

Monticello, NY, Sullivan County Intl, VOR/DME RWY 33, Amdt 3
 Watertown, NY, Watertown Intl, VOR or GPS RWY 7, Amdt 13A, CANCELLED
 Watertown, NY, Watertown Intl, VOR RWY 7, Amdt 13A
 Enid, OK, Enid Woodring Muni, VOR or GPS RWY 35, Amdt 13, CANCELLED
 Enid, OK, Enid Woodring Muni, VOR RWY 35, Amdt 13
 McAlester, OK, McAlester Regional, NDB or GPS RWY 1, Amdt 2, CANCELLED
 McAlester, OK, McAlester Regional, NDB RWY 1, Amdt 2
 Miami, OK, Miami Muni, VOR/DME or GPS-A, Amdt 1, CANCELLED
 Miami, OK, Miami Muni, VOR/DME-A, Amdt 1
 McMinnville, TN, Warren County Memorial, NDB or GPS RWY 23, Amdt 1, CANCELLED
 McMinnville, TN, Warren County Memorial, NDB RWY 23, Amdt 1
 Baytown, TX, RWJ Airpark, VOR/DME RNAV or GPS RWY 26, Amdt 1, CANCELLED
 Baytown, TX, RWJ Airpark, VOR/DME RNAV RWY 26, Amdt 1
 Brownwood, TX, Brownwood Regional, VOR or GPS RWY 17, Amdt 11A, CANCELLED
 Brownwood, TX, Brownwood Regional, VOR RWY 17, Amdt 11A
 Brownwood, TX, Brownwood Regional, VOR/DME or GPS RWY 35, Amdt 1B, CANCELLED
 Brownwood, TX, Brownwood Regional, VOR/DME RWY 35, Amdt 1B
 Norfolk, VA, Norfolk Intl, NDB/DME or GPS RWY 23, ORIG-B, CANCELLED
 Norfolk, VA, Norfolk Intl, NDB/DME RWY 23, ORIG-B
 Black River Falls, WI, Black River Area, NDB or GPS RWY 8, Amdt 5, CANCELLED
 Black River Falls, WI, Black River Area, NDB RWY 8, Amdt 5

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 97

[Docket No. 30149; Amdt. No. 2004]

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, 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 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) 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 August 4, 2000.

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:

§§ 97.23, 97.25, 97.27, 97.29, 97.31, 97.33 and 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; § 97.22 RNAV SIAPs; and § 97.35 COPTER SIAPs, identified as follows:

