

Time of designation. Sunrise to sunset, Monday through Saturday; other times by NOTAM.

Controlling Agency. Yuma Approach Control (MCAS), Yuma, AZ.

Using Agency. Commanding Officer, Yuma Proving Ground, Yuma, AZ.

Issued in Washington, DC, on April 21, 1997

Jeff Griffith,

Program Director for Air Traffic, Airspace Management.

[FR Doc. 97-11204 Filed 4-29-97; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 97

[Docket No. 28898; Amdt. No. 1795]

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 cancelled.

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 April 18, 1997.

David R. Harrington,
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

FDC date	State	City	Airport	FDC No.	SIAP
04/03/97	IL	Bloomington/Normal	Bloomington/Normal	7/1855	ILS Rwy 29 Amdt 8b...
04/03/97	TN	Lafayette	Lafayette Muni	7/1857	NDB or GPS Rwy 19, Amdt 2A...
04/04/97	AZ	Casa Grande	Casa Grande Muni	7/1889	GPS Rwy 5, Orig...
04/07/97	MA	Hyannis	Barnstabel Muni-Boardman/Polando Field.	7/1956	ILS Rwy 15 Amdt 2A...
04/08/97	LA	Tallulah/Vicksburg	Vicksburg Tallulah Regional	7/1970	GPS Rwy 36, Orig...
04/08/97	LA	Tallulah/Vicksburg	Vicksburg Tallulah Regional	7/1972	LOC Rwy 36, Orig...
04/08/97	LA	Tallulah/Vicksburg	Vicksburg Tallulah Regional	7/1974	NDB Rwy 36, Orig...
04/08/97	MI	Sturgis	Kirsch Muni	7/1979	NDB Rwy 24 Amdt 10A...
04/08/97	MI	Sturgis	Kirsch Muni	7/1981	NDB Rwy 18 Amdt 5A...
04/09/97	NM	Roswell	Roswell Industrial Air Center	7/1999	GPS Rwy 35, Orig...
04/10/97	AZ	Casa Grande	Casa Grande Muni	7/2023	GPS Rwy 23 Orig...
04/10/97	TX	Fort Worth	Fort Worth Alliance	7/2021	ILS Rwy 34R Amdt 2B...
04/14/97	NC	Fayetteville	Fayetteville Regional/Grannis Field	7/2081	LOC BC Rwy 22 Amdt 5...
04/14/97	NC	Fayetteville	Fayetteville Regional/Grannis Field	7/2083	VOR or GPS Rwy 28 Amdt 7...
04/14/97	NC	Fayetteville	Fayetteville Regional/Grannis Field	7/2085	NDB or GPS Rwy 4 Amdt 14...
04/14/97	NC	Fayetteville	Fayetteville Regional/Grannis Field	7/2087	VOR Rwy 4 Amdt 15...
04/14/97	NC	Fayetteville	Fayetteville Regional/Grannis Field	7/2090	Radar 1 Amdt 6...
04/14/97	NC	Fayetteville	Fayetteville Regional/Grannis Field	7/2092	ILS Rwy 4 Amdt 14...

Casa Grande

Casa Grande Muni
Arizona
GPS Rwy 5, Orig...
FDC Date: 04/04/97

FDC 7/1889 /CGZ/ FI/P Casa Grande Muni, Casa Grande, AZ. GPS Rwy 5, Orig...Missed approach...Climbing right turn to 5600 direct TFD Vortac and hold. This is GPS Rwy 5, Orig-A.

Casa Grande

Casa Grande Muni
Arizona
GPS Rwy 23 Orig...
FDC Date: 04/10/97

FDC 7/2023 CGZ/ FI/P Casa Grande Muni, Casa Grande, AZ. GPS Rwy 23 Orig... Missed approach... Climb to 5600 direct TFD Vortac and hold. Terminal route AYZUT WP /IAF/ to TAFYE WP 3400. This is GPS Rwy 23 Orig-A

Bloomington/Normal

Bloomington/Normal
Illinois
ILS Rwy 29 AMDT 8B
FDC Date: 04/03/97

FDC 7/1855 /BMI/ FI/P Bloomington/Normal, Bloomington/Normal, IL. ILS Rwy 29 Amdt 8B... Terminal routes... BMI VOR/DME to annay Int/OM/BMI 7.6 DME 3100. MCLEN INT to BMI

VOR/DME 3100. CMI Vortac to Sayba Int 3100. Sayba Int (IAF) to Annay Int 3100. PTN L side of CRS 108 outbnd 3100 ft within 10 mi of Annay Int, MNM ALT Annay 3100. MNM GS INTCP 3100. This is ILS RWY 29 Amdt 8C.

