

Houston, TX, George Bush Intercontinental/
Houston, ILS RWY 33R, Amdt 11

Houston, TX, George Bush Intercontinental/
Houston, ILS RWY 8, Amdt 20

Houston, TX, George Bush Intercontinental/
Houston, ILS RWY 9, Amdt 5

Houston, TX, George Bush Intercontinental/
Houston, ILS RWY 26, Amdt 16

Houston, TX, George Bush Intercontinental/
Houston, ILS RWY 27, Amdt 4

Houston, TX, George Bush Intercontinental/
Houston, VOR/DME RWY 15L, Amdt 16

Houston, TX, George Bush Intercontinental/
Houston, VOR/DME RWY 33R, Amdt 14

Houston, TX, George Bush Intercontinental/
Houston, NDB RWY 26, Amdt 2

Houston, TX, Houston-Southwest, LOC/DME
RWY 9, Amdt 3

Houston TX, Houston-Southwest, NDB RWY
27, Amdt 4

Houston, TX, Scholes International at
Galveston, VOR RWY 13, Amdt 3

Houston, TX, Scholes International at
Galveston, ILS RWY 13, Amdt 10

Houston, TX, Sugar Land/Hull Field, ILS
RWY 35, Amdt 3

Houston, TX, Sugar Land/Hull Field, NDB
RRWY 35, Amdt 5

Houston, TX, Sugar Land/Hull Field, VOR/
DME RNAV RWY 35, Amdt 8

Houston, TX, Weiser Airpark, NDB—D, Orig
Houston, TX, Weiser Airpark, NDB or GPS—
A, Orig (CANCELLED)

Houston, TX, West Houston, VOR/DME
RNAV RWY 33, Amdt 4

Houston, TX, West Houston, RNAV (GPS)
ZRWY 33, Orig

Houston, TX, West Houston, RNAV (GPS)
RWY 15, Orig

Houston, TX, West Houston, GPS RWY 15,
Orig (CANCELLED)

Houston, TX, West Houston, GPS RWY 33,
Orig (CANCELLED)

Houston, TX, West Houston, VOR/DME
RNAV RWY 15, Amdt 4

Houston, TX, West Houston, NDB RWY 15,
Amdt 3

Houston, TX, West Houston, NDB RWY 33,
Amdt 4

Houston, TX, West Houston, VOR—B, Amdt
3

Houston, TX, West Houston, VOR—D Orig

Houston, TX, William P. Hobby, RNAV (GPS)
RWY 4, Amdt 1

Houston, TX, William P. Hobby, RNAV (GPS)
RWY 17, Amdt 1

Houston, TX, William P. Hobby, RNAV (GPS)
RWY 22, Amdt 1

Houston, TX, William P. Hobby, RNAV (GPS)
RWY 35, Amdt 1

Houston, TX, William P. Hobby, VOR/DME
RWY 30L, Amdt 17

Houston, TX, William P. Hobby, VOR RWY
17, Amdt 1C, (CANCELLED)

Houston, TX, William P. Hobby, VOR RWY
12R, Amdt 18B (CANCELLED)

Houston, TX, William P. Hobby, LOC RWY
22, Amdt 1

Houston, TX, William P. Hobby, VOR/DME
RWY 4, Amdt 18

Houston, TX, William P. Hobby, VOR/DME
E, Orig

Houston, TX, William P. Hobby, NDB RWY
4, Amdt 33

Houston, TX, William P. Hobby, VOR/DME
RWY 35, Amdt 3

Houston, TX, William P. Hobby, ILS RWY 4,
Amdt 38

Waco, TX, Waco Regional, VOR RWY 14,
Amdt 23

[FR Doc. 01-23570 Filed 9-20-01; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 97

[Docket No. 30269; Amdt. No. 2070]

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: Any 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:

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), 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 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) established, 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 September 14, 2001.

Nicholas A. Sabatini,

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 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).

