

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.

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 Approach 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 Global Positioning System (GPS) equipment. In consideration of the above, the applicable SIAP's will be altered to include "or GPS" in the title without otherwise reviewing or modifying the procedure. (Once a stand alone GPS procedure is developed, the procedure title will be altered to remove "or GPS" 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.

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 November 28, 1997.

**Thomas E. Stuckey,**  
*Acting 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 as follows:

#### PART 97—STANDARD INSTRUMENT APPROACH PROCEDURES

1. The authority citation for part 97 continues to read:

**Authority:** 49 U.S.C. 106(g), 40103, 40106, 40113–40114, 40120, 44502, 44514, 44701, 44719, 44721–44722.

2. Amend 97.23, 97.27, 97.33 and 97.35, as appropriate, by adding, revising, or removing the following SIAP's, effective at 0901 UTC on the dates specified:

\* \* \* *Effective Jan 1, 1998*

Foley, AL, Foley Muni, NDB or GPS RWY 18, Orig CANCELLED  
Foley, AL, Foley Muni, NDB RWY 18, Orig Audubon, IA, Audubon County, NDB or GPS RWY 32, Amdt 4 CANCELLED  
Rensselaer, IN, Jasper County, NDB or GPS RWY 18, Amdt 3A CANCELLED  
Rensselaer, IN, Jasper County, NDB RWY 18, Amdt 3A  
Greenville, MS, Greenville Muni, VOR/DME or GPS RWY 18L, Amdt 12 CANCELLED  
Greenville, MS Greenville Muni, VOR/DME RWY 18L, Amdt 12  
Greenville, MS, Greenville Muni, VOR or GPS RWY 18R, Amdt 5A CANCELLED  
Greenville, MS, Greenville Muni, VOR RWY 18R, Amdt 5A  
Greenville, MS Greenville Muni, NDB or GPS RWY 36L, Amdt 5A CANCELLED  
Greenville, MS, Greenville Muni, NDB RWY 36L, Amdt 5A  
Greenville, MS, Greenville Muni, NDB or GPS RWY 36R, Amdt 8 CANCELLED  
Greenville, MS, Greenville Muni, NDB RWY 36R, Amdt 8  
Chapel Hill, NC, Horace Williams, VOR/DME RNAV or GPS RWY 9, Orig CANCELLED  
Chapel Hill, NC, Horace Williams, VOR/DME RNAV RWY 9, Orig  
Crete, NE, Crete Municipal, VOR/DME or GPS RWY 35, Amdt 2A CANCELLED  
Crete, NE, Crete Municipal, VOR/DME RWY 35, Amdt 2A  
Lovington, NM, Lea County-Zip Franklin Memorial, RNAV RWY 3, Orig CANCELLED  
Lovington, NM, Lea County-Zip Franklin Memorial, VOR/DME RNAV RWY 3, Orig

Syracuse, NY, Syracuse Hancock Intl, VOR/DME or TACAN or GPS RWY 32, Amdt 1 CANCELLED  
Syracuse, NY, Syracuse Hancock Intl, VOR/DME or TACAN RWY 32, Amdt 1  
Syracuse, NY, Syracuse Hancock Intl, VOR or GPS RWY 14, Amdt 21A CANCELLED  
Syracuse, NY, Hancock Intl, VOR RWY 14, Amdt 21A  
Syracuse, NY, Syracuse Hancock Intl, NDB or GPS RWY 28, Amdt 27 CANCELLED  
Syracuse, NY, Syracuse Hancock Intl, NDB RWY 28, Amdt 27  
Ashtabula, OH, Ashtabula County, VOR or GPS RWY 8, Orig CANCELLED  
Ashtabula, OH, Ashtabula County, VOR RWY 8, Orig  
East Liverpool, OH, Columbiana County, VOR or GPS RWY 25, Amdt 3 CANCELLED  
East Liverpool, OH, Columbiana County, VOR RWY 25, Amdt 3  
Philadelphia, PA, Philadelphia Intl, NDB or GPS RWY 27L, Amdt 5 CANCELLED  
Philadelphia, PA, Philadelphia Intl, NDB RWY 27L, Amdt 5  
Philadelphia, PA, Philadelphia Intl, VOR/DME RNAV or GPS RWY 35, Amdt 3A CANCELLED  
Philadelphia, PA, Philadelphia Intl, VOR/DME RNAV RWY 35, Amdt 3A  
York, PA, York, NDB or GPS RWY 16, Amdt 4 CANCELLED  
York, PA, York, NDB RWY 17, Amdt 5  
Tulsa, OK, Tulsa Intl, VOR or TACAN or GPS RWY 26, Amdt 22A CANCELLED  
Tulsa, OK, Tulsa Intl, VOR or TACAN RWY 26, Amdt 22A  
Osceola, WI, L O Simenstad Muni, NDB or GPS RWY 28, Amdt 9 CANCELLED  
Osceola, WI, L O Simenstad Muni, NDB RWY 28, Amdt 9

[FR Doc. 97–33757 Filed 12–24–97; 8:45 am]

BILLING CODE 4910–13–M

## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### 14 CFR Part 97

[Docket No. 29073; Amdt. No. 1839]

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 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:** 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 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 Regulation (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 consideration, this amendment incorporates only specific changes contained in the content of the following FDC/P NOTAM 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 cancelled.

