

**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/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.	Subject
12/17/01 .....	ME	Wiscasset .....	Wiscasset .....	1/3252	NDB RWY 25, AMDT 25A...
12/17/01 .....	ME	Wiscasset .....	Wiscasset .....	1/3253	GPS RWY 25, AMDT 1...
12/17/01 .....	ME	Wiscasset .....	Wiscasset .....	1/3254	GPS RWY 7, AMDT 1...
12/17/01 .....	CA	Oakland .....	Metropolitan Oakland Intl .....	1/3273	VOR OR GPS RWY 9R, AMDT 7B...
12/27/01 .....	MD	Indian Head .....	Maryland .....	1/3464	VOR-A, ORIG...
12/27/01 .....	MD	Elkton .....	Cecil County .....	1/3543	RNAV (GPS) RWY 31, ORIG...

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BILLING CODE 4910-13-M

**DEPARTMENT OF TRANSPORTATION**

**Federal Aviation Administration**

**14 CFR Part 97**

[Docket No. 30287; Amdt. No. 2086]

**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 as contained in the transmittal. Some SIAP amendments may have been previously issued by the FAA in a National Flight Data Center (NFDC) 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 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 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 January 4, 2002.

**James J. Ballough,**

*Director, Flight Standards Services.*

### 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, 97.31, 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 February 21, 2002

Morris, IL, Morris Muni-James R. Washburn Field, RNAV (GPS) RWY 18, Orig

Morris, IL, Morris Muni-James R. Washburn Field, RNAV (GPS) RWY 36, Orig  
Davison, MI, Athelone Williams Memorial, VOR RWY 8, Orig

Davison, MI, Athelone Williams Memorial, VOR OR GPS RWY 8, Amdt 3A  
CANCELLED

Davison, MI, Athelone Williams Memorial, VOR RWY 8, Orig

Davison, MI, Athelone Williams Memorial, RNAV (GPS) RWY 8, Orig

Davison, MI, Athelone Williams Memorial, RNAV (GPS) RWY 26, Orig

Linden, MI, Prices, VOR-A, Orig

Linden, MI, Prices, VOR OR GPS-A, Amdt 4  
CANCELLED

Linden, MI, Prices, RNAV (GPS) RWY 9, Orig

Linden, MI, Prices, RNAV (GPS) RWY 27,  
Orig

St. Louis, MO, Lambert-St. Louis Intl, RNAV (GPS) RWY 6, Orig

St. Louis, MO, Lambert-St. Louis Intl, RNAV (GPS) RWY 12L, Orig

St. Louis, MO, Lambert-St. Louis Intl, RNAV (GPS) RWY 12R, Orig

St. Louis, MO, Lambert-St. Louis Intl, RNAV (GPS) RWY 24, Orig

St. Louis, MO, Lambert-St. Louis Intl, RNAV (GPS) RWY 30L, Orig

St. Louis, MO, Lambert-St. Louis Intl, RNAV (GPS) RWY 30R, Orig

Hillsboro, ND, Hillsboro Muni, RNAV (GPS) RWY 16, Orig

Hillsboro, ND, Hillsboro Muni, RNAV (GPS) RWY 34, Orig

Hillsboro, ND, Hillsboro Muni, GPS RWY 16, Orig-B CANCELLED

Hillsboro, ND, Hillsboro Muni, GPS RWY 34, Orig-B CANCELLED

Kenmare, ND, Kenmare Muni, RNAV (GPS) RWY 26, Orig

Beaufort, NC, Michael J. Smith Field, RNAV (GPS) RWY 14, Orig

Beaufort, NC, Michael J. Smith Field, GPS RWY 14, Orig, CANCELLED

Chapel Hill, NC, Horace Williams, VOR/DME RWY 27, Amdt 1

Chapel Hill, NC, Horace Williams, GPS RWY 9, Orig, CANCELLED

Chapel Hill, NC, Horace Williams, GPS RWY 27, Orig, CANCELLED

Chapel Hill, NC, Horace Williams, RNAV (GPS) RWY 9, Orig

Chapel Hill, NC, Horace Williams, RNAV (GPS) RWY 27, Orig

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## DEPARTMENT OF THE INTERIOR

### Bureau of Indian Affairs

#### 25 CFR Part 170

#### RIN 1076-AE28

### Distribution of Fiscal Year 2002 Indian Reservation Roads Funds

**AGENCY:** Bureau of Indian Affairs, Interior.

**ACTION:** Temporary rule and request for comments.

**SUMMARY:** We are issuing a temporary rule requiring that we distribute 75 percent of fiscal year 2002 Indian Reservation Roads (IRR) Program funds to projects on or near Indian reservations using the relative need formula. As we did in fiscal years 2000 and 2001, we are using the Federal Highway Administration (FHWA) Price Trends report for information to calculate the relative need formula, with appropriate modifications to address non-reporting states. We are reserving up to \$19.53 million to allow federally recognized tribes to apply for \$35,000 each for administrative capacity building and other eligible transportation activities for fiscal year 2002 and we will distribute the balance of the remaining 25 percent of fiscal year 2002 IRR Program funds according to the relative need formula.

**DATES:** This temporary rule is effective January 10, 2002, through September 30, 2002. We will accept comments on this temporary rule until February 11, 2002.

**ADDRESSES:** You may send comments on the formula for distribution of the Fiscal Year 2002 IRR funds to: LeRoy Gishi, Chief, Division of Transportation, Office of Trust Responsibility, Bureau of Indian Affairs, 1849 C Street, NW., MS-4058-MIB, Washington, DC 20240. Mr. Gishi may also be reached at 202-208-4359 (phone), 202-208-4696 (fax), or [leroygishi@bia.gov](mailto:leroygishi@bia.gov) (electronic mail).

### FOR FURTHER INFORMATION CONTACT:

LeRoy Gishi, Chief, Division of Transportation, Office of Trust Responsibilities, Bureau of Indian Affairs, 1849 C Street, NW., MS-4058-MIB, Washington, DC 20240. Mr. Gishi may also be reached at 202-208-4359 (phone), 202-208-4696 (fax), or [leroygishi@bia.gov](mailto:leroygishi@bia.gov) (electronic mail).

### SUPPLEMENTARY INFORMATION:

#### Background

*Where Can I Find General Background Information on the Indian Reservation Roads Program, the Relative Need Formula, the FHWA Price Trends Report, and the Transportation Equity Act for the 21st Century (TEA-21) Negotiated Rulemaking Process?*

The background information on the IRR Program, the relative need formula, the FHWA Price Trends Report, and the TEA-21 Negotiated Rulemaking process is detailed in the **Federal Register** Notice dated February 15, 2000 (65 FR 7431). You may obtain additional information on the IRR Program web site at <http://www.irr.bia.gov>.