

Paragraph 6010(a)—Domestic VOR Federal Airways

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V-385 [Revised]

From Lubbock, TX, INT Lubbock 105° and Abilene, TX, 329° radials; Abilene.

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Issued in Washington, DC, on April 17, 2002.

Reginald C. Matthews,*Manager, Airspace and Rules Division.*

[FR Doc. 02-9941 Filed 4-22-02; 8:45 am]

BILLING CODE 4910-13-P

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

[Docket No. 30304; Amdt. No. 3001]

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:

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: PO 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 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 or 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 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 (NFDC) 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 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.

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 12, 2002.

James J. Ballough,*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).

§§ 97.23, 97.25, 97.27, 97.29, 97.31, 97.33, and 97.35 [Amended]

1. 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; and § 97.35 COPTER SIAPs, identified as follows:

* * * *Effective June 13, 2002*

Clinton, AR, Holley Mountain Airpark, RNAV (GPS) RWY 5, Orig
 Clinton, AR, Holley Mountain Airpark, RNAV (GPS) RWY 23, Orig
 Hope, AR, Hope Muni, VOR/DME RWY 4, Amdt 8
 Hope, AR, Hope Muni, RNAV (GPS) RWY 4, Orig
 Hope, AR, Hope Muni, RNAV (GPS) RWY 16, Orig
 Hope, AR, Hope Muni, GPS RWY 4, Orig, CANCELLED
 Hope, AR, Hope Muni, GPS RWY 16, Orig, CANCELLED
 Fresno, CA, Fresno Yosemite International, VOR/DME OR TACAN RWY 11L, Orig
 Fresno, CA, Fresno Yosemite International, VOR OR TACAN RWY 11L, Amdt 11A, CANCELLED
 Los Angeles, CA, Whiteman, VOR-A, Amdt 1A
 Los Angeles, CA, Whiteman, RNAV (GPS)-C, Orig
 Los Angeles, CA, Whiteman, GPS-B, Orig, CANCELLED
 Palm Springs, CA, Bermuda Dunes, VOR-A, Orig
 Palm Springs, CA, Bermuda Dunes, VOR OR GPS RWY 28, Orig, CANCELLED
 Palm Springs, CA, Bermuda Dunes, RNAV (GPS) RWY 28, Orig
 West Palm Beach, FL, Palm Beach Intl, VOR OR GPS RWY 9L, Amdt 2
 West Palm Beach, FL, Palm Beach Intl, VOR OR GPS RWY 13, Amdt 3
 West Palm Beach, FL, Palm Beach Intl, VOR OR GPS RWY 27R, Amdt 2
 West Palm Beach, FL, Palm Beach Intl, VOR OR GPS RWY 31, Amdt 4
 West Palm Beach, FL, Palm Beach Intl, NDB RWY 9L, Amdt 20
 West Palm Beach, FL, Palm Beach Intl, ILS RWY 9L, Amdt 23
 West Palm Beach, FL, Palm Beach Intl, ILS RWY 27R, Amdt 1
 Albia, IA, Albia Muni, RNAV (GPS) RWY 31, Orig
 Albia, IA, Albia Muni, VOR/DME-A, Amdt 4
 Fort Leavenworth, KS, Sherman AAF, RNAV (GPS) RWY 15, Orig

