

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, VOR or TACAN, and VOR/DME or TACAN; § 97.27 NDB, NDB/DME; § 97.33 RNAV SIAPs; and § 97.35 COPTER SIAPs, identified as follows:

\* \* \* *Effective January 30, 1997*

Walnut Ridge, AR, Walnut Ridge Regional, NDB or GPS RWY 17, Amdt 3B Cancelled

Walnut Ridge, AR, Walnut Ridge Regional, NDB RWY 17, Amdt 3B Jefferson, GA, Jackson County, VOR/DME or GPS RWY 34, Amdt 1 Cancelled

Jefferson, GA, Jackson County, VOR/DME RWY 34, Amdt 1

Norfolk, NE, Karl Stefan Memorial, VOR or GPS RWY 1, Amdt 6 Cancelled

Norfolk, NE, Karl Stefan Memorial, VOR RWY 1, Amdt 6

Frederick, OK, Frederick Muni, NDB or GPS RWY 35L, Amdt 1A Cancelled  
Frederick, OK, Frederick Muni, NDB RWY 35L, Amdt 1A

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BILLING CODE 4910-13-M

#### **14 CFR Part 97**

[Docket No. 28766; Amdt. No. 1774]

RIN 2120-AA65

#### **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:** 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 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.

*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:** 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 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 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 NOTAM 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 Approach 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, Navigation (Air).

Issued in Washington, DC, on December 27, 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, 97.25, 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 Upon Publication

FORT LAUDERDALE-HOLLYWOOD INTL, FORT LAUDERDALE, FL. VOR OR GPS RWY 27R AMDT 10C  
FORT LAUDERDALE-HOLLYWOOD INTL, FORT LAUDERDALE, FL. RADAR-1 AMD 3B12/17/96  
FORT LAUDERDALE-HOLLYWOOD INTL, FORT LAUDERDALE, FL. ILS RWY 27R AMDT 5  
ST AUGUSTINE, ST AUGUSTINE, FL. VOR RWY 31 ORIG

ST AUGUSTINE, ST AUGUSTINE, FL. VOR OR GPS RWY 13 AMDT 5  
FAIRFIELD COUNTY, WINNSBORO, SC. GPS RWY 22 ORIG  
PORTLAND INTL, PORTLAND, OR. ILS RWY 10R AMDT 30A  
CRAIG MUNI, JACKSONVILLE, FL. ILS RWY 32 AMDT 3A  
MONROE, MONROE, NC. VOR OR GPS-A AMDT 11  
MONROE, MONROE, NC. VOR/DME OR GPS-B AMDT 6  
MONROE, MONROE, NC. NDB OR GPS RWY 5 AMDT 2  
MONROE, MONROE, NC. ILS RWY 5 ORIG  
METROPOLITAN OAKLAND INTL, OAKLAND, CA. ILS RWY 29 ‘CAT II’ AMDT 23...ILS RWY 29 ‘CAT III’ AMDT 23  
STUART/WITHAM FIELD, STUART, FL. GPS RWY 29, ORIG  
CHARLOTTE/DOUGLAS INTL, CHARLOTTE, NC. LOC BC RWY 23 AMDT 10  
BURLINGTON-ALAMANCE REGIONAL, BURLINGTON, NC. NDB OR GPS RWY 6, AMDT 3  
BURLINGTON-ALAMANCE REGIONAL, BURLINGTON, NC. VOR/DME OR GPS-A, ORIG  
TAMPA INTL, TAMPA, FL. ILS RWY 18L, AMDT 38D  
TAMPA INTL, TAMPA, FL. VOR OR GPS RWY 9, AMDT 7A  
CRAIG FIELD, SELMA, AL. ILS RWY 33, ORIG-C  
FI/P AUBURN-OPELIKA ROBERT G. PITTS, AUBURN, AL. RNAV OR GPS RWY 36, AMDT 3  
AUBURN-OPELIKA ROBERT G. PITTS, AUBURN, AL. VOR/DME OR GPS-A, AMDT 6  
AUBURN-OPELIKA ROBERT G. PITTS, AUBURN, AL. VOR OR GPS RWY 28, AMDT 9  
AUBURN-OPELIKA ROBERT G. PITTS, AUBURN, AL. NDB RWY 36, ORIG  
AUBURN-OPELIKA ROBERT G. PITTS, AUBURN, AL. LOC RWY 36, AMDT 2  
BEAUMONT-PORT AUTHUR/JEFFERSON COUNTY, BEAUMONT-PORT AUTHUR, TX. GPS RWY 34, ORIG

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#### 14 CFR Part 97

[Docket No. 28765; Amdt. No. 1773]

RIN 2120-AA65

#### 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.

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#### 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