

number of small entities under the criteria of the Regulatory Flexibility Act.

#### List of Subjects in 14 CFR Part 97

Air Traffic Control, Airports, Incorporation by reference, and Navigation (Air).

Issued in Washington, DC on July 19, 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. 106(g), 40103, 40113, 40120, 44701; and 14 CFR 11.49(b)(2).

2. Part 97 is amended 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, 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 August 8, 2002*

Manchester, NH, Manchester, RNAV (GPS) RWY 6, Orig  
Manchester, NH, Manchester, RNAV (GPS) RWY 24, Orig  
Manchester, NH, Manchester, GPS RWY 6, Orig—A, CANCELLED

\* \* \* *Effective October 3, 2002*

Wauchula, FL, Wauchula Muni, NDB RWY 36, Orig  
Winter Haven, FL, Winter Haven's Gilbert, RNAV (GPS) RWY 4, Orig  
Winter Haven, FL, Winter Haven's Gilbert, GPS RWY 4, Orig, CANCELLED  
Winter Haven, FL, Winter Haven's Gilbert, VOR/DME—A, Amdt 6A  
Kahului, HI, Kahului, RNAV (GPS) RWY 23, Orig  
Portsmouth, NH, Pease Intl Tradeport, RNAV (GPS) RWY 16, Orig  
Portsmouth, NH, Pease Intl Tradeport, GPS RWY 16, AMDT 1A, CANCELLED  
Robbinsville, NJ, Trenton-Robbinsville, RNAV (GPS) RWY 29, Orig  
Robbinsville, NJ, Trenton-Robbinsville, GPS RWY 29, Orig, CANCELLED  
Asheboro, NC, Asheboro Muni, VOR—A, Amdt 3

Asheboro, NC, Asheboro Muni, NDB RWY 21, Amdt 3  
Asheboro, NC, Asheboro Muni, RNAV (GPS) RWY 21, Orig  
Asheboro, NC, Asheboro Muni, RNAV (GPS) RWY 3, Orig  
Salisbury, NC, Rowan County, RNAV (GPS) RWY 2, Orig  
Norfolk, VA, Norfolk Intl, RNAV (GPS) RWY 14, Orig  
Norfolk, VA, Norfolk Intl, RNAV (GPS) RWY 32, Orig  
Norfolk, VA, Norfolk Intl, GPS Rwy 14, Orig—C, CANCELLED  
Norfolk, VA, Norfolk Intl, GPS Rwy 32, Amdt 1C, CANCELLED  
Friday Harbor, WA, Friday Harbor, RNAV (GPS) RWY 34, Orig  
Friday Harbor, WA, Friday Harbor, GPS RWY 34, Amdt 1, CANCELLED

The FAA published the following procedure in Docket No. 30313; Amdt. No. 3009 to Part 97 of the Federal Aviation Regulations (Vol. 67, FR No. 114, Page 40595; dated, June 13, 2002 under section 97.23 effective August 8, 2002 which is hereby rescinded:

Norfolk, VA, Chesapeake Regional, VOR/DME RWY 23, Orig—A

The FAA published an Amendment in Docket No. 30319, Amdt No. 3013 to Part 97 of the Federal Aviation Regulations (Vol. 67, FR No. 137, Page 46849; dated 17 Jul 2002) under section 97.27 effective 8 August 2002, which is hereby amended to change the effective date to 3 October 2002:

Gainesville, FL, Gainesville Regional, LOC/DME BC RWY 10, Orig, CANCELLED.  
Smithville, TN, Smithville Muni, NDB RWY 24, Amdt 2, CANCELLED.

The FAA published an Amendment in Docket No. 30319, Amdt No. 3013 to Part 97 of the Federal Aviation Regulations (Vol. 67, FR No. 137, Page 46850; dated 17 Jul 2002) under section 97.27 effective 3 Oct 2002, which is hereby amended as follows:

Flora, IL, Flora Muni, NDB RWY 21, Amdt 5

[FR Doc. 02-21580 Filed 8-23-02; 8:45 am]

**BILLING CODE 4910-13-M**

## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### 14 CFR Part 97

[Docket No. 30323; Amdt. No. 3017]

#### 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:** This rule is effective August 26, 2002. The compliance date for each SIAP is specified in the amendatory provisions.

The incorporation by reference of certain publications listed in the regulations is approved by the Director of the Federal Register as of August 26, 2002.

**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;

3. The Flight Inspection Area Office which originated the SIAM; or,

4. The Office of Federal Register, 800 North Capitol Street, NW., Suite 700, Washington, DC.

*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 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 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, Incorporation by reference, and Navigation (Air).

Issued in Washington, DC, on August 2, 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. 106(g), 40103, 40113, 40120, 44701; and 14 CFR 11.49(b)(2).

