

Asheville, NC, Asheville Regional, NDB RWY 34, Amdt 18C  
 Monroe, NC, Monroe, NDB or GPS RWY 5, Amdt 2C, CANCELLED  
 Monroe, NC, Monroe, NDB RWY 5, Amdt 2C  
 Newark, NJ, Newark Intl, NDB or GPS RWY 4L, Amdt 10A, CANCELLED  
 Newark, NJ, Newark Intl, NDB RWY 4L, Amdt 10A  
 Newark, NJ, Newark Intl, NDB or GPS RWY 4R, Amdt 6A, CANCELLED  
 Newark, NJ, Newark Intl, NDB RWY 4R, Amdt 6A  
 Albuquerque, NM, Albuquerque Intl Sunport, NDB or GPS RWY 35, Amdt 7B, CANCELLED  
 Albuquerque, NM, Albuquerque Intl Sunport, NDB RWY 35, Amdt 7B  
 Medford, OR, Medford/Rouge Valley Intl-Medford, VOR/DME or GPS RWY 14, Amdt 4, CANCELLED  
 Medford, OR, Medford/Rouge Valley Intl-Medford, VOR/DME RWY 14, Amdt 4  
 Harrisburg, PA, Harrisburg Intl, VOR or GPS RWY 31, Amdt 1, CANCELLED  
 Harrisburg, PA, Harrisburg Intl, VOR RWY 31, Amdt 1  
 Madisonville, TX, Madisonville Muni, VOR/DME or GPS RWY 18, Amdt 1, CANCELLED  
 Madisonville, TX, Madisonville Muni, VOR/DME RWY 18, Amdt 1  
 Roanoke, VA, Roanoke Regional/Woodrum Field, NDB or GPS RWY 33, Amdt 9, CANCELLED  
 Roanoke, VA, Roanoke Regional/Woodrum Field, NDB RWY 33, Amdt 9

[FR Doc. 02-1866 Filed 1-24-02; 8:45 am]

BILLING CODE 4910-13-M

## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### 14 CFR Part 97

[Docket No. 30291; Amdt. No. 2089]

#### 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:

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: PO 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 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 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 of 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 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 January, 18, 2002.

**James J. Ballough,**  
*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).

**§§ 97.23, 97.25, 97.27, 97.29, 97.31, 97.33 and 97.35 [Amended]**

2. Part 97 is amended to read as follows:

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
12/26/01	GA	Atlanta	The William B. Hartsfield Atlanta Intl	1/3457	RNAV (GPS) Rwy 27R, Orig.
01/03/02	NC	Greensboro	Piedmont Triad Intl	2/0074	RADAR-1, Amdt 9B.
01/03/02	AK	Fairbanks	Fairbanks Intl	2/0076	ILS Rwy 19R, Amdt 21.
01/03/02	UT	Salt Lake City	Salt Lake City Intl	2/0088	ILS Rwy 35, Amdt 1C.
01/04/02	AK	Petersburg	James A. Johnson	2/0096	LDA/DME-D, Amdt 5C.
01/04/02	TN	Hohenwald	John A. Baker Field	2/0105	NDB Rwy 2, Orig.
01/04/02	UT	Cedar City	Cedar City Regional	2/0107	ILS Rwy 20, Amdt 3A.
01/04/02	UT	Cedar City	Cedar City Regional	2/0108	VOR Rwy 20, Amdt 6A
01/04/02	UT	Cedar City	Cedar City Regional	2/0109	NDB Rwy 20, Amdt 2A.
01/07/02	LA	Bastrop	Morehouse Memorial	2/0173	NDB or GPS Rwy 34, Amdt 5.
01/07/02	LA	Bastrop	Morehouse Memorial	2/0174	VOR/DME-A, Amdt 8.
01/08/02	AL	Gadsden	Gadsden Muni	2/0192	GPS Rwy 24, Orig.
01/08/02	TX	Houston	William P. Hobby	2/0193	VOR/DME Rwy 30L, Amdt 17.
01/10/02	UT	Salt Lake City	Salt Lake City Muni	2/0277	RNAV (GPS) Rwy 34, Orig.
01/11/02	FL	Gainesville	Gainesville Regional	2/0308	VOR/DME Rwy 6, Orig-A.
01/11/02	GA	Tifton	Henry Tift Myers	2/0309	ILS Rwy 33, Orig-B.
01/11/02	FL	Gainesville	Gainesville Regional	2/0311	VOR Rwy 28, Orig-A.
01/11/02	FL	Gainesville	Gainesville Regional	2/0314	VOR Rwy 24, Orig-A.

[FR Doc. 02-1865 Filed 1-24-02; 8:45 am]  
BILLING CODE 4910-13-M

**DEPARTMENT OF TRANSPORTATION**

**Federal Aviation Administration**

**14 CFR Part 97**

[Docket No. 30290; Amdt. No. 2088]

**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—*

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Independence Avenue, SW., Washington, DC 20591;

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3. The Flight Inspection Area Office which originated the SIAP.

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