

Issued in Los Angeles, California, on February 14, 1996.

Leonard A. Mobley,

*Acting Manager, Air Traffic Division,  
Western-Pacific Region.*

[FR Doc. 96-4560 Filed 2-28-96; 8:45 am]

BILLING CODE 4910-13-M

#### 14 CFR Part 97

[Docket No. 28475; Amdt. No. 1712]

#### 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

The 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 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 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 February 23, 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 April 25, 1996

Searcy, AR, Searcy Municipal, GPS RWY 19, Amdt 1  
 Mesa, AZ, Falcon Fld, GPS RWY 4R, Orig Colorado Springs, CO, City of Colorado Springs Muni, GPS RWY 17L, Orig Colorado Springs, CO, City of Colorado Springs Muni, GPS RWY 35L, Orig Colorado Springs, CO, City of Colorado Springs Muni, GPS RWY 35R, Orig Rifle, CO, Garfield County Regional, GPS RWY 8, Orig  
 Kokomo, IN, Kokomo Muni, VOR or GPS RWY 32, Amdt 19  
 Kokomo, IN, Kokomo Muni, VOR/DME or GPS RWY 23, Amdt 19  
 Kokomo, IN, Kokomo Muni, ILS RWY 23, Amdt 8  
 Kokomo, IN, Kokomo Muni, VOR/DME RNAV or GPS RWY 5, Amdt 5  
 De Quincy, LA, De Quincy Industrial Airpark, GPS RWY 15, Orig  
 De Quincy, LA, De Quincy Industrial Airpark, GPS RWY 33, Orig  
 Eunice, LA, Eunice, GPS RWY 34, Orig  
 Opelousas, LA, St Landry Parish-Ahart Field, GPS RWY 35, Orig  
 Winnfield, LA, David G. Joyce, GPS RWY 26, Orig  
 Big Rapids, MI, Roben-Hood, VOR/DME or GPS-A, Amdt 7  
 Winona, MN, Winona Muni-Max Conrad Field, GPS RWY 29, Orig  
 Lovelock, NV, Derby Field, GPS RWY 1, Orig  
 Alamogordo, NM, Alamogordo-White Sands Regional, GPS RWY 3, Orig  
 Clovis, NM, Clovis Muni, GPS RWY 30, Orig  
 Tucumcari, NM, Tucumcari Muni, GPS RWY 3, Orig  
 Zuni Pueblo, NM, Black Rock, GPS RWY 7, Orig  
 Portland, OR, Portland Intl, LOC/DME RWY 10L, Orig  
 Dayton, TN, Mark Anton, GPS RWY 21, Orig  
 Burnet, TX, Burnet Muni Kate Craddock Field, GPS RWY 1, Orig  
 Clarksville, VA, Marks Muni, VOR/DME-A, Orig  
 Fond Du Lac, WI, Fond Du Lac County, GPS RWY 36, Orig

\* \* \* Effective Upon Publication

Hagerstown, MD, Washington County Regional, ILS RWY 27, Amdt 7  
 Santa Fe, NM, Santa Fe County Muni, VOR/DME-A, Amdt 1  
 Santa Fe, NM, Santa Fe County Muni, VOR OR GPS RWY 33, Amdt 9  
 Santa Fe, NM, Santa Fe County Muni, NDB RWY 2, Amdt 4  
 Santa Fe, NM, Santa Fe County Muni, ILS RWY 2, Amdt 5

Note: The FAA published procedures in Docket No. 28461; Amdt. No. 1710 to Part 97 of the Federal Aviation Regulations (VOL. 61 FR No. 33 Page 6108; dated Feb. 16, 1996) under Section 97.31 which are hereby amended as follows:

Charlotte, NC, Charlotte/Douglas Intl, RADAR-1, Amdt 19A, CANCELLED; Effective 25 APR 96.  
 Gastonia, NC, Gastonia Muni, RADAR-1 Amdt 4A, CANCELLED; Effective 28 MAR 96.

[FR Doc. 96-4687 Filed 2-28-96; 8:45 am]  
 BILLING CODE 4910-13-M

#### 14 CFR Part 97

[Docket No. 28480; Amdt. No. 1714]

#### 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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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