

[FR Doc. 99-19619 Filed 7-29-99; 8:45 am]
BILLING CODE 4910-13-M

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 97

[Docket No. 29666; Amdt. No. 1942]

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 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: Donald P. Pate, Flight Procedure

Standards Branch (AMCAFS-420), Flight Technologies and Programs Division, Flight Standards Service, Federal Aviation Administration, Mike Monroney Aeronautical Center, 6500 South MacArthur Blvd. Oklahoma City, OK. 73169 (Mail Address: P.O. Box 25082, Oklahoma City, OK. 73125) telephone: (405) 954-4164.

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's 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 NOTAMs 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 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 July 23, 1999.

L. Nicholas Lacey,

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:

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; § 97.35 COPTER SIAPs, identified as follows:

* * * *Effective Upon Publication*

Date	State	City	Airport	FDC No.	SIAP
7/07/99	MT	Great Falls	Great Falls Intl	9/4734	VOR or GPS Rwy 3, amdt 16...
7/07/99	MT	Great Falls	Great Falls Intl	9/4735	ILS Rwy 3, Amdt 2...
7/08/99	MT	Great Falls	Great Falls Intl	9/4776	HI-VOR/DME or TACAN Rwy 3, Amdt 2...
7/08/99	MT	Great Falls	Great Falls Intl	9/4777	HI-ILS Rwy 3, Orig...
7/08/99	NE	Crete	Crete Muni	9/4797	VOR/DME Rwy 35, Amdt 3...
7/09/99	CT	Chester	Chester	9/4823	VOR/DME RNAV or GPS Rwy 35 Amdt 1...
7/09/99	MA	Provincetown	Provincetown Muni	9/4824	ILS Rwy 7 Amdt 7...
7/09/99	VA	South Boston	William M. Tuck	9/4817	VOR or GPS-A Amdt 7...
7/09/99	VA	South Boston	William M. Tuck	9/4818	GPS Rwy 36 Orig...
7/12/99	TN	Memphis	Memphis Intl	9/4875	ILS Rwy 36L (CAT I, II, III), Amdt 13A...
7/13/99	AL	Birmingham	Birmingham Intl	9/4910	ILS Rwy 23, Orig...
7/13/99	AL	Birmingham	Birmingham Intl	9/4911	NDB Rwy 23, Amdt 16...
7/13/99	AL	Birmingham	Birmingham Intl	9/4912	ILS Rwy 5, Amdt 41A...
7/13/99	AL	Birmingham	Birmingham Intl	9/4913	GPS Rwy 23, Orig...
7/13/99	AL	Birmingham	Birmingham Intl	9/4914	HI-ILS Rwy 5, Amdt 6...
7/13/99	AL	Birmingham	Birmingham Intl	9/4915	NDB or GPS Rwy 5, Amdt 30...
7/13/99	AL	Birmingham	Birmingham Intl	9/4916	Radar-1, Amdt 19A...
7/13/99	NV	Reno	Reno/Tahoe Intl	9/4896	GPS Rwy 16R Orig...
7/13/99	PA	Monongahela	Rostraver	9/4922	GPS Rwy 25 Orig-A...
7/13/99	VA	Hot Springs	Ingalls Field	9/4918	ILS Rwy 24 Amdt 2B...
7/14/99	MS	Columbus-West Point-Starkville.	Golden Triangle Regional	9/4954	GPS Rwy 18, Orig...
7/14/99	OH	Columbus	Port Columbus Intl	9/4942	ILS Rwy 28L, Amdt 27...
7/15/99	CO	Fort Collins/Loveland	Fort Collins-Loveland Muni	9/4999	VOR/DME or GPS-B, Amdt 1...
7/15/99	CO	Fort Collins/Loveland	Fort Collins-Loveland Muni	9/5000	ILS Rwy 33, Amdt 5A...
7/15/99	GA	Toccoa	Toccoa RG Letour-Neau Field	9/5037	VOR/DME Rwy 2, Orig-A...
7/15/99	NJ	Teterboro	Teterboro	9/5012	ILS Rwy 6 Amdt 29...
7/15/99	NJ	Teterboro	Teterboro	9/5013	COPTER ILS Rwy 6 Amdt 1...
7/15/99	NJ	Teterboro	Teterboro	9/5014	FMS/ILS Rwy 6 Orig-A...
7/15/99	SC	Greer	Greenville-Spartanburg	9/4991	ILS Rwy 22, Amdt 3...
7/15/99	WA	Ellensburg	Bowers Field	9/5032	GPS Rwy 25, Orig...
7/15/99	WA	Ellensburg	Bowers Field	9/5033	VOR or GPS-B, Amdt 1...
7/15/99	WA	Ellensburg	Bowers Field	9/5034	VOR or GPS-A, Amdt 2...
7/15/99	WV	Point Pleasant	Mason County	9/5031	GPS Rwy 25 Orig...
7/16/99	CA	Salinas	Salinas Muni	9/5090	VOR Rwy 13 Amdt 11
7/16/99	CA	Salinas	Salinas Muni	9/5091	ILS Rwy 31 Amdt 5...
7/16/99	CA	Salinas	Salinas Muni	9/5172	LOC/DME Rwy 31 Amdt 4...
7/16/99	KY	Louisville	Bowman Field	9/5079	NDB or GPS Rwy 32 Amdt 15...
7/16/99	KY	Louisville	Bowman Field	9/5080	VOR Rwy 32 Amdt 14...
7/16/99	KY	Louisville	Bowman Field	9/5081	VOR Rwy 24 Amdt 7...
7/16/99	KY	Louisville	Bowman Field	9/5082	VOR or GPS Rwy 14 Amdt 9...
7/16/99	KY	Louisville	Bowman Field	9/5083	GPS Rwy 24 Orig-A...
7/16/99	MD	Cumberland	Greater Cumberland Regional	9/5084	NDB-A Amdt 8...
7/16/99	MO	St Louis	Lambert-St Louis Intl	9/5055	TACAN Rwy 30L, Orig...
7/16/99	MO	St Louis	Lambert-St Louis Intl	9/5056	TACAN Rwy 12 R, Orig...
7/16/99	NJ	Caldwell	Essex County	9/5062	NDB or GPS Rwy 22 Amdt 5...
7/16/99	NJ	Caldwell	Essex County	9/5076	LOC Rwy 22 Amdt 1B...
7/16/99	NJ	Caldwell	Essex County	9/5077	NDB or GPS-A Amdt 5A...
7/16/99	RI	Westerly	Westerly State	9/5050	LOC Rwy 7 Amdt 5...
7/16/99	TN	Jacksboro	Campbell County	9/5067	GPS Rwy 23 Orig...
7/16/99	TN	Smyrna	Smyrna	9/5069	NDB Rwy 32 Amdt 8A...
7/19/99	FL	Tallahassee	Tallahassee Regional	9/5165	ILS Rwy 27 Amdt 6 (CAT I and II)...
7/19/99	NV	Reno	Reno/Tahoe Intl	9/5152	LOC-2 Rwy 16R Amdt 6A...
7/21/99	CA	Hayward	Hayward Air Terminal	9/5254	VOR/DME or GPS-B Amdt. 1A
7/21/99	CA	Hayward	Hayward Air Terminal	9/5255	GPS Rwy 28L Orig...
7/21/99	CA	Hayward	Hayward Air Terminal	9/5256	LOC/DME Rwy 28L Amdt 1...
7/21/99	CA	Hayward	Hayward Air Terminal	9/5257	VOR or GPS-A Amdt 6A...