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 Approach Procedures (TERPS). The 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 makes 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 evaluations 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 November 28, 1997.

**Richard O. Gordon,**

*Acting 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 Standards 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:

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
11/13/97 .....	LA	New roads .....	False River Air Park .....	7/7436	Loc Rwy 36, Orig...
11/13/97 .....	MO	Point Lookout .....	M. Graham Clark .....	7/7425	GPS Rwy 11 Orig...
11/16/97 .....	MS	Greenwood .....	Greenwood-LeFlore .....	7/7443	VOR/DME RNAV Rwy 18, Amdt 6...
11/16/97 .....	MS	Greenwood .....	Greenwood-LeFlore .....	7/7444	VOR/DME RNAV or GPS Rwy 36, Amdt 3...
11/17/97 .....	CA	Bakersfield .....	Meadows Field .....	7/7540	ILS Rwy 30R Amdt 27...
11/17/97 .....	CA	Bakersfield .....	Meadows Field .....	7/7541	NDB Rwy 30R Amdt 6...
11/17/97 .....	KY	Louisville .....	Louisville Intl—Standiford Field .....	7/7531	ILS Rwy 35, ORIG—B...
11/17/97 .....	KY	Louisville .....	Louisville Intl—Standiford Field .....	7/7535	ILS Rwy 17, ORIG—B...
11/18/97 .....	MI	Grand Rapids .....	Kent County Intl .....	7/7557	ILS Rwy 8R, Amdt 5...
11/18/97 .....	NJ	Atlantic City .....	Atlantic City Muni/Bader Field .....	7/7565	VOR or GPS—B Amdt 1...
11/20/97 .....	AK	Klawock .....	Klawock .....	7/7621	NDB/DME Rwy 1, Orig...
11/21/97 .....	NC	Edenton .....	Northeastern Regional .....	7/7654	GPS Rwy 1, Orig...
11/21/97 .....	NC	Elizabeth City .....	Elizabeth City Coast Guard Air Station/ Muni.	7/7655	VOR/DME or GPS Rwy 19, Amdt 10...
11/21/97 .....	NC	Elizabeth City .....	Elizabeth City Coast Guard Air Station/ Muni.	7/7656	NDB Rwy 10, Orig...
11/21/97 .....	NC	Elizabeth City .....	Elizabeth City Coast Guard Air Station/ Muni.	7/7657	VOR/DME or GPS Rwy 10, Orig...
11/21/97 .....	NC	Elizabeth City .....	Elizabeth City Coast Guard Air Station/ Muni.	7/7658	VOR/DME or GPS Rwy 28, Orig...
11/21/97 .....	NC	Elizabeth City .....	Elizabeth City Coast Guard Air Station/ Muni.	7/7659	VOR/DME or GPS Rwy 1, Amdt 11...
11/21/97 .....	TX	Amarillo .....	Amarillo Intl .....	7/7650	ILS Rwy 4, Amdt 21A...
11/24/97 .....	NE	Holdrege .....	Brewster Field .....	7/7697	NDB or GPS Rwy 18, Amdt 6...
11/24/97 .....	NE	Holdrege .....	Brewster Field .....	7/7699	VOR/DME or GPS—A, Amdt 2...
11/24/97 .....	WV	Parkersburg .....	Wood County Airport—Gill Robb Wil- son Field.	7/7698	ILS Rwy 3 Amdt 11...
11/25/97 .....	CA	Sacramento .....	Sacramento Mather .....	7/7744	VOR/DME or GPS Rwy 22L Orig...
11/25/97 .....	VA	Charlottesville .....	Charlottesville—Albemarle .....	7/7729	ILS Rwy 3 Amdt 12...
11/25/97 .....	VA	Charlottesville .....	Charlottesville—Albemarle .....	7/7740	NDB Rwy 3 Amdt 15...

[FR Doc. 97-33756 Filed 12-24-97; 8:45 am]  
BILLING CODE 4910-13-M

## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### 14 CFR Part 97

[Docket No. 29072; Amdt. No. 1838]

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