	NH	Manchester	Manchester	0/4651	ILS RWY 35 AMDT 20
11/30/00	NH	Manchester	Manchester	0/4652	VOR/DME OR GPS RWY 17 ORIG-A
11/30/00	NH	Manchester	Manchester	0/4653	NDB OR GPS RWY 35 AMDT 13A
11/30/00	NH	Manchester	Manchester	0/4654	VOR/DME RNAV RWY 6 AMDT 4
11/30/00	NH	Manchester	Manchester	0/4655	VOR RWY 35 AMDT 15A
11/30/00	NH	Manchester	Manchester	0/4656	GPS RWY 6 ORIG
11/30/00	NH	Manchester	Manchester	0/4658	ILS RWY 17 AMDT 2
11/30/00	TX	CLEBURNE	Cleburne Muni	0/4733	LOC/DME RWY 15 ORIG
11/30/00	TX	Cleburne	Cleburne Muni	0/4734	VOR/DME RNAV RWY 15 ORIG
11/30/00	TX	Houston	George Bush Intercontinental Airport/Houston.	0/4619	GPS RWY 27 AMDT 1
11/30/00	TX	Marshall	Harrison County	0/4628	GPS RWY 33 ORIG-D
11/30/00	TX	Marshall	Harrison County	0/4629	VOR/DME RNAV RWY 33 AMDT 1C
11/30/00	WA	Bellingham	Bellingham Intl	0/4716	MLS RWY 34 ORIG
11/30/00	WA	Bellingham	Bellingham Intl	0/4717	GPS RWY 34, ORIG-A
11/30/00	WA	Bellingham	Bellingham Intl	0/4722	NDB RWY 16, ORIG
11/30/00	WA	Bellingham	Bellingham Intl	0/4725	GPS RWY 16, ORIG-A
11/30/00	WA	Bellingham	Bellingham Intl	0/4728	ILS RWY 16, AMDT 3
11/30/00	WI	Mosinee	Central Wisconsin	0/4721	ILS RWY 8, AMDT 11B
12/01/00	AL	Tuscaloosa	Tuscaloosa Muni	0/4757	ILS RWY 4, AMDT 14B
12/01/00	FL	Boca Raton	Boca Raton	0/4773	GPS RWY 5, AMDT 1
12/01/00	FL	Boca Raton	Boca Raton	0/4774	VOR/DME OR GPS-A, ORIG-A
12/01/00	UT	Wendover	Wendover	0/4804	VOR/DME OR TACAN RWY 26, ORIG
12/04/00	LA	Bunkie	Bunkie Muni	0/4814	VOR/DME OR GPS-A, AMDT 5
12/04/00	MO	Harrisonville	Lawrence Smith Memorial	0/4826	THIS REPLACES FDC 0/4814 VOR/DME RWY 35 ORIG
12/04/00	MO	Harrisonville	Lawrence Smith Memorial	0/4828	GPS RWY 35 ORIG
12/04/00	MO	St Joseph	Rosecrans Memorial	0/4831	LOC BC RWY 17 AMDT 8B
12/05/00	OK	Lawton	Lawton-Fort Sill Regional	0/4873	RADAR-2 AMDT 1

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

[Docket No. 30218; Amdt. No. 2025]

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:

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. 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 (NFDC) Notice of 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, Navigation (air).

Issued in Washington, DC on December 8, 2000.

L. Nicholas Lacey,

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: