

FDC date	State	City	Airport	FDC No.	SIAP
06/07/96 .....	NM	Taos .....	Taos Muni .....	FDC 6/3577	NDB RWY 4 ORIG-A...
06/10/96 .....	AR	Malvern .....	Malvern Muni .....	FDC 6/3643	NDB or GPS RWY 21 AMDT 1...
06/10/96 .....	IL	Macomb .....	Macomb Muni .....	FDC 6/3644	NDB or GPS RWY 27 AMDT 2A...
06/10/96 .....	IL	Springfield .....	Capital Airport .....	FDC 6/3646	ILS RWY 4 AMDT 24...
06/10/96 .....	NC	Wilmington .....	New Hanover .....	FDC 6/3669	NDB or GPS RWY 35, AMDT 16A...
06/10/96 .....	NC	Wilmington .....	New Hanover .....	FDC 6/3670	RADAR-1, AMDT 6...
06/10/96 .....	WI	Rice Lake .....	Rice Lake Regional-Carl's Field .....	FDC 6/3655	NDB RWY 19 ORIG...
06/11/96 .....	NM	Albuquerque .....	Albuquerque Intl .....	FDC 6/3713	ILS RWY 3 ORIG...
06/12/96 .....	NY	Wellsville .....	Wellsville Muni-Tarantine Field .....	FDC 6/3753	LOC RWY 28 AMDT 3...
					This replaces FDC NOTAM 6/3249 in TL 96-13.

[FR Doc. 96-15915 Filed 6-20-96; 8:45 am]

BILLING CODE 4910-13-M

#### 14 CFR Part 97

[Docket No. 28602; Amdt. No. 1736]

#### 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:** Paul J. Best, Flight Procedures Standards Branch (AFS-420), Technical Programs Division, Flight Standards Service, Federal Aviation Administration, 800 Independence Avenue, SW., Washington, DC 20591; telephone (202) 267-8277.

**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 Form 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.

This amendment to part 97 is effective upon publication of each separate SIAP as contained in the transmittal. The SIAPs contained in this amendment are based on the criteria contained in the United States Standard for Terminal Instrument Approach 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 Global Positioning System (GPS) equipment. In consideration of the above, the applicable Standard Instrument Approach Procedures (SIAPs) will be altered to include "or GPS" in the title without otherwise reviewing or modifying the procedure. (Once a stand alone GPS procedure is developed, the procedure title will be altered to remove "or GPS" from these non-localizer, non-precision instrument approach procedure titles.) 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.

The FAA 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 June 14, 1996.

Thomas C. Accardi,  
*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, 97.27, 97.33, 97.35 [Amended]

By amending: § 97.23 VOR, VOR/DME, or TACAN, and VOR/DME or TACAN; § 97.27 NDB, NDB/DME; § 97.33 RNAV SIAPs; and § 97.35 CPTER SIAPs, identified as follows:

\*\*\*Effective August 15, 1996

Bartow, FL, Bartow Muni, VOR/DME or GPS RWY 9L, Amdt 1A Cancelled

Bartow, FL, Bartow Muni, VOR/DME RWY 9L, Amdt 1A

Lake Providence, LA, Byerley, NDB or GPS RWY 17, Amdt 1 Cancelled

Lake Providence, LA, Byerley, NDB RWY 17, Amdt 1

Marksville, LA, Marksville Muni, NDB or GPS RWY 4, Amdt 1A Cancelled

Marksville, LA, Marksville Muni, NDB RWY 4, Amdt 1A

Mansfield, MA, Mansfield Muni, NDB or GPS RWY 32, Amdt 4 Cancelled

Mansfield, MA, Mansfield Muni, NDB RWY 32, Amdt 4

Willmar, MN, Willmar Muni-John L. Rice Field, VOR or GPS RWY 10, Amdt 1A Cancelled

Willmar, MN, Willmar Muni-John L. Rice Field, VOR RWY 10, Amdt 1A

Imperial, NE, Imperial Muni, NDB or GPS RWY 31, Amdt 2 Cancelled

Imperial, NE, Imperial Muni, NDB RWY 31, Amdt 2

Portsmouth, NH, Pease International Tradeport, VOR or TACAN or GPS RWY 16, Amdt 1A Cancelled