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

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/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.	Subject
08/14/01	RI	Pawtucket	North Central State	1/8318	VOR or GPS—A, Amdt 6.
08/30/01	WV	Charleston	Yeager	1/9132	RADAR—1, Amdt 12.
08/30/01	MA	Orange	Orange Muni	1/9142	NDB or GPS—B, Amdt 4A.
08/31/01	FL	West Palm Beach	Palm Beach County Park	1/9169	VOR or GPS Rwy 15, Amdt 2B.
09/06/01	IN	Bloomington	Monroe County	1/9394	RNAV (GPS) Rwy 35, Orig.
09/06/01	WA	Tacoma	Tacoma Narrows	1/9399	ILS Rwy 17, Amdt 8.
09/06/01	WA	Tacoma	Tacoma Narrows	1/9400	NDB Rwy 35, Amdt 7.
09/06/01	WA	Fort Lewis/Tacoma	Gray AAF	1/9402	ILS Rwy 15, Amdt 4.
09/06/01	NY	New York	John F. Kennedy Intl	1/9421	ILS Rwy 4R, Amdt 29 (Cat I, II, III).
09/06/01	NC	Kinston	Kinston Regional Jetport at Stallings Field.	1/9426	RNAV (GPS) Rwy 5, Amdt 1.
09/06/01	NC	Kinston	Kinston Regional Jetport at Stallings Field.	1/9427	RNAV (GPS) Rwy 23, Orig.
09/06/01	FL	Orlando	Orlando Sanford	1/9428	RNAV (GPS) Rwy 9L, Amdt 1.
09/06/01	TX	Abilene	Abilene Regional	1/9453	RNAV (GPS) Rwy 35R, Orig.
09/06/01	VT	Rutland	Rutland State	1/9454	VOR/DME Rwy 1, Orig.
09/06/01	IL	Chicago	Chicago Midway	1/9466	ILS Rwy 31C, Amdt 5E.
09/06/01	HI	Kahului	Kahului	1/9536	VOR Rwy 20, Orig-A.
09/06/01	HI	Kahului	Kahului	1/9538	VOR/DME or TACAN Rwy 20, Orig.
09/07/01	GA	Valdosta	Valdosta Regional	1/9582	VOR or GPS Rwy 17, Orig.
09/07/01	GA	Valdosta	Valdosta Regional	1/9583	VOR or GPS Rwy 35, Orig.
09/07/01	GA	Waynesboro	Burke County	1/9584	NDB or GPS Rwy 8, Amdt 2.
09/07/01	CA	Visalia	Visalia Muni	1/9593	VOR Rwy 12, Amdt 5A.
09/07/01	UT	Cedar City	Cedar City Regional	1/9597	VOR Rwy 20, Amdt 6.
09/07/01	UT	Cedar City	Cedar City Regional	1/9598	ILS Rwy 20, Amdt 3.
09/07/01	UT	Cedar City	Cedar City Regional	1/9599	NDB Rwy 20, Amdt 2.
09/07/01	CO	Aspen	Aspen-Pitkin County/Sardy Field	1/9600	VOR/DME or GPS—C, Amdt 4D.
09/07/01	CA	Visalia	Visalia Muni	1/9603	GPS Rwy 12, Orig-A.
09/07/01	CA	Sacramento	McClellan Airfield	1/9607	VOR/DME or TACAN Rwy 34, Orig.
09/07/01	CA	Sacramento	McClellan Airfield	1/9608	VOR/DME or TACAN Rwy 16, Orig.
09/07/01	CA	Sacramento	McClellan Airfield	1/9614	ILS Rwy 16, Orig.
09/11/01	WV	Elkins	Elkins-Randolph Co-Jennings Randolph Field.	1/9737	GPS Rwy 23, Orig-A.

FDC date	State	City	Airport	FDC No.	Subject
09/11/01	WV	Elkins	Elkins-Randolph Co-Jennings Randolph Field.	1/9738	GPS Rwy 5, Orig.
09/12/01	CA	Ontario	Ontario Intl	1/9779	RNAV (GPS) Rwy 26L, Orig.
09/12/01	CA	Ontario	Ontario Intl	1/9780	RNAV (GPS) Rwy 8L, Orig.
09/12/01	CA	Ontario	Ontario Intl	1/9781	RNAV (GPS) Rwy 8R, Orig.
09/12/01	CA	Ontario	Ontario Intl	1/9782	RNAV (GPS) Rwy 26R, Orig.

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BILLING CODE 4910-13-M

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 97

[Docket No. 30270; Amdt. No. 2071]

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 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 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 considering 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