Fort Leavenworth, KS, Sherman AAF, RNAV (GPS) RWY 33, Orig
 Fort Leavenworth, KS, Sherman AAF, NDB RWY 33, Amdt 4
 Fort Leavenworth, KS, Sherman AAF, GPS RWY 15, Orig
 Fort Leavenworth, KS, Sherman AAF, GPS RWY 33, Orig
 Presque Isle, ME, Northern Maine Regional Arpt At Presque Isle, VOR RWY 19, Amdt 10
 Presque Isle, ME, Northern Maine Regional Arpt At Presque Isle, RNAV (GPS) Y RWY 1, Orig
 Presque Isle, ME, Northern Maine Regional Arpt At Presque Isle, RNAV (GPS) Z RWY 1, Orig
 Presque Isle, ME, Northern Maine Regional Arpt At Presque Isle, GPS RWY 1, Orig, CANCELLED
 Greenville, MI, Greenville Muni, VOR/DME-A, Amdt 2
 Greenville, MI, Greenville Muni, RNAV (GPS) RWY 10, Orig
 Greenville, MI, Greenville Muni, RNAV (GPS) RWY 28, Orig
 Greenville, MI, Greenville Muni, GPS RWY 28, Orig-A, CANCELLED
 Dexter, MO, Dexter Muni, RNAV (GPS) RWY 18, Orig
 Dexter, MO, Dexter Muni, RNAV (GPS) RWY 36, Orig
 Dexter, MO, Dexter Muni, NDB RWY 36, Amdt 1
 Dexter, MO, Dexter Muni, VOR/DME RWY 36, Amdt 5
 Malden, MO, Malden Muni, RNAV (GPS) RWY 18, Orig
 Malden, MO, Malden Muni, RNAV (GPS) RWY 36, Orig
 Malden, MO, Malden Muni, RNAV (GPS) RWY 31, Orig
 Malden, MO, Malden Muni, VOR/DME RWY 13, Orig
 Malden, MO, Malden Muni, VOR RWY 31, Amdt 8
 Malden, MO, Malden Muni, VOR/DME RNAV OR GPS RWY 13, Orig-A, CANCELLED
 Monroe City, MO, Monroe City Regional, RNAV (GPS) RWY 9, Orig
 Monroe City, MO, Monroe City Regional, RNAV (GPS) RWY 27, Orig
 Monroe City, MO, Monroe City Regional, VOR/DME-A, Amdt 2
 Monroe City, MO, Monroe City Regional, VOR/DME RNAV RWY 27, Amdt 1
 Monroe City, MO, Monroe City Regional, GPS RWY 27, Orig
 Malta, MT, Malta, RNAV (GPS) RWY 8, Orig
 Malta, MT, Malta, RNAV (GPS) RWY 26, Orig
 Scobey, MT, Scobey, RNAV (GPS) RWY 12, Orig
 Rochester, MN, Rochester International, RNAV (GPS) RWY 2, Orig
 Rochester, MN, Rochester International, VOR RWY 2, Amdt 17
 St. Paul, MN, Lake Elmo Airport, NDB RWY 4, Amdt 4
 St. Paul, MN, Lake Elmo Airport, RNAV (GPS) RWY 32, Orig
 St. Paul, MN, Lake Elmo Airport, GPS RWY 32, Orig-A, CANCELLED
 Walhalla, ND, Walhalla, RNAV (GPS) RWY 33, Orig
 Grant, NE, Grant Muni, RNAV (GPS) RWY 15, Orig

Grant, NE, Grant Muni, RNAV (GPS) RWY 33, Orig
 Grant, NE, Grant Muni, NDB RWY 15, Amdt 3
 Grant, NE, Grant Muni, NDB RWY 33, Amdt 3
 Grant, NE, Grant Muni, VOR/DME RWY 15, Orig
 Akron, NY, Akron, VOR OR GPS RWY 7, Amdt 3, CANCELLED
 Akron, NY, Akron, VOR/DME OR GPS RWY 25, Amdt 4, CANCELLED
 Akron, NY, Akron, RNAV (GPS) RWY 7, Orig
 Akron, NY, Akron, RNAV (GPS) RWY 25, Orig
 South Bethlehem, NY, South Albany, RNAV (GPS) RWY 1, Orig
 South Bethlehem, NY, South Albany, RNAV (GPS) RWY 19, Orig
 Canandaigua, NY, Canandaigua, RNAV (GPS) RWY 13, Orig
 Canandaigua, NY, Canandaigua, GPS RWY 13, Orig, CANCELLED
 Penn Yan, NY, Penn Yan, RNAV (GPS) RWY 1, Orig
 Penn Yan, NY, Penn Yan, RNAV (GPS) RWY 19, Orig
 Penn Yan, NY, Penn Yan, GPS RWY 1, Orig, CANCELLED
 Penn Yan, NY, Penn Yan, GPS RWY 19, Orig, CANCELLED
 Chillicothe, OH, Ross County, RNAV (GPS) RWY 23, Orig
 Chillicothe, OH, Ross County, GPS RWY 23, Orig, CANCELLED
 Clearfield, PA, Clearfield-Lawrence, VOR RWY 30, Amdt 6
 Clearfield, PA, Clearfield-Lawrence, RNAV (GPS) RWY 30, Orig
 Clearfield, PA, Clearfield-Lawrence, GPS RWY 30, Orig, CANCELLED
 Sterling, PA, Spring Hill, VOR-B, Orig
 Barnwell, SC, Barnwell County, RNAV (GPS) RWY 16, Orig
 Barnwell, SC, Barnwell County, NDB-A, Amdt 1
 Barnwell, SC, Barnwell County, NDB RWY 4, Amdt 2
 Clemson, SC, Oconee County Regional, GPS RWY 25, Orig, CANCELLED
 Clemson, SC, Oconee County Regional, NDB OR GPS-A, Amdt 5B, CANCELLED
 Clemson, SC, Oconee County Regional, RNAV (GPS) RWY 7, Orig
 Clemson, SC, Oconee County Regional, RNAV (GPS) RWY 25, Orig
 Clemson, SC, Oconee County Regional, NDB RWY 25, Orig
 Clemson, SC, Oconee County Regional, GPS RWY 7, Orig-A, CANCELLED
 Eagle Butte, SD, Cheyenne Eagle Butte, RNAV (GPS) RWY 31, Orig
 Eagle Butte, SD, Cheyenne Eagle Butte, GPS RWY 31, Amdt 1, CANCELLED
 Huron, SD, Huron Regional, LOC/DME BC RWY 30, Amdt 12
 Huron, SD, Huron Regional, RNAV (GPS) RWY 30, Orig
 Pierre, SD, Pierre Regional, VOR or TACAN RWY 25, Orig
 Pierre, SD, Pierre Regional, VOR/DME or TACAN or GPS RWY 25, Amdt 16A, CANCELLED
 Pierre, SD, Pierre Regional, VOR/DME or TACAN RWY 7, Amdt 4C
 Pierre, SD, Pierre Regional, RNAV (GPS) RWY 7, Orig

Pierre, SD, Pierre Regional, RNAV (GPS)
RWY 25, Orig
Dickson, TN, Dickson Muni, RNAV (GPS)
RWY 17, Orig
Manassas, VA, Manassas Regional/Harry P.
Davis Field, NDB OR GPS-A, Amdt 8C,
CANCELLED
Norfolk, VA, Norfolk Intl, NDB/DME RWY
23, Orig
Norfolk, VA, Norfolk Intl, NDB/DME OR GPS
RWY 23, Orig-B, CANCELLED
Norfolk, VA, Norfolk Intl, RNAV (GPS) RWY
5, Orig
Friendship (Adams), WI, Adams County
Legion Field, RNAV (GPS) RWY 33, Orig
Friendship (Adams), WI, Adams County
Legion Field, GPS RWY 33, Orig-A
CANCELLED
Parkersburg, WV, Wood County Airport-Gill
Robb Wilson Field, VOR RWY 21, Amdt 16
Parkersburg, WV, Wood County Airport-Gill
Robb Wilson Field, RNAV (GPS) Y RWY 3,
Orig
Parkersburg, WV, Wood County Airport-Gill
Robb Wilson Field, RNAV (GPS) Z RWY 3,
Orig
Parkersburg, WV, Wood County Airport-Gill
Robb Wilson Field, RNAV (GPS) Y RWY
21, Orig
Parkersburg, WV, Wood County Airport-Gill
Robb Wilson Field, RNAV (GPS) Z RWY
21, Orig

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 97

[Docket No. 30305; Amdt. No. 3002]

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, additional 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 effected airports.

DATES: An effective date for each SIAP is specified in the amendatory provisions.

Incorporated 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.

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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)

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'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 date 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 designed 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 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” Executive Order 12866; (2) is not a