2. Part 97 is amended 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, 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 October 3, 2002*

Brawley, CA, Brawley Muni, VOR/DME-A, Amdt 1

Brawley, CA, Brawley Muni, VOR/DME-B, Amdt 2  
 Brawley, CA, Brawley Muni, RNAV (GPS) RWY 26, Orig  
 Mammoth Lakes, CA, Mammoth Yosemite, RNAV, (GPS) RWY 27, Orig  
 Mammoth Lakes, CA, Mammoth Yosemite, GPS RWY 27, Orig-A, CANCELLED  
 Oakland, CA, Metropolitan Oakland Intl, VOR/DME RWY 29, Amdt 1  
 San Francisco, CA, San Francisco Intl, RNAV (GPS) RWY 10L, Amdt 1  
 San Luis Obispo, CA, San Luis Obispo County Regional, ILS RWY 11, Amdt 1  
 Honolulu, HI, Honolulu Intl, VOR OR TACAN RWY 4R, Orig-B  
 Honolulu, HI, Honolulu Intl, NDB RWY 8L, Amdt 19B  
 Kahului, HI, Kahului, RNAV (GPS) RWY 20, Orig  
 Fort Meade (Odenton), MD, Tipton, NDB RWY 10, Orig  
 Frederick, MD, Frederick Muni, RNAV (GPS) RWY 23, Orig  
 Frederick, MD, Frederick Muni, GPS Rwy 5, Amdt 1A  
 Aurora, NE, Aurora Municipal, RNAV (GPS) RWY 16, Orig  
 Aurora, NE, Aurora Municipal, NDB Rwy 16, Amdt 3A  
 Aurora, NE, Aurora Municipal, VOR-A, Amdt 6A  
 Mesquite, NV, Mesquite, VOR/DME OR GPS-A, Orig, CANCELLED  
 Readington, NJ, Solberg-Hunterdon, VOR-A, Amdt 8  
 Readington, NJ, Solberg-Hunterdon, VOR RWY 4, Amdt 1  
 Readington, NJ, Solberg-Hunterdon, RNAV (GPS) RWY 4, Orig  
 Readington, NJ, Solberg-Hunterdon, (GPS) RWY 4, Orig, CANCELLED  
 Newburgh, NY, Stewart Intl, ILS RWY 9, Amdt 9  
 Weedsport, NY, Weedsport/Whitfords, RNAV (GPS) RWY 10, Orig  
 Weedsport, NY, Weedsport/Whitfords, RNAV (GPS) RWY 28, Orig  
 Mangum, OK, Scott Field, RNAV (GPS) RWY 17, Orig  
 Mangum, OK, Scott Field, RNAV (GPS) RWY 35, Orig  
 Junction, TX, Kimble County, RNAV (GPS) Rwy 17, Orig  
 Junction, TX, Kimble County, VOR-A Amdt 12  
 Junction, TX, Kimble County, VOR-DME RNAV OR GPS Rwy 17, Amdt 2, CANCELLED  
 Muleshoe, TX, Muleshoe Muni, RNAV (GPS)-B, Orig  
 Muleshoe, TX, Muleshoe Muni, VOR-DME-A, Amdt 1

The FAA published the following procedure in Docket No. 30313; Amdt. No. 3009 to Part 97 of the Federal Aviation Regulations (Vol. 67, FR No. 114, Page 40595; dated, June 13, 2002) under section 97.33 effective August 8, 2002 which is hereby rescinded:

Mammoth Lakes, CA, Mammoth Yosemite, RNAV (GPS) RWY 27, Orig  
 Mammoth Lakes, CA, Mammoth Yosemite, GPS RWY 27, Orig-A, CANCELLED

The FAA published the following procedure in transmittal letter 02-17 dated July 19, 2002 effective August 8, 2002 which is hereby rescinded:

Manchester, NH, Manchester, RNAV (GPS) RWY 6, Orig  
Manchester, NH, Manchester, RNAV (GPS) RWY 24, Orig  
Manchester, NH, Manchester, GPS RWY 6, Orig—A, CANCELLED

[FR Doc. 02-21582 Filed 8-23-02; 8:45 am]

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## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### 14 CFR Part 97

[Docket No. 30324; Amdt. No. 3018]

#### 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:** This rule is effective August 26, 2002. The compliance date for each SIAP is specified in the amendatory provisions.

The incorporation by reference of certain publications listed in the regulations is approved by the Director of the Federal Register as of August 26, 2002.

**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.
4. The Office of the Federal Register, 800 North Capitol Street, NW., Suite 700, Washington, DC.

*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), 14 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 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 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, Incorporation by reference, and Navigation (Air).