[FR Doc. 99-19621 Filed 7-29-99; 8:45 am]
BILLING CODE 4910-13-M

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 97

[Docket No. 29667; Amdt. No. 1943]

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 (SIAP's) 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 the 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 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 SIAP's, 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:

Donald P. Pate, Flight Procedure Standards Branch (AMCAFS-420), Flight Technologies and Programs Division, Flight Standards Service, Federal Aviation Administration, Mike Monroney Aeronautical Center, 6500 South MacArthur Blvd. Oklahoma City, OK. 73169 (Mail Address: P.O. Box 25082 Oklahoma City, OK. 73125) telephone: (405) 954-4164.

SUPPLEMENTARY INFORMATION: This amendment to part 97 of the Federal Aviation Regulations (14 CFR part 97) establishes, amends, suspends, or revokes SIAP's. 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 14 CFR 97.20 of the Federal Aviation Regulations (FAR). The applicable FAA Forms are identified as FAA Form 8260-5. Materials incorporated by reference are available for examination or purchase as stated above.

The large number of SIAP's, 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 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. The SIAP's contained in this amendment are based on the criteria contained in the United States Standard for Terminal Instrument 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 a Global Positioning System (GPS) and or

Flight Management System (FMS) equipment. In consideration of the above, the applicable SIAP's will be altered to include "or GPS or FMS" in the title without otherwise reviewing or modifying the procedure. (Once a stand alone GPS or FMS procedure is developed, the procedure title will be altered to remove "or GPS or FMS" from these non-localizer, non-precision instrument approach procedure titles.)

The FAA has determined through extensive analysis that current SIAP's intended for use by Area Navigation (RNAV) equipped aircraft can be flown by aircraft utilizing various other types of navigational equipment. In consideration of the above, those SIAP's currently designated as "RNAV" will be redesignated as "VOR/DME RNAV" without otherwise reviewing or modifying the SIAP's.

Because of the close and immediate relationship between these SIAP's 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.

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 July 23, 1999.

L. Nicholas Lacey,

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 as follows: