

Minneapolis

Anoka County-Blaine Arpt (Janes Field)
Minnesota
VOR/DME RWY 26 AMDT 3 . . .
FDC Date: 01/21/97

FDC 7/0406/ANE/ FI/P Anoka
County-Blaine Arpt (Janes Field),
Minneapolis, MN. VOR/DME RWY 26
AMDT 3 . . . Delete note . . . Use
Crystal ALSTG, when not avbl use
Minneapolis ALSTG and increase all
MDA'S 40 feet. Alternate MNMS—
STANDARD. This is VOR/DME RWY 26
AMDT 3A.

Minneapolis

Anoka County-Blaine Arpt (Janes Field)
Minnesota
VOR OR GPS RWY 8 AMDT 10 . . .
FDC Date: 01/21/97

FDC 7/0407/ANE/ FI/P Anoka
County-Blaine Arpt (Janes Field),
Minneapolis, MN VOR OR GPS RWY 8
AMDT 10 . . . Delete note . . . Use
Crystal ALSTG, when not avbl use
Minneapolis ALSTG and increase all
MDA'S 40 feet. Alternate MNMS—
STANDARD. This is VOR OR GPS RWY
8 AMDT 10A.

Minneapolis

Anoka County-Blaine Arpt (Janes Field)
Minnesota
RNAV OR GPS RWY 17 AMDT 2 . . .
FDC Date: 01/21/97

FDC 7/0408/ANE/ FI/P Anoka
County-Blaine Arpt (Janes Field),
Minneapolis, MN. RNAV OR GPS RWY
17 AMDT 2 . . . Delete note . . . Use
Crystal ALSTG, when not avbl use
Minneapolis ALSTG and increase all
MDA'S 40 feet. Alternate MNMS—
STANDARD. This is RNAV OR GPS
RWY 17 AMDT 2A.

Excelsior Springs

Excelsior Springs Memorial
Missouri
VOR OR GPS RWY 19, ORIG-A . . .
FDC Date: 1/15/97

FDC 7/0302/3EX/ FI/P Excelsior
Springs Memorial, Excelsior Springs,
MO. VOR OR GPS RWY 19, ORIG-A
. . . S-19 MDA 1580/HAT 583 CAT A
and B, CAT C N/A. CIRCLING MDA
1580/HAA 583 CAT A AND B, CAT C
N/A. This is VOR OR GPS RWY 19,
ORIG-B.

Monroe City

Monroe City Regional
Missouri
RNAV RWY 27, ORIG . . .
FDC Date: 1/16/97

FDC 7/0306/K52/ FI/P Monroe City
Regional, Monroe City, MO. RNAV
RWY 27, ORIG . . . TRML RTE ALT
from MACON VOR/DME (MCM) to

Spring WP 2600. This is RNAV 27,
ORIG-A.

Raleigh-Durham

Raleigh-Durham Intl
North Carolina
ILS RWY 23L AMDT 5B . . .
FDC Date: 1/08/97

FDC 7/0178/RDU/ FI/P Raleigh-
Durham Intl., Raleigh-Durham, NC. ILS
RWY 23L AMDT 5B . . . S-LOC 23L
MDA 920/HAT 484 ALL CATS, VIS
CAT D 1. This is ILS RWY 23L AMDT
5C.

Raleigh-Durham

Raleigh-Durham Intl
North Carolina
RADAR-1 AMDT 7A . . .
FDC Date: 01/08/97

FDC 7/0179/RDU/ FI/P Raleigh-
Durham Intl, Raleigh-Durham NC.
RADAR-1 AMDT 7A . . . S-23R MDA
920/HAT 510 ALL CATS. VIS CAT C
RVR 5000. This is RADAR-1 AMDT 7B.

Syracuse

Syracuse Hancock Intl
New York
VOR OR GPS RWY 14, AMDT 21 . . .
FDC Date: 07/23/96

FDC 6/5160/SYR/ FI/P Syracuse
Hancock Intl, Syracuse, NY. VOR OR
GPS RWY 14, AMDT 21 . . . MDA 880/
HAA 463 ALL CATS, CAT D VIS 1 1/
2. This is VOR OR GPS RWY 14 AMDT
21A.