Tallulah/Vicksburg

Vicksburn Tallulah Regional
Louisiana
GPS Rwy 36, Orig...
FDC Date: 04/08/97

FDC 7/1970 /TVR/ FI/P Vicksburg Tallulah Regional, Tallulah/Vicksburg, LA. GPS Rwy 37 Orig... DLT Monroe Regional ALSTG minimums and remote ALTm note. This is GPS Rwy 18, Orig-A.

Tallulah/Vicksburg

Vicksburg Tallulah Regional
Louisiana
LOC Rwy 36, Orig...
FDC Date: 04/08/97

FDC 7/1972 /TVR/ FI/P Vicksburn Gallulah Regional, Tallulah/Vicksburn, LA. LOC Rwy 36, Orig... DLT Monroe Regional ALSTG Minimums and remote ALTm note. This is LOC Rwy 36, Orig-A.

Tallulah/Vicksburn

Vicksburg Tallulah Regional
Louisiana

NDB Rwy 26, Orig...

FDC Date: 04/08/97

FDC 7/1974 /TVR/ FI/P Vicksburg Tallulah Regional Tallulah/Vicksburg, LA. NDB Rwy 36 Orig... DLT Monroe Regional ALSTG minimums and remote ALTm note. This is NDB Rwy 36, Orig-A.

Hyannis

Barnstabel Muni-Boardman/Polando Field

Massachusetts

ILS Rwy 15 Amdt 2A...

FDC Date: 04/07/97

FDC 7/1956 /HYA/ FI/P Barnstabel Muni-Boardman/Polando Field, Hyannis, MA. ILS Rwy 15 Amdt 2A... Delete Note... DME or radar required. Add note... ADF Required. This is ILS Rwy 15 Amdt 2B.

Sturgis

Kirsch Muni

Michigan

NDB Rwy 24 Amdt 10A

FDC Date: 04/08/97

FDC 7/1979/IRS/ FI/P Kirsch Muni, Sturgis, MI. NDB Rwy 24 Amdt 10A... Terminal Route... Sewto Int to IRS NDB... Change course to 045.56 and distance to 5.24 NM. This is NDB Rwy 24 Amdt 10B.

Sturgis

Dirsch Muni
Michigan
NDB Rwy 18 Amdt 5A...
FDC Date: 04/08/97

FDC 7/1981 /IRS/ FI/P Kirsch Muni,
Sturgis, MI. NDB Rwy 18 Amdt 5A...
Terminal Route Sewto Int to IRS NDB...
Change course to 045.56 and distacne to
5.24 NM. This is NDB Rwy 18 Amdt 5B.

Fayetteville

Fayetteville Regional/Grannis Field
North Carolina
LOC BC Rwy 22 Amdt 5...
FDC Date: 04/14/97

FDC 7/2081 /FAY/ FI/P Fayetteville
Regional/Grannis Field, Fayetteville,
NC. LOC BC Rwy 22 Amdt 5... Delete
note... When control zone not in effect,
use Simmons AAF altimeter setting and
increase all MDAS 20 feet missed
approach instructions... Climb to 600
then climbing left turn to 3000 VIA FAY
R-131 to Grands Int/Fay 15 DME and
hold. Alternate minimums standard.
This is LOC BC Rwy 22 Amdt 5A.

Fayetteville

Fayetteville Regional/Grannis Field
North Carolina
VOR or GPS Rwy 28 Amdt 7...
FDC Date: 04/14/97

FDC 7/2083 /Fay/ FI/P Fayetteville
Regional/Grannis Field, Fayetteville,
NC. VOR or GPS Rwy 28 Amdt 7...
Delete note... When control zone not in
effect, use Simmons AAF altimeter
setting and increase all DH/MDAS 20
feet. Missed approach instructions...
Climbing left turn to 3000 VIA Fay R-
131 to gands Int/Fay 15 DME and hold.
Alternate minimums standard. This is
VOR or GPS Rwy 28 Amdt 7A.

