

14 CFR Part 71

[Airspace Docket No. 97-AAL-2]

**Amendment to Class E Airspace;
Buckland, AK****AGENCY:** Federal Aviation
Administration (FAA), DOT.**ACTION:** Final rule, correction.**SUMMARY:** This action corrects the effective date and an error in the geographic coordinates of a final rule that was published in the Federal Register on January 6, 1997 (62 FR 608), Airspace Docket 96-AAL-32.**EFFECTIVE DATE:** 0901 UTC, March 27, 1997.**FOR FURTHER INFORMATION CONTACT:**Robert van Haastert, System
Management Branch, AAL-538, Federal
Aviation Administration, 222 West 7th
Avenue, Box 14, Anchorage, AK 99513-
7587; telephone number: (907) 271-
5863; e-mail:
Robert.van.Haastert@faa.dot.gov.**SUPPLEMENTARY INFORMATION:****History**Federal Register Document 97-175,
Airspace Docket 96-AAL-32, published
on January 6, 1997, (62 FR 608), revised
the Class E airspace area at Buckland,
AK. The effective date for Airspace
Docket 96-AAL-32 and the geographic
coordinates for AKUDY are in error.
This action corrects these errors.**Correction to Final Rule**Accordingly, pursuant to the
authority delegated to me, the effective
date for the Airspace Docket 96-AAL-
32 and the geographic coordinates listed
for AKUDY as published in the Federal
Register on January 6, 1997 (62 FR 608),
(Federal Register Document 97-175,
page 608), is corrected as follows:

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EFFECTIVE DATE: 0901 UTC, March 27,
1997.

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§ 71.1 [Corrected]

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AAL AK E5 Buckland, AK [Corrected]By removing "(lat. 66°04'23" N, long.
161°30'08" W)" and substituting "(lat.
66°04'23" N, long. 161°30'09" W)."

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Issued in Anchorage, AK on February 25,
1997.

Willis C. Nelson,

Manager, Air Traffic Division, Alaskan
Region.

[FR Doc. 97-5293 Filed 3-3-97; 8:45 am]

BILLING CODE 4910-13-P-M**14 CFR Part 97**

[Docket No. 28818; Amdt. No. 1785]

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; or3. 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; or2. 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 IndependenceAvenue, 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 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 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). 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 February 21, 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. 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
02/06/97	IA	Vinton	Vinton Veterans Memorial Airpark	FDC 7/0730	NDB OR GPS RWY 27, AMDT 3...
02/07/97	AK	Wrangell	Wrangell	FDC 7/0736	LDA/DME—D AMDT 6A...
02/07/97	AK	Wrangell	Wrangell	FDC 7/0737	LDA/DME—C AMDT 7A...
02/07/97	CO	Grand Junction	Grand Junction/Walker Field	FDC 7/0769	VOR OR GPS RWY 11, AMDT 1...
02/07/97	IA	Des Moines	Des Moines Intl	FDC 7/0760	NDB OR GPS RWY 31R, AMDT 18...
02/07/97	MO	Kansas City	Richards-Gebaur Memorial	FDC 7/0756	GPS RWY 1 ORIG...
02/07/97	MO	Kansas City	Richards-Gebaur Memorial	FDC 7/0757	ILS RWY 1 AMDT 4A...
02/10/97	GA	Waycross	Waycross-Ware County	FDC 7/0797	ILS RWY 18 ORIG—A...
02/12/97	PA	Washington	Washington County	FDC 7/0831	Correction to TL97—05
02/13/97	AL	Mobile	Mobile Regional	FDC 7/0866	GPS RWY 9 ORIG...
02/13/97	MN	Eveleth	Eveleth-Virginia Muni	FDC 7/0857	NDB OR GPS RWY 14 AMDT 2...
02/13/97	NC	Erwin	Erwin	FDC 7/0857	GPS RWY 27 AMDT 1...
02/13/97	WI	Green Bay	Harnett County	FDC 7/0848	GPS RWY 4 ORIG...
02/13/97	WI	Green Bay	Austin Straubel Intl	FDC 7/0850	ILS RWY 36 AMDT 6...
02/13/97	WI	Green Bay	Austin Straubel Intl	FDC 7/0851	VOR/DME OR TACAN OR GPS RWY 36 AMDT 7...
02/17/97	MN	Eveleth	Eveleth-Virginia Muni	FDC 7/0881	VOR RWY 27 AMDT 11...
02/17/97	NC	Hickory	Hickory Regional	FDC 7/0871	ILS RWY 24 AMDT 6B...
02/18/97	TX	Athens	Athens Muni	FDC 7/0919	NDB RWY 35, AMDT 4...
02/18/97	TX	Gilmer	Gilmer-Upshur County	FDC 7/0908	VOR/DME—A, AMDT 1...
02/18/97	TX	Gladewater	Gladewater Muni	FDC 7/0918	VOR/DME OR GPS RWY 13, AMDT 2...
02/18/97	TX	Henderson	Rusk County	FDC 7/0915	VOR/DME OR GPS—A, AMDT 3...
02/18/97	TX	Henderson	Rusk County	FDC 7/0916	GPS RWY 16, ORIG...
02/18/97	TX	Henderson	Rusk County	FDC 7/0917	NDB—B, ORIG...
02/18/97	TX	Marshall	Harrison County	FDC 7/0912	GPS RWY 33, ORIG...
02/18/97	TX	Marshall	Harrison County	FDC 7/0913	VOR/DME—A, AMDT 4A...
02/18/97	TX	Marshall	Harrison County	FDC 7/0914	RNAV RWY 33, AMDT 1...
02/18/97	TX	Mineola-Quitman	Mineola-Quitman	FDC 7/0909	VOR/DME OR GPS—B, AMDT 1...
02/18/97	TX	Mineola-Quitman	Mineola-Quitman	FDC 7/0933	RNAV OR GPS RWY 18, AMDT 1...
02/18/97	TX	Mineola	Mineola Wisener Field	FDC 7/0907	VOR/DME—A, AMDT 3A...
02/18/97	TX	Tyler	Tyler Pounds Field	FDC 7/0920	GPS RWY 31, ORIG...
02/18/97	TX	Tyler	Tyler Pounds Field	FDC 7/0921	VOR/DME OR GPS RWY 4, AMDT 3...
02/18/97	TX	Tyler	Tyler Pounds Field	FDC 7/0924	VOR/DME OR GPS RWY, AMDT 3...

FDC date	State	City	Airport	FDC No.	SIAP
02/18/97	TX	Tyler	Tyler Pounds Field	FDC 7/0926	NDB OR GPS RWY 13, AMDT 17...
02/18/97	TX	Tyler	Tyler Pounds Field	FDC 7/0927	ILS RWY 13, AMDT 20...
02/18/97	TX	Winnsboro	Winnsboro Muni	FDC 7/0911	VOR-A, AMDT 4...
02/19/97	NC	Wilson	Wilson Industrial Air Center	FDC 7/0956	NDB OR GPS RWY 21 AMDT 1...
02/19/97	NH	Portsmouth	Pease Intl Tradeport	FDC 7/0953	VOR OR TACAN OR GPS RWY 34 ORIG...

[FR Doc. 97-5290 Filed 3-3-97; 8:45 am]

BILLING CODE 4910-13-M

14 CFR Part 97

[Docket No. 28817; Amdt. No. 1784]

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 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 (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).