

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

[Docket No. 30331; Amdt. No. 30241]

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 September 20, 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 September 20, 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 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 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 context 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 frequently 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 September 13, 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).

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 |
|--------------|-------|-------------------------|--|---------|-----------------------------|
| 08/09/02 ... | MA | Boston | General Edward Lawrence Logan Intl | 2/8237 | NDB Rwy 4R, Amdt 23. |
| 08/15/02 ... | TX | Dallas-Fort Worth | Dallas-Fort Worth | 2/8495 | ILS Rwy 18L, Amdt 17B. |
| 08/21/02 ... | AZ | Lake Havasu City | Lake Havasu City | 2/8722 | VOR/DME or GPS-A, Orig-B. |
| 08/22/02 ... | VT | Morrisville | Morrisville-Stowe State | 2/8752 | NDB or GPS-B, Amdt 1A. |
| 08/22/02 ... | TX | Denton | Denton Muni | 2/8769 | ILS Rwy 17, Amdt 6C. |
| 08/27/02 ... | ME | Rockland | Knox County Regional | 2/8928 | ILS Rwy 13, Amdt 1. |
| 08/27/02 ... | NY | Albany | Albany Intl | 2/8995 | COPTER ILS Rwy 1, Orig-A. |
| 08/29/02 ... | NE | Ogallala | Searle Field | 2/9054 | VOR/DME Rwy 8, Orig. |
| 08/29/02 ... | NE | Ogallala | Searle Field | 2/9055 | VOR Rwy 8, Amdt 5. |
| 08/29/02 ... | NE | Ogallala | Searle Field | 2/9056 | RNAV (GPS) Rwy 8, Orig. |
| 08/30/02 ... | VA | Newport News | Newport News/Williamsburg Intl | 2/9108 | LOC BC Rwy 25, Amdt 13D. |
| 09/02/02 ... | CA | Sacramento | Sacramento Mather | 2/9098 | RNAV (GPS) Rwy 4R, Orig. |
| 09/03/02 ... | NY | New York | John F. Kennedy Intl | 2/9225 | ILS Rwy 4L, Amdt 10. |
| 09/03/02 ... | MI | Marlette | Marlette | 2/9227 | RNAV (GPS) Rwy 9, Orig. |
| 09/03/02 ... | MI | Marlette | Marlette | 2/9228 | RNAV (GPS) Rwy 27, Orig. |
| 09/04/02 ... | MS | Hattiesburg | Bobby L. Chain Muni | 2/9245 | VOR or GPS Rwy 13, Amdt 10. |
| 09/04/02 ... | NJ | Newark | Newark Intl | 2/9247 | VOR/DME Rwy 22L, Orig-A. |
| 09/04/02 ... | NJ | Newark | Newark Intl | 2/9248 | RNAV (GPS) Rwy 22L, Orig. |
| 09/04/02 ... | MO | Springfield | Springfield-Branson Regional | 2/9257 | NDB Rwy 14, Amdt 11. |
| 09/04/02 ... | TX | Grandbury | Grandbury Muni | 2/9281 | VOR DME-A, Orig. |
| 09/05/02 ... | ME | Rockland | Knox County Regional | 2/9352 | GPS Rwy 31, Orig-A. |
| 09/05/02 ... | ME | Rockland | Knox County Regional | 2/9354 | NDB Rwy 31, Orig. |
| 09/05/02 ... | TX | Dallas | Addison | 2/9363 | ILS Rwy 15; Amdt 9A. |
| 09/09/02 ... | VA | Newport News | Newport News/Williamsburg Intl | 2/9522 | NDB Rwy 25, Amdt 4C. |
| 09/10/02 ... | FL | Keystone Heights | Keystone Airpark | 2/9549 | VOR/DME Rwy 4, Orig. |

[FR Doc. 02-23826 Filed 9-19-02; 8:45 am]
BILLING CODE 4910-13-M

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 97

[Docket No. 30330; Amdt. No. 3023]

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.

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