Fayetteville

Fayetteville Regional/Grannis Field
North Carolina
NDB or GPS Rwy 4 Amdt 14. . .
FDC Date: 04/14/97

FDC 7/2085 /FAY/ FI/P Fayetteville
Regional/Grannis Field, Fayetteville,
NC. NDB or GPS Rwy 4 Amdt
14. . .Delete note. . . When control
zone not in effect, use Simmons AAF
altimeter setting and increase all MDAS
20 feet. Missed approach
instructions. . .Climbing right turn to
3000 VIA Fay R-131 to Gands Int/Fay
15 DME and hold. Alternate minimums
standard. This is NDB or GPS Rwy 4
Amdt 14A.

Fayetteville

Fayetteville Regional/Grannis Field
North Carolina
VOR Rwy 4 Amdt 15. . .
FDC Date: 04/14/97

FDC 7/2087/FAY/ FI/P Fayetteville
Regional/Grannis Field, Fayetteville,
NC. VOR Rwy 4 Amdt 15. . .Delete
note. . . When control zone not in
effect, use Simmons AAF altimeter
setting and increase all DH/MDAS 20 ft.
Missed approach
instructions. . .Climbing right turn to
3000 VIA Fay R-131 to Gands Int/Fay
15 DME and hold. Alternate minimums
standard. This is VOR Rwy 4 Amdt 15A.

Fayetteville

Fayetteville Regional/Grannis Field
North Carolina
Radar 1 Amdt 6. . .
FDC Date: 04/14/97

FDC 7/2090 /FAY/ FI/P Fayetteville
Regional/Grannis Field, Fayetteville,
NC. Radar 1 Amdt 6. . .Delete note. . .
When control zone not in effect
procedure NA. Aternate minimums
standard. This is Radar 1 Amdt 6A.

Fayetteville

Fayetteville Regional/Grannis Field
North Carolina
ILS Rwy 4 Amdt 14. . .
FDC Date: 04/14/97

FDC 7/2092 /FAY/ FI/P Fayetteville
Regional/Grannis Field, Fayetteville,
NC. ILS Rwy 4 Amdt 14. . .Delete
note. . . When control zone not in
effect, use Simmons AAF altimeter
setting and increase all DH/MDAS 20 ft.
Delete note. . . CAT D S-LOC visibility
increased to RVR 5000 for inoperative
MM. Missed approach
instructions. . .Climb to 600 then
climbing right turn to 3000 VIA Fay R-
131 to Gands Int/Fay 15 DME and hold.
Alternate minimums standard. This is
ILS Rwy 4 Amdt 14A.

Roswell

Roswell Industrial Air Center
New Mexico
GPS Rwy 35, Orig. . .
FDC Date: 04/09/97

FDC 7/1999 /ROW/ FI/P Roswell
Industrial Air Center, Roswell, NM. GPS
Rwy 35, Orig. . .Delete note. . . When
LCL ALSTG not received, except for
operators with approved weather
reporting service, PROC NA. This is
GPS Rwy 35, Orig-A.

Lafayette

Lafayette Muni
Tennessee
NDB or GPS Rwy 19 Amdt 2A. . .
FDC Date: 04/03/97

FDC 7/1857 /3M7/ FI/P Lafayette
Muni, TN. NDB or GPS Rwy 19, Amdt
2A. . .MSA LFB 25 NM 2700. This is
NDB or GPS Rwy 19, Amdt 2B.

Fort Worth

Fort Worth Alliance

Texas

ILS Rwy 34R Amdt 2B. . .
FDC Date: 04/10/97

FDC 7/2021 /AFW/ FI/P Fort Worth
Alliance, Fort Worth, TX. ILS Rwy 34R
Amdt 2B. . .ALT MNMS. . . ILS CAT
D-700-2. This is ILS Rwy 34R Amdt 2C

[FR Doc. 97-11217 Filed 4-29-97; 8:45 am]

BILLING CODE 4910-13-M

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

[Docket No. 28899; Amdt. No. 1796]

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.

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ADDRESSES: Availability of matters incorporated by reference in the amendment is as follows:

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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

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