

From	To	MEA	MMA
§ 95.7522 JET ROUTE NO. 522 IS AMENDED BY ADDING			
BRAINERD, MN VORTAC	GREEN BAY, WI VORTAC	18000	45000
From	To	Changeover points	
		Distance	From
§ 95.8003 VOR FEDERAL AIRWAYS CHANGEOVER POINTS, AIRWAY SEGMENT, V-189 IS AMENDED BY ADDING			
WRIGHT BROTHERS, NC VOR/DME	TAR RIVER, NC VORTAC	25	WRIGHT BROTHERS.

[FR Doc. 96-32697 Filed 12-23-96; 8:45 am]
BILLING CODE 4910-13-M

14 CFR Part 97

[Docket No. 28756; Amdt. No. 1770]

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 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 (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 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 Approach 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 impractical 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 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 December 13, 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. 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, 97.29, 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, MLS/DME, MLS/RNAV; § 97.31 RADAR SIAPs; § 97.33 RNAV SIAPs; and § 97.35 COPTER SIAPs, identified as follows:

* * * Effective January 2, 1997

Destin, FL, Destin-Fort Walton Beach, NDB RWY 32, Orig
Ames, IA, Ames Muni, LOC RWY 1, Amdt 1 CANCELLED

Ames, IA, Ames Muni, ILS RWY 1, Orig

* * * Effective January 30, 1997

Bettles, AK, Bettles, VOR/DME RWY 1, Orig
Bettles, AK, Bettles, VOR OR GPS RWY 1, Amdt 3, CANCELLED
Bettles, AK, Bettles, LOC/DME RWY 1, Amdt 4
Bettles, AK, Bettles, NDB OR GPS-A, Amdt 8
Bettles, AK, Bettles, GPS RWY 1, Orig
Phoenix, AZ, Phoenix-Deer Valley Muni, GPS RWY 7R, Orig
Fullerton, CA, Fullerton Muni, GPS RWY 24, Orig
Los Angeles, CA, Los Angeles, Intl, ILS RWY 25L, Amdt 5
Los Angeles, CA, Los Angeles Intl, ILS RWY 25R, Amdt 9

Los Angeles, CA, Whiteman, GPS-B, Orig
Wilmington, DE, New Castle County, VOR/DME RNAV RWY 9, Amdt 4, CANCELLED
Wilmington, DE, New Castle County, VOR/DME RNAV RWY 9, Orig
Kosrae Island, FM, Kosrae, NDB/DME OR GPS-A, Orig
Kosrae Island, FM, Kosrae, NDB/DME-A Orig
Salem, IL, Salem-Leckrone, NDB RWY 18, Amdt 9
Salem, IL, Salem-Leckrone, GPS RWY 18, Orig
Bangor, ME, Bangor Intl, ILS RWY 15, Amdt 3
Rockland, ME, Knox County Regional, GPS RWY 31, Orig
Baltimore, MD, Baltimore-Washington Intl, ILS RWY 15L, Amdt 4
Baltimore, MD, Baltimore-Washington Intl, ILS RWY 15R, Amdt 14
Alma, MI, Gratiot Community, SDF RWY 9, Amdt 7
Alma, MI, Gratiot Community, NDB or GPS RWY 9, Amdt 6
Alma, MI, Gratiot Community, VOR/DME RNAV or GPS RWY 27, Amdt 7
Clare, MI, Clare Muni, VOR or GPS-A, Amdt 1
Mt. Pleasant, MI, Mt. Pleasant Muni, VOR or GPS RWY 27, Amdt 13, CANCELLED
Mt. Pleasant, MI, Mt. Pleasant Muni, VOR or GPS RWY 27, Orig
Faribault, MN, Faribault Muni, VOR/DME RNAV or GPS RWY 12, Amdt 4
Faribault, MN, Faribault Muni, VOR or GPS-A, Amdt 4
Owatonna, MN, Owatonna Muni, VOR/DME RWY 30, Amdt 3
Owatonna, MN, Owatonna Muni, VOR or GPS RWY 12, Amdt 9
Waseca, MN, Waseca Muni, NDB or GPS RWY 15, Amdt 4
Waseca, MN, Waseca Muni, VOR or GPS-A, Amdt 4
Wildwood, NJ, Cape May County, VOR OR GPS-A, Amdt 2
New York, NY, John F. Kennedy Intl, VOR OR GPS RWY 13L/13R, Amdt 18
Plattsburgh, NY, Clinton County, VOR/DME OR GPS-A, Amdt 2
Plattsburgh, NY, Clinton County, VOR OR GPS RWY 19, Amdt 3
Plattsburgh, NY, Clinton County, ILS RWY 1, Amdt 4
Saratoga Springs, NY, Saratoga County, VOR OR GPS-A, Amdt 5
Saratoga Springs, NY, Saratoga County, GPS RWY 23, Orig
Bowling Green, OH, Wood County, GPS RWY 27, Orig
Bristow, OK, Jones Meml, GPS RWY 17, Orig
Bristow, OK, Jones Meml, GPS RWY 35, Orig
Holdenville, OK, Holdenville Muni, GPS RWY 17, Orig
Holdenville, OK, Holdenville Muni, GPS RWY 35, Orig
Corvallis, OR, Corvallis Muni, VOR/DME RWY 35, Amdt 11
Corvallis, OR, Corvallis Muni, GPS RWY 17, Orig
Corvallis, OR, Corvallis Muni, GPS RWY 35, Orig
Leighton, PA, Jake Arner Memorial, NDB RWY 8, Amdt 2
Leighton, PA, Jake Arner Memorial, NDB RWY 26, Amdt 3

Greer, SC, Greenville—Spartanburg, GPS RWY 3, Orig
Greer, SC, Greenville, Spartanburg, GPS RWY 21, Orig
Greer, SC, Greenville—Spartanburg, RNAV RWY 21, Amdt 5, CANCELLED
Granbury, TX, Granbury Muni, GPS RWY 14, Orig
Beckley, WV, Raleigh County Memorial, ILS RWY 19, Amdt 4
Huntington, WV, Tri-State/Milton J. Ferguson Field, ILS RWY 12, Amdt 11
Platteville, WI, Platteville Municipal, GPS RWY 33, Orig

* * * Effective March 27, 1997

Grafton, ND, Grafton Muni, GPS RWY 35, Orig

* * * Effective Upon Publication

Las Cruces, NM, Las Cruces International, ILS RWY 30, Amdt 1

Note: The FAA published an amendment of the Federal Aviation Regulations (Vol 61, No. 231, page 60530, dated Friday, November 29, 1996) under Section 97.33, in Docket No. 28734, Amdt No. 1764 to Part 97, which is hereby amended as follows:

Change the effective date of publication from December 5, 1996 to January 2, 1997 for the following standard instrument approach procedure: Dayton, OH, Greene County, GPS RWY 7, Orig.

Note: The FAA published an amendment of the Federal Aviation Regulations (Vol 61, No. 235, page 64460, dated Thursday, December 5, 1996) under Section 97.33, in Docket No. 28738, Amdt No. 1767 to Part 97, with an effective publication date of January 30, 1997, which is hereby rescinded for the following procedure:

Fernandina Beach, FL, Fernandina Beach Muni, GPS RWY 13, Orig.

[FR Doc. 96-32689 Filed 12-23-96; 8:45 am]

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14 CFR Part 97

[Docket No. 28757; Amdt. No. 1771]

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 designated to provide safe and efficient use of the navigable airspace and to promote safe flight operations under instrument flight rules at the affected airports.