

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 October 1, 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:

§§ 97.23, 97.25, 97.27, 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
08/30/99	CA	Ramona	Ramona	FDC 9/6551	VOR/DME or GPS—A Amdt 1B... This Corrects 9/6551 Published in TL 99-21
09/13/99	ID	Boise	Boise Air Terminal/Gowen Field	FDC 9/7166	GPS Rwy 28L, Amdt 1...
09/13/99	ID	Boise	Boise Air Terminal/Gowen Field	FDC 9/7175	VOR/DME or Tacan Rwy 28L, Amdt 1A...
09/13/99	ID	Boise	Boise Air Terminal/Gowen Field	FDC 9/7177	HI ILS Rwy 10R, Amdt 2...
09/15/99	NC	Greenville	Pitt-Greenville	FDC 9/7215	NDB Rwy 19, Amdt 14C...
09/15/99	NC	Greenville	Pitt-Greenville	FDC 9/7216	ILS Rwy 19, Amdt 2D...
09/16/99	CO	Colorado Springs	City of Colorado Springs Muni	FDC 9/7244	ILS/DME Rwy 17L Orig-B...
09/16/99	KS	Olathe	New Century Aircenter	FDC 9/7251	NDB or GPS Rwy 35, Amdt 4B...
09/16/99	VA	Danville	Danville Regional	FDC 9/7261	GPS Rwy 20, Orig...
09/17/99	AZ	Flagstaff	Flagstaff Pulliam	FDC 9/7294	ILS/DME Rwy 21 Orig-A...
09/17/99	IA	Cresco	Ellen Church Field	FDC 9/7292	GPS Rwy 15, Orig...
09/21/99	AR	Rogers	Rogers Muni-Carter Field	FDC 9/7418	ILS Rwy 19, Amdt 2...
09/21/99	AR	Walnut Ridge	Walnut Ridge Regional	FDC 9/7417	LOC Rwy 17, Amdt 2B...
09/21/99	AZ	Casa Grande	Casa Grande Muni	FDC 9/7404	VOR Rwy 5 Amdt 4...
09/21/99	AZ	Casa Grande	Casa Grande Muni	FDC 9/7406	ILS/DME Rwy 5 Amdt 6...
09/21/99	AZ	Phoenix	Phoenix-Deer Valley Muni	FDC 9/7400	GPS Rwy 7R Orig-A...

[FR Doc. 99-26536 Filed 10-8-99; 8:45 am]
BILLING CODE 4910-13-M

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 97

[Docket No. 29785; Amdt. No. 1953]

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 Purchases—*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) 954-4161.

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 publications 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 October 1, 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. 106(g), 40103, 40113, 40120, 44701; 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, 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 4 November 1999*

Grand Junction, CO, Walker Field, LDA/DME RWY 29 Orig
Smith Center, KS, Smith Center Muni, VOR/DME OR GPS-A, Amdt 2
Smith Center, KS, Smith Center Muni, GPS RWY 17, Orig
Smith Center, KS, Smith Center Muni, GPS RWY 35, Orig
Portland, OR, Portland Intl, ILS RWY 28L, Orig
Millington, TN, Charles W. Baker, VOR/DME RWY 18, Amdt 1

* * * *Effective 2 December 1999*

Pompano Beach, FL, Pompano Beach Airpark, GPS RWY 15, Orig
Olney, TX, Olney Muni, NDB OR GPS RWY 17, AMDT 3, Cancelled
Olney, TX, Olney Muni, GPS RWY 17, Orig

* * * *Effective 30 December 1999*

Mojave, CA, Mojave, GPS RWY 4, Orig
Mojave, CA, Mojave, GPS RWY 22, Orig
Jacksonville, FL, Craig Muni, RADAR 1, Amdt 1
Lake City, FL, Lake City Muni, VOR/DME OR GPS-A, Amdt 3, Cancelled
Tampa, FL, Tampa Intl, VOR RWY 9, Amdt 8
Tampa, FL, Tampa Intl, LOC RWY 36R, Amdt 1
Tampa, FL, Tampa Intl, RADAR-1, Amdt 12
Forest City, IA, Forest City Muni, NDB RWY 33, Amdt 1
Forest City, IA, Forest City Muni, VOR/DME RNAV OR GPS RWY 33, Orig-A, Cancelled
Forest City, IA, Forest City Muni, GPS RWY 33, Orig
Jefferson, IA, Jefferson Muni, NDB RWY 32, Amdt 5
Jefferson, IA, Jefferson Muni, GPS RWY 14, Orig
Jefferson, IA, Jefferson Muni, GPS RWY 32, Orig
Clarksdale, MS, Fletcher Field, VOR/DME RWY 18, Orig
Middletown, NY, Randall, GPS RWY 8, Orig
Middletown, NY, Randall, GPS RWY 26, Orig
Lovington, NM, Lea County-Zip Franklin Memorial, GPS RWY 3, Amdt 1
Lovington, NM, Lea County-Zip Franklin Memorial, GPS RWY 21, Amdt 1
Lovington, NM, Lea County-Zip Franklin Memorial, VOR/DME RNAV RWY 3, Orig, Cancelled
Louisburg, NC, Franklin County, VOR/DME OR GPS-A, Amdt 1
Louisburg, NC, Franklin County, GPS RWY 4, Amdt 1
Elk City, OK, Elk City Muni, GPS RWY 17, Orig
Elk City, OK, Elk City Muni, GPS RWY 35, Orig
Greenville, SC, Greenville Downtown, NDB OR GPS RWY 1, Amdt 21
Greenville, SC, Greenville Downtown, ILS RWY 1, Amdt 28
Greenville, SC, Greenville Downtown, RADAR-1, Amdt 13
Millington, TN, Charles W. Baker, GPS RWY 36, Orig
Angleton/Lake Jackson, TX, Brazoria County, GPS RWY 17, Orig

Salt Lake City, UT, Salt Lake City Intl, GPS RWY 16L, Orig
 Salt Lake City, UT, Salt Lake City Intl, GPS RWY 17, Orig
 Salt Lake City, UT, Salt Lake City Intl, VORDME OR TACAN RWY 16L, Amdt 1
 Salt Lake City, UT, Salt Lake City Intl, VOR/DME OR TACAN RWY 17, Amdt 1

The FAA published an Amendment in Docket No. 29708, Amdt No. 1948 to Part 97 of the Federal Aviation Regulations (Vol 64 No. 168 Page 47389; dated August 31, 1999) under section 97.33 effective November 4, 1999, which is hereby amended as follows:

Greenville, NC, Pitt-Greenville, GPS RWY 1, Orig, should read Greenville, NC, Pitt-Greenville, GPS RWY 2, Orig.
 Greenville, NC, Pitt-Greenville, GPS RWY 19, Orig, should read Greenville, NC, Pitt-Greenville, GPS RWY 20, Orig.

The FAA published an Amendment in Docket No. 29733, Amdt No. 1946 to Part 97 of the Federal Aviation Regulations (Vol 64 No. 176 Page 47378; dated September 13, 1999) under section 97.27 and 97.33 is hereby amended by changing the effective date from November 4, 1999, to December 30, 1999, for the following procedures:

Bryan, OH, Williams County, GPS RWY 7, Orig
 Bryan, OH, Williams County, GPS RWY 25, Orig
 Bryan, OH, Williams County, NDB-A, Amdt 6

[FR Doc. 99-26535 Filed 10-8-99; 8:45 am]
 BILLING CODE 4910-13-M

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 97

[Docket No. 29787; Amdt. No. 1955]

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 designated 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 Rule 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 Standards 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/DEE 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 SSIAPs effective in less than 30 days.