

**§ 122.5-6 Facsimile Copies of SBA Application Forms.**

For guaranteed loans, a Participating Lender may use computer generated SBA application or closing forms which are exact facsimile reproductions of SBA's forms. Lenders which use computer generated application or closing forms agree to accept liability for a substantial SBA loss due to deficiencies in the use of these forms. (See § 120.202-5 of this chapter). All SBA business loan forms, including the following, may be computer generated: 147 (Note), 148 (Guaranty), 155 (Standby Agreement), 601 (Applicant's Agreement of Compliance), 928 (Mortgage), 1050 (Settlement Sheet), 1059 (Security Agreement).

Dated: June 29, 1995.

**Philip Lader,**  
Administrator.

[FR Doc. 95-20434 Filed 8-16-95; 8:45 am]

BILLING CODE 8025-01-P

**13 CFR Part 122**

**Business Loans—Microloans**

**AGENCY:** Small Business Administration (SBA).

**ACTION:** Final rule.

**SUMMARY:** Section 7(m) of the Small Business Act (15 U.S.C. 636(m)) (Act) authorizes the SBA to operate a microloan demonstration program (Program) under which the SBA lends funds to qualified intermediaries which re-lend amounts of \$25,000 or less to eligible small business concerns. Under this final rule, an intermediary would be allowed to operate across state lines with the written approval of the SBA Associate Administrator for Financial Assistance if that person makes a determination that it is in the best interest of the small business community to allow such intermediary to operate in more than one state.

**EFFECTIVE DATE:** This rule is effective August 17, 1995.

**FOR FURTHER INFORMATION CONTACT:** John R. Cox, 202/205-6490.

**SUPPLEMENTARY INFORMATION:** Section 7(m) of the Act authorizes the SBA to operate the Program in which the SBA lends funds to authorized intermediaries which re-lend amounts up through \$25,000 to eligible small business concerns.

Section 122.61-11(a) of SBA's regulations (13 CFR 122.61-11(a)) provides that "\* \* \* no intermediary may undertake Program activities in more than one State". Since section 7(m) of the Act does not prohibit a

microloan intermediary from conducting its operations in more than one state, SBA believes that the regulation is too broad. Circumstances may occur when it would be in the best interest of a small business community to authorize a microloan intermediary to operate across state lines. On May 5, 1995, SBA published in the **Federal Register** (60 FR 22311) a proposed rule to allow the SBA Associate Administrator for Financial Assistance to make a determination in that regard. No comments were received so the final rule is being published as proposed.

**Compliance With Executive Orders 12612, 12778 and 12866, the Regulatory Flexibility Act, 5 U.S.C. 601, et seq. and the Paperwork Reduction Act, 44 U.S.C. Ch. 35**

For purposes of the Regulatory Flexibility Act, 5 U.S.C. 601 *et seq.*, SBA certifies that this final rule will not have a significant economic impact on a substantial number of small entities.

SBA certifies that this final rule will not constitute a significant regulatory action for the purposes of Executive Order 12866, since the change is not likely to result in an annual effect on the economy of \$100 million or more, nor will this final rule impose additional reporting or recordkeeping requirements which would be subject to the Paperwork Reduction Act, 44 U.S.C. Chapter 35.

SBA certifies that this final rule would not have federalism implications warranting the preparation of a Federalism Assessment in accordance with Executive Order 12612.

For purposes of Executive Order 12778, SBA certifies that this final rule is drafted, to the extent practicable, in accordance with the standards set forth in section 2 of that Order.

(Catalog of Federal Domestic Assistance Programs, No. 59.012)

**List of Subjects in 13 CFR Part 122**

Loan programs—business, Small businesses.