Portsmouth, NH, Pease International Tradeport, VOR or TACAN RWY 16, Amdt 1A

Trenton, NJ, Mercer County, VOR/DME RNAV or GPS RWY 16, Amdt 4 Cancelled

Trenton, NJ, Mercer County, VOR/DME RNAV RWY 16, Amdt 4

Trenton, NJ, Mercer County, VOR/DME RNAV or GPS RWY 34, Amdt 5 Cancelled

Trenton, NJ, Mercer County, VOR/DME RNAV RWY 34, Amdt 5

North Kingstown, RI, Quonset State, VOR or GPS RWY 34, Orig Cancelled

North Kingstown, RI, Quonset State, VOR RWY 34, Orig.

Hondo, TX, Hondo Muni, VOR or GPS RWY 17L, Orig Cancelled

Hondo, TX, Hondo Muni, VOR RWY 17L, Orig.

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#### ENVIRONMENTAL PROTECTION AGENCY

#### 40 CFR Parts 52 and 81

[MI43-03-7258; FRL-5525-4]

#### Approval and Promulgation of Implementation Plans and Designation of Areas for Air Quality Planning Purposes; State of Michigan

AGENCY: Environmental Protection Agency (EPA).

ACTION: Final rule.

**SUMMARY:** On April 2, 1996 the Environmental Protection Agency (EPA) published a proposal to approve the redesignation to attainment and associated section 175A maintenance plan for the ozone National Ambient Air Quality Standard (NAAQS) for the two-county Grand Rapids, Michigan area as a State Implementation Plan (SIP) revision. The 30-day comment period concluded on May 2, 1996. A total of 1 comment letter was received in response to the April 2, 1996 proposal. On May 1, 1996, the EPA published a 14-day partial extension of the comment period on the redesignation request and section 175A maintenance plan, limited to the State's April 11, 1996 revision to the section 175A maintenance plan which was not available in EPA's docket prior to April 15, 1996. The reopened comment period concluded on May 16, 1996. One additional comment letter was received in response to the May 1,

1996, extension of public comment period. This final rule summarizes all comments and EPA's responses, and finalizes the approval of the redesignation to attainment for ozone and associated section 175A maintenance plan for the Grand Rapids area.

**EFFECTIVE DATE:** This action will be effective June 21, 1996.

**ADDRESSES:** Copies of the SIP revisions, public comments and EPA's responses are available for inspection at the following address: (It is recommended that you telephone Jacqueline Nwia at (312) 886-6081 before visiting the Region 5 Office.) United States Environmental Protection Agency, Region 5, Air and Radiation Division, 77 West Jackson Boulevard, Chicago, Illinois 60604.

**FOR FURTHER INFORMATION CONTACT:** Jacqueline Nwia, Regulation Development Section (AR-18J), Air Programs Branch, Air and Radiation Division, United States Environmental Protection Agency, Region 5, 77 West Jackson Boulevard, Chicago, Illinois 60604, Telephone Number (312) 886-6081.

#### SUPPLEMENTARY INFORMATION:

##### I. Background Information

The redesignation request and maintenance plan for the Grand Rapids and Muskegon moderate ozone nonattainment areas discussed in this rule were submitted on March 9, 1995 and May 1, 1995 (with a revision on April 11, 1996), by the Michigan Department of Environmental Quality (MDEQ). However, the April 2, 1996 proposal and this final rule address only the Grand Rapids area, which consists of Kent and Ottawa Counties. On April 2, 1996, (61 FR 14522) the EPA published a proposal to approve the redesignation request and associated section 175A maintenance plan as a revision to the Michigan ozone SIP. On May 1, 1996 (61 FR 19233), the EPA published a partial 14-day extension of the comment period on the redesignation request and section 175A maintenance plan, limited to the State's April 11, 1996 revision to the section 175A maintenance plan, which was not available in EPA's docket prior to April 15, 1996. The reopened comment period concluded on May 16, 1996. Adverse comments were received regarding the proposed rule. The final rule contained in this Federal Register addresses the comments which were received during the public comment periods and announces EPA's final action regarding the redesignation and section 175A maintenance plan for the Grand Rapids