Amarillo

Amarillo Intl
Texas
ILS RWY 4 AMDT 21 . . .
FDC Date: 01/09/97

FDC 7/0196/AMA/FI/P Amarillo Intl,
Amarillo, TX. ILS RWY 4 AMDT 21 . . .
Delete al ref to I-AMA DME. Delete
profile note . . . Use I-AMA DMA
when on loc course. Add note . . . ADF
required. This is ILS RWY 4 AMDT
21A.

Rutland

Rutland State
Vermont
LDA 1 RWY 19 AMDT 7A . . .
FDC Date: 01/15/97

FDC 7/0317/RUT/ FI/P Rutland State,
Rutland, VT. LDA 1 RWY 19 AMDT 7A
. . . Terminal route MISIN INT to IRA
NDB . . . Add NOPT. This is LDA 1
RWY 19 AMDT 7B.

[FR Doc. 97-2641 Filed 2-3-97; 8:45 am]

BILLING CODE 4910-13-M

14 CFR Part 97

[Docket No. 28785; Amdt. No. 1779]

RIN 2120-AA65

**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:
Paul J. Best, Flight Procedures
Standards Branch (AFS-420), Technical
Programs Division, Flight Standards

Service, Federal Aviation Administration, 800 Independence Avenue, SW., Washington, DC 20591; telephone (202) 267-8277.

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 (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 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 Approach 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.

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 January 24, 1997.

Thomas C. Accardi,

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 February 27, 1997*

Columbus, OH, Port Columbus Intl, LOC BC RWY 28R, Amdt 6 CANCELLED
Salem, OH, Salem Airport Inc, VOR or GPS-A, Amdt 1

**** Effective March 27, 1997*

Hemet, CA, Hemet-Ryan, GPS RWY 5, Orig
Deland, FL, Deland Muni-Sidney H. Taylor Field, NDB OR GPS RWY 30, Amdt 1
Deland, FL, Deland Muni-Sidney H. Taylor Field, GPS RWY 5, Orig
Deland, FL, Deland Muni-Sidney H. Taylor Field, GPS RWY 12, Orig
Olathe, KS, Johnson County Executive, NDB RWY 36, Orig
Somerset, KY, Somerset-Pulaski Co-J T Wilson Field, GPS RWY 22, Orig
St Cloud, MN, St Cloud Regional, GPS RWY 5, Orig
St Cloud, MN, St Cloud Regional, GPS RWY 23, Orig
Lee's Summit, MO, Lee's Summit Muni, GPS RWY 29, Orig
Great Falls, MT, Great Falls Intl, RADAR-1, Amdt 10, CANCELLED
Rutherfordton, NC, Rutherford County, GPS RWY 1, Orig
Newark, OH, Newark-Heath, GPS RWY 27, Orig
Tiffin, OH, Seneca County, GPS RWY 24, Orig
Wooster, OH, Wayne County, GPS RWY 28, Orig
Aurora, OR, Aurora State, GPS RWY 17, Orig
Aurora, OR, Aurora State, GPS RWY 35, Orig
Bellingham, WA, Bellingham Intl, GPS RWY 16, Orig
Bellingham, WA, Bellingham Intl, GPS RWY 34, Orig
Friday Harbor, WA, Friday Harbor, RADAR-1, Amdt 1A, CANCELLED
Kelso, WA, Kelso-Longview, GPS RWY 12, Orig

Note: The FAA published an amendment of the Federal Aviation Regulations (Vol 62, No. 15, page 3453, dated January 23, 1997) under Section 97.27, in Docket No. 28777, Amdt No. 1776 to Part 97, which is hereby amended as follows:

Change the effective date of publication from February 27, 1997 to March 27, 1997, for the following standard instrument approach procedure: Unalakleet, AK, Unalakleet, MLS RWY 14, Orig.

[FR Doc. 97-2640 Filed 2-3-97; 8:45 am]

BILLING CODE 4910-13-M

Coast Guard

33 CFR Part 117

[CCGD08-96-062]

RIN 2115-AE47

Temporary Drawbridge Regulations: Mississippi River, Iowa and Illinois

AGENCY: Coast Guard, DOT.

ACTION: Temporary final rule.

SUMMARY: This document temporarily allows four drawbridges on the Upper