Accordingly, pursuant to the authority contained in section 5(b)(6) of the Small Business Act (15 U.S.C. 634(b)(6)), SBA amends part 122, chapter I, title 13, Code of Federal Regulations, as follows:

**PART 122—BUSINESS LOANS**

1. The authority citation for part 122 continues to read as follows:

**Authority:** 15 U.S.C. 634(b)(6), 636(a), 636(m).

2. Section 122.61-11(a) is amended by revising the last sentence to read as follows:

**§ 122.61-11 Program procedure.**

(a) *Participation of intermediary by State.* \* \* \* Further, no intermediary may undertake Program activities in more than one State unless the SBA Associate Administrator for Financial Assistance determines in writing that it would be in the best interest of the small business community to operate across State lines.

\* \* \* \* \*

Dated: July 31, 1995.

**Philip Lader,**  
Administrator.

[FR Doc. 95-20433 Filed 8-16-95; 8:45 am]

BILLING CODE 8025-01-P

**DEPARTMENT OF TRANSPORTATION**

**Federal Aviation Administration**

**14 CFR Part 97**

[Docket No. 28299; Amdt. No. 1680]

**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 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 August 11, 1995.

**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 upon publication.

FDC Date	State	City	Airport	FDC No.	SIAP
07/25/95 ...	ME	Presque Isle .....	Presque Isle/Northern Maine Regional Arpt at Presque Isle.	FDC 5/3607	VOR or GPS Rwy 19, Amdt 8A
07/27/95 ...	AR	Magnolia .....	Magnolia Muni .....	FDC 5/3672	NDB or GPS Rwy 34, Orig
08/03/95 ...	FL	Bartow .....	Bartow Muni .....	FDC 5/3905	VOR/DME or GPS Rwy 9L, Amdt 1
08/07/95 ...	AZ	Lake Havasu City .....	Lake Havasu City .....	FDC 5/3997	VOR/DME or GPS-A Orig
08/09/95 ...	CA	Los Angeles .....	Los Angeles Intl .....	FDC 5/4058	ILS Rwy 6L Amdt 9

FDC Date	State	City	Airport	FDC No.	SIAP
08/09/95 ...	NY	Westhampton Beach .....	The Francis S. Gabreski .....	FDC 5/4066	ILS Rwy 24 Amdt 8
08/09/95 ...	TX	Houston .....	Houston Inter-Continental .....	FDC 5/4071	ILS Rwy 26 Amdt 14
08/09/95 ...	TX	Houston .....	Houston Inter-Continental .....	FDC 5/4072	ILS Rwy 32R Amdt 9A
08/09/95 ...	TX	Houston .....	Houston Inter-Continental .....	FDC 5/4076	NDB or GPS Rwy 26 Amdt 1
08/09/95 ...	TX	Houston .....	Houston Inter-Continental .....	FDC 5/4078	VOR/DME or GPS Rwy 14L Amdt 15
08/09/95 ...	TX	Houston .....	Houston Inter-Continental .....	FDC 5/4080	VOR/DME or GPS Rwy 32R Amdt 13
08/09/95 ...	TX	Houston .....	Houston Inter-Continental .....	FDC 5/4085	ILS Rwy 8 Amdt 18A
08/09/95 ...	TX	Houston .....	Houston Inter-Continental .....	FDC 5/4086	ILS Rwy 9 Amdt 3A
08/09/95 ...	TX	Houston .....	Houston Inter-Continental .....	FDC 5/4087	ILS Rwy 14L Amdt 10
08/09/95 ...	TX	Houston .....	Houston Inter-Continental .....	FDC 5/4102	ILS Rwy 27 Amdt 1A
08/10/95 ...	UT	Roosevelt .....	Roosevelt Muni .....	FDC 5/4099	VOR or GPS-A, Amdt 2
08/10/95 ...	UT	Roosevelt .....	Roosevelt Muni .....	FDC 5/4100	RNAV or GPS Rwy 25, Amdt 1

**Magnolia**

*Magnolia Muni*

Arkansas  
NDB or GPS Rwy 34, orig  
FDC Date: 07/27/95

FDC 5/3672/AGO/FI/P Magnolia Muni, Magnolia, AR. NDB or GPS Rwy 34, Orig...DELETE...Shreveport, LA. Alstg mnms. Change note to read...Use El Dorado Alstg. SI-35 MDA 880/HAT 563 all cats. Circling MDA 880/HAA 563 all cats. This is NDB or GPS Rwy 34, Orig-A.

