

Portsmouth, VA, Hampton Roads, GPS RWY 28, Orig  
 Richmond/Ashland, VA, Hanover County Muni, LOC RWY 16, Amdt 1  
 Staunton/Waynesboro/Harrisonburg, VA, Shenandoah Valley Regional, GPS RWY 23, Orig  
 Charlotte Amalie, VI, Cyril E King, GPS RWY 10, Orig  
 Phillips, WI, Price County, GPS RWY 1, Orig  
 Phillips, WI, Price County, GPS RWY 19, Orig

Note: The FAA published two amendments of the Federal Aviation Regulations (Vol 61, No. 248, page 67704, dated Tuesday, December 24, 1996) under Sections 97.29 and 97.33 in Docket No. 28765, Amdt. No. 1770 to Part 97, with an effective publication date of January 30, 1997, which is hereby amended to read as follows:

Baltimore, MD, Baltimore-Washington Intl, ILS/DME RWY 15L, Amdt 4  
 Wilmington, DE, New Castle County, VOR/DME RNAV OR GPS RWY 9, Orig

[FR Doc. 97-1579 Filed 1-22-97; 8:45 am]  
 BILLING CODE 4910-13-M

#### 14 CFR Part 97

[Docket No. 28778; Amdt. No. 1777]

#### 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 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 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 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), 14 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 January 10, 1997.

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 as read as follows:

**§§ 97.23, 97.25, 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                                  |
|----------------|-------|--------------------|--|------------|---------------------------------------|
| 01/02/97 ..... | MN    | Minneapolis .....  | Minneapolis-St Paul Intl (Wold-Chamberlain). | FDC 7/0026 | ILS RWY 22, AMDT 4...                 |
| 01/02/97 ..... | MN    | Minneapolis .....  | Minneapolis-St Paul Intl (Wold-Chamberlain). | FDC 7/0027 | ILS RWY 11L, AMDT 3...                |
| 01/02/97 ..... | MN    | Minneapolis .....  | Minneapolis-St Paul Intl (Wold-Chamberlain). | FDC 7/0028 | ILS RWY 29R, AMDT 7...                |
| 01/02/97 ..... | MN    | Minneapolis .....  | Minneapolis-St Paul Intl (Wold-Chamberlain). | FDC 7/0029 | NDB or GPS RWY 29R, AMDT 11...        |
| 01/03/97 ..... | AL    | Auburn .....       | Auburn-Opelika Robert G. Pitts .....         | FDC 7/0042 | VOR or GPS RWY 28 AMDT 9A...          |
| 01/03/97 ..... | FL    | Gainesville .....  | Gainesville Regional .....                   | FDC 7/0041 | NDB RWY 28 AMDT 8...                  |
| 01/03/97 ..... | FL    | Gainesville .....  | Gainesville Regional .....                   | FDC 7/0044 | LOC BC RWY 10 AMDT 7...               |
| 01/03/97 ..... | FL    | Gainesville .....  | Gainesville Regional .....                   | FDC 7/0045 | ILS RWY 28 AMDT 11...                 |
| 01/05/97 ..... | IL    | Monline .....      | Quad City Airport .....                      | FDC 7/0066 | ILS RWY 27 ORIG-A...                  |
| 01/06/97 ..... | AR    | Little Rock .....  | Adams Field .....                            | FDC 7/0101 | ILS RWY 22L, AMDT 1B...               |
| 01/06/97 ..... | PA    | Perkasie .....     | Pennridge .....                              | FDC 7/0102 | VOR or GPS RWY 8 AMDT 1...            |
| 01/07/97 ..... | OR    | Portland .....     | Portland Intl .....                          | FDC 7/0119 | ILS RWY 10R AMDT 30B...               |
| 01/07/97 ..... | SD    | Rapid City .....   | Rapid City Regional .....                    | FDC 7/0134 | ILS RWY 32 AMDT 17...                 |
| 01/07/97 ..... | SD    | Rapid City .....   | Rapid City Regional .....                    | FDC 7/0135 | NDB RWY 32 AMDT 3...                  |
| 01/07/97 ..... | SD    | Rapid City .....   | Rapid City Regional .....                    | FDC 7/0136 | VOR or TACAN or GPS RWY 32 AMDT 24... |
| 10/03/96 ..... | KS    | Manhattan .....    | Manhattan Muni .....                         | FDC 6/7604 | VOR or GPS RWY 3, AMDT 17...          |
| 12/06/96 ..... | OH    | Columbus .....     | Port Columbus Intl .....                     | FDC 6/9115 | NDB RWY 28R ORIG...                   |
| 2/20/96 .....  | FL    | St Augustine ..... | St Augustine .....                           | FDC 6/9433 | VOR or GPS RWY 13 AMDT 5...           |

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**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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