* * *Effective Upon Publication

FDC date	State	City	Airport	FDC N.	SIAP
07/02/00	LA	Oakdale	Allen Parish	FDC 0/8721	NDB Rwy 35, orig...
07/20/00	CA	Los Angeles	Los Angeles Intl	FDC 0/7997	VOR or TACAN or GPS Rwy 7L/R Amdt 18...
07/20/00	IL	Chicago/Prospect Hgts/ Wheeling.	Palwaukee Muni	FDC 0/8029	VOR Rwy 16, Orig...
07/20/00	ME	Bangor	Bangor Intl	FDC 0/7996	NDB Rwy 33 Amdt 5B...
07/20/00	NC	Salisbury	Rowan County	FDC 0/8004	ILS Rwy 20, Orig-A...
07/20/00	VA	Richmond/Ashland	Hanover County Muni	FDC 0/8027	VOR RWY, 16 ORIG-C This replaces 0/7970 Intl 00-17...
07/21/00	LA	Lake Charles	Lake Charles Regional	FDC 0/8078	ILS Rwy 15, Amdt 19A...
07/21/00	LA	Lake Charles	Lake Charles Regional	FDC 0/8079	Radar-1, Amdt 4...
07/21/00	WI	Madison	Dane County Regional—Truett Field	FDC 0/8083	ILS Rwy 36, Amdt 29C...
07/24/00	TX	Tyler	Tyler Pounds Field	FDC 0/8229	GPS Rwy 31, Orig-A...
07/24/00	TX	Tyler	Tyler Pounds Field	FDC 0/8230	VOR/DME or GPS Rwy 4, Amdt 3A...
07/24/00	TX	Tyler	Tyler Pounds Field	FDC 0/8231	NDB or GPS Rwy 13, Amdt 17B...
07/24/00	TX	Tyler	Tyler Pounds Field	FDC 0/8232	VOR/DME or GPS Rwy 22, Amdt 3A...
07/24/00	TX	Tyler	Tyler Pounds Field	FDC 0/8234	VOR Rwy 31, Amdt 1A...
07/25/00	OK	El Reno	El Reno Muni Air Park	FDC 0/8285	NDR Rwy 35, Amdt 3A...
07/25/00	OK	Oklahoma City	Sundance Airpark	FDC 0/8288	VOR Rwy 17, Orig...
07/25/00	OK	Oklahoma City	Sundance Airpark	FDC 0/8289	LOC Rwy 17, Orig...
07/25/00	OK	Oklahoma City	Will Rogers World	FDC 0/8286	NDB Rwy 17R, Amdt 24...
07/25/00	OK	Oklahoma City	Will Rogers World	FDC 0/8287	ILS Rwy 17R, Amdt 9B...
07/26/00	LA	New Roads	False River Airpark	FDC 0/8362	NDB or GPS Rwy 36, Amdt 1...
07/26/00	LA	New Roads	False River Airpark	FDC 0/8363	VOR/DME or GPS-A, Amdt 3...
07/26/00	LA	New roads	False River Airpark	FDC 0/8364	LOC Rwy 36, Orig-A...
07/26/00	NC	Burlington	Burlington—Alamance Regional	FDC 0/8348	GPS Rwy 24 Amdt 1...
07/26/00	NC	Burlington	Burlington—Alamance Regional	FDC 0/8349	GPS Rwy 6 Amdt 1...
07/26/00	NC	Burlington	Burlington—Alamance Regional	FDC 0/8350	LOC Rwy 6 Amdt 2...
07/26/00	OK	Norman	University of Oklahoma Westheimer	FDC 0/8292	LOC Rwy 3, Amdt 3A...
07/26/00	SC	North Myrtle Beach	North Myrtle Beach/Grand Strad	FDC 0/8365	VOR Rwy 23 Amdt 19B...
07/26/00	VA	Richmond/Ashland	Hanover County Muni	FDC 0/8276	GPS Rwy 16, Amdt 1...
07/27/00	AR	Walnut Ridge	Walnut Ridge Regional	FDC 0/8446	GPS Rwy 35, Orig...
07/27/00	AR	Walnut Ridge	Walnut Ridge Regional	FDC 0/8447	GPS Rwy 17, Orig...
07/27/00	AR	Walnut Ridge	Walnut Ridge Regional	FDC 0/8464	LOC Rwy 17, Amdt 2C...
07/27/00	AR	Walnut Ridge	Walnut Ridge Regional	FDC 0/8465	NDB Rwy 17, Amdt 3B...
07/27/00	AZ	Casa Grande	Casa Grande Muni	FDC 0/8448	ILS/DME Rwy 5 Amdt 6A...
07/28/00	DC	Washington	Washington Dulles Intl	FDC 0/8531	VOR/DME OR TACAN Rwy 12 Amdt 8...
07/28/00	DC	Washington	Washington Dulles Intl	FDC 0/8532	ILS Rwy 12 Amdt 6B...
07/28/00	GA	Covington	Covington Muni	FDC 0/8500	NDB Rwy 28 Amdt 1...
07/28/00	GA	Covington	Covington Muni	FDC 0/8501	GPS Rwy 28 Orig...
07/28/00	GA	Covington	Covington Muni	FDC 0/8502	VOR/DME or GPS Rwy 10 Amdt 3...
07/28/00	OH	Cincinnati	Cincinnati Muni Airport—Lunken Field.	FDC 0/8518	LOC BC Rwy 3R, Amdt 8A...

FDC date	State	City	Airport	FDC N.	SIAP
07/31/00	CT	Hartford	Hartford-Brainard	FDC 0/8659	LDA Rwy 2 Amdt 1C...
07/31/00	LA	Shreveport	Shreveport Regional	FDC 0/8620	ILS RWY 14, AMDT 23A...
07/31/00	LA	Shreveport	Shreveport Regional	FDC 0/8621	Radar-1, Amdt 3...
07/31/00	LA	Shreveport	Shreveport Regional	FDC 0/8641	LOC Rwy 5, Amdt 1...
07/31/20	WA	Everett	Snohomish County (Paine Field)	FDC 0/8614	ILS Rwy 16R, Amdt 18B...
08/01/00	CT	Windsor Locks	Bradley Intl	FDC 0/8696	VOR or Tacan Rwy 24 Orig This replaces 0/7901 Intl 00-17...
08/01/00	MO	Rolla/Vichy	Rolla National	FDC 0/8709	VOR/DME RNAV or GPS Rwy 22, Amdt 2B...
08/01/00	MO	Rolla/Vichy	Rolla National	FDC 0/8724	VOR/DME Rwy 4, Amdt 2B...
08/01/00	MO	Rolla/Vichy	Rolla National	FDC 0/8726	VOR Rwy 22, Amdt 7B...
08/01/00	MT	Dillon	Dillon	FDC 0/8713	VOR/DME or GPS-B, Amdt 1...
08/01/00	MT	West Yellowstone	Yellowstone	FDC 0/8692	NDB or GPS Rwy 1, Amdt 3A...
08/01/00	MT	West Yellowstone	Yellowstone	FDC 0/8693	ILS Rwy 1, Amdt 3A...

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 97

[Docket No. 30148; Admt. No. 2003]

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: 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 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 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 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