**Lake Havasu City**

*Lake Havasu City*

Arizona  
VOR/DME or GPS-A orig  
FDC Date: 08/07/95

FDC 5/3997/HII/FI/P Lake Havasu City, Lake Havasu City, AZ VOR/DME or GPS-A orig...Change local Alstg note to...When local Alstg not received proc NA. This is VOR/DME or GPS-A orig-a.

**Los Angeles**

*Los Angeles Intl*

California  
ILS Rwy 6L Amdt 9  
FDC Date: 08/09/95

FDC 5/4058/LAX/FI/P Los Angeles Intl., Los Angeles, CA. ILS Rwy 6L Amdt 9...Autopilot coupled approaches NA below 500. This is ILS Rwy Amdt 9A.

**Bartow**

*Bartow Muni*

Florida  
VOR/DME or GPS Rwy 9L, Amdt 1  
FDC Date: 08/03/95

FDC 5/3905/BOW/ FI/P Bartow Muni, Bartow, FL. VOR/DME or GPS Rwy 9L, Amdt 1...S-9L MDA 520 HAT 395 all cats. vis 1 cat C. Circling MDA 580 HAA 455 cats A/B/C, MDA 680 HAA 555 cat D. Tampa Alstg minimums...S-9L MDA 700 HAT 575 all cats. Circling MDA 740 HAA 615 cats A/B/C, MDA 800 HAA 675 cat D. vis 2 1/4 cat D. TDZE Rwy 9L 125 ft. This becomes VOR/DME or GPS Rwy 9L, Amdt 1A.

**Houston**

*Houston Intercontinental*

Texas  
NDB or GPS Rwy 26 Amdt 1  
FDC Date: 08/09/95

FDC 5/4076/IAH/ FI/P Houston Intercontinental, Houston, TX. NDB or GPS Rwy 26 Amdt 1...S-26 MDA 720/HAA 624 all cats. Vis cats A, B RVR 5000, cat C 1 3/4, cat D 2, cat E 2 1/4. Circling MDA 740/HAA 642 all cats. This is NDB or GPS Rwy 26 Amdt 1A.

**Houston**

*Houston Intercontinental*

Texas  
VOR/DME or GPS Rwy 14L Amdt 15  
FDC Date: 08/09/95

FDC 5/4078/IAH/ FI/P Houston Intercontinental, Houston, TX. VOR/DME or GPS Rwy 14L Amdt 15...Circling MDA 740/HAA 642 all cats. This is VOR/DME or GPS Rwy 14L Amdt 15A.

**Houston**

*Houston Intercontinental*

Texas  
VOR/DME or GPS Rwy 32R Amdt 13  
FDC Date: 08/09/95

FDC 5/4080/IAH/ FI/P Houston Intercontinental, Houston, TX. VOR/DME or GPS Rwy 32R Amdt 13...Circling MDA 740/HAA 642 all cats. This is VOR/DME or GPS Rwy 32R Amdt 13A.

**Houston**

*Houston Intercontinental*

Texas  
ILS Rwy 8 Amdt 18A  
FDC Date: 08/09/95

FDC 5/4085/IAH/ FI/P Houston Intercontinental, Houston, TX. ILS Rwy 8 Amdt 18A...Circling MDA 740/HAA 642 all cats. This is ILS Rwy 8 Amdt 18B.

**Presque Isle**

*Presque Isle/Northern Maine Regional Arprt at Presque Isle*

Maine  
VOR or GPS Rwy 19, Amdt 8A

FDC Date: 07/25/95

FDC 5/3607/PQI/ FI/P Presque Isle/Northern Maine Regional Arprt at Presque Isle, Presque Isle, ME. VOR or GPS Rwy 19, Amdt 8A...Delete 1380 Loring altimeter note from profile view. This is VOR or GPS Rwy 19, Amdt 8B.

**Westhampton Beach**

*The Francis S. Gabreski*

New York  
ILS Rwy 24 Amdt 8  
FDC Date: 08/09/95

FDC 5/4066/FOK/ FI/P the Francis S. Gabreski, Westhampton Beach, NY. ILS Rwy 24 Amdt 8...Add note...Autopilot coupled approaches NA below 470. This is ILS Rwy 24 Amdt 8A.

**Houston**

*Houston Intercontinental*

Texas  
ILS Rwy 26 Amdt 14  
FDC Date: 08/09/95

FDC 5/4071/IAH/ FI/P Houston Intercontinental, Houston, TX. ILS Rwy 26 Amdt 14...Circling MDA 740/HAA 642 all cats. This is ILS Rwy 26 Amdt 14A.

**Houston**

*Houston Intercontinental*

Texas  
ILS Rwy 32R Amdt 9A  
FDC Date: 08/09/95

FDC 5/4072/IAH/ FI/P Houston Intercontinental, Houston, TX. ILS Rwy 32R Amdt 9A...Circling MDA 740/HAA 642 all cats. This is ILS Rwy 32R Amdt 9B.

**Houston**

*Houston Intercontinental*

Texas  
ILS Rwy 9 Amdt 3A  
FDC Date: 08/09/95

FDC 5/4086/IAH/ FI/P Houston Intercontinental, Houston, TX. ILS Rwy 9 Amdt 3A...Circling MDA 740/HAA 642 all cats. This is ILS Rwy 9 Amdt 3B.

**Houston**

*Houston Intercontinental*

Texas  
ILS Rwy 14L Amdt 10  
FDC Date: 08/09/95

FDC 5/4087/IAH/ FI/P Houston Intercontinental, Houston, TX. ILS Rwy 14L Amdt 10...Circling MDA 740/HAA 642 all cats. This is ILS Rwy 14L Amdt 10.

**Houston***Houston Intercontinental*

Texas  
ILS Rwy 27 Amdt 1A  
FDC Date: 08/09/95

FDC 5/4102/IAH/ FI/P Houston Intercontinental, Houston, TX. ILS Rwy 27 Amdt 1A...S-LOC-27 MDA 480/HAT 393 all cats. Vis cat D Rvr 5000, cat E 1½. Circling MDA 740/HAA 642 all cats. Category II only...Add note...Missed approach requires a MNM climb of 260 ft per nm. This is ILS Rwy 27 Amdt 1B.

**Roosevelt***Roosevelt Muni*

Utah  
VOR or GPS-A, Amdt 2  
FDC Date: 08/10/95

FDC 5/4099/74V/ FI/P Roosevelt Muni, Roosevelt, UT. VOR or GPS-A, Amdt 2...Delete lighting note...Activate MIRL Rwy 7-25 on UNICOM. Change altimeter note to...Use vernal altimeter setting. When not received procedure NA. This is VOR or GPS-A, Amdt 2A.

**Roosevelt***Roosevelt Muni*

Utah  
RNAV or GPS Rwy 25, Amdt 1  
FDC Date: 08/10/95

FDC 5/4100/74V/ FI/P Roosevelt Muni, Roosevelt, UT. RNAV or GPS Rwy 25, Amdt 1...Delete lighting note...Activate MIRL Rwy 7-25 122.8. Change altimeter note to...Use vernal altimeter setting. When not received procedure NA. This is RNAV or GPS Rwy 25, Amdt 1A.

[FR Doc. 95-20380 Filed 8-16-95; 8:45 am]

BILLING CODE 4910-13-M

**14 CFR Part 97**

[Docket No. 28300; Amdt. No. 1681]

**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 Form 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. The SIAPs 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 Standard Instrument Approach Procedures (SIAPs) 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.) 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