

§ 95.8003 VOR FEDERAL AIRWAYS CHANGEOVER POINTS—Continued

Airway segment		Changeover points	
From	To	Distance	From
<b>V-177 is amended by adding</b>			
Wausau, WI Vortac .....	Hayward, WI VOR/DME .....	59	Wausau.
<b>V-521 is amended to delete</b>			
Miami, FL Vortac .....	La Belle, FL Vortac .....	25	Miami.

[FR Doc. 95-26775 Filed 10-27-95; 8:45 am]  
 BILLING CODE 4910-13-M

**14 CFR Part 97**

[Docket No. 28363; Amdt. No. 1691]

**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).

Issued in Washington, DC on October 20, 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).

§ 97.23 [Amended]

§ 97.25 [Amended]

§ 97.27 [Amended]

§ 97.29 [Amended]

§ 97.31 [Amended]

§ 97.33 [Amended]

§ 97.35 [Amended]

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 November 9, 1995

Louisville, KY, Louisville Intl-Standiford Field, ILS RWY 17, Orig  
Louisville, KY, Louisville Intl-Standiford Field, ILS RWY 35, Orig  
Wilmington, OH, Airborne Airpark, ILS/DME RWY 4R, Orig  
Wilmington, OH, Airborne Airpark, ILS/DME RWY 22L, Orig  
Racine, WI, John H. Batten, VOR RWY 4, Orig  
Racine, WI, John H. Batten, VOR RWY 4, Amdt 7, Cancelled  
Racine, WI, John H. Batten, NDB RWY 4, Amdt 3  
Racine, WI, John H. Batten, ILS RWY 4, Amdt 4  
Racine, WI, John H. Batten, VOR/DME RNAV RWY 22, Amdt 3

\* \* \* Effective December 7, 1995

Paragould, AR, Kirk Field, NDB RWY 4, Amdt 4, Cancelled  
West Memphis, AR, West Memphis Muni, Radar-1, Amdt 9, Cancelled  
Danielson, CT, Danielson, VOR or GPS-A, Amdt 5  
Fort Myers, FL, Southwest Florida Intl, VOR/DME or TACAN RWY 24, Amdt 1  
Fort Myers, FL, Southwest Florida Intl, RADAR-1, Amdt 5  
Fitchburg, MA, Fitchburg Muni, NDB-A, Amdt 1  
Fitchburg, MA, Fitchburg Muni, NDB RWY 20, Amdt 1  
Hopedale, MA, Hopedale Industrial Park, VOR-A, Amdt 6  
Portsmouth, NH, Pease International Tradeport, VOR or TACAN RWY 16, Amdt 4  
Artesia, NM, Artesia Muni, NDB OR GPS RWY 12, Amdt 3  
Artesia, NM, Artesia Muni, NDB OR GPS RWY 30, Amdt 3  
Chetek, WI, Chetek Muni-Southworth, VOR/DME OR GPS RWY 17, Amdt 2, Cancelled  
Cumberland, WI, Cumberland Muni, VOR/DME OR GPS RWY 27, Amdt 2, Cancelled  
\* \* \* Effective January 4, 1996  
Almyra, AR, Almyra Muni, GPS RWY 35, Orig  
Helena/West Helena, AR, Thompson-Robbins, GPS RWY 35, Orig  
Manila, AR, Manila Municipal, GPS RWY 18, Orig  
Mena, AR, Mena Intermountain Municipal, GPS RWY 17, Orig  
Newport, AR, Newport Muni, GPS RWY 18, Orig  
North Little Rock, AR, North Little Rock Muni, GPS RWY 5, Orig  
Ankeny, IA, Ankeny Regional, NDB RWY 36, Orig, Cancelled  
Ankeny, IA, Ankeny Regional, GPS RWY 36, Orig  
Carroll, IA, Arthur N. Neu, GPS RWY 31, Orig  
Council Bluffs, IA, Council Bluffs Muni, GPS RWY 31, Orig  
Webster City, IA, Webster City Muni, GPS RWY 32, Orig  
Augusta, KS, August Muni, GPS RWY 36, Orig  
Olathe, KS, Johnson County Executive, GPS RWY 35, Orig  
Chillicothe, MO, Chillicothe Muni, GPS RWY 32, Orig  
Point Lookout, MO, M. Graham Clark, GPS RWY 11, Orig  
West Plains, MO, West Plains Muni, GPS RWY 18, Orig  
Omaha, NE, Millard, GPS RWY 12, Orig  
Sidney, NE, Sidney Muni, GPS RWY 30, Orig  
Clinton, OK, Clinton-Sherman, GPS RWY 17R, Orig  
Weatherford, OK, Thomas P. Stafford, GPS RWY 35, Orig  
Brenham, TX, Brenham Muni, GPS RWY 34, Orig  
Caddo Mills, TX, Caddo Mills Muni, GPS RWY 35L, Orig  
Gainesville, TX, Gainesville Muni, GPS RWY 17, Orig  
Houston, TX, Clover Field, GPS RWY 32L, Orig

Midlothian/Waxahachi, TX, Midlothian/Waxahachi Muni, GPS RWY 36, Orig

Note: The FAA published an Amendment in Docket No. 28298, Amdt. No. 1679 to Part 97 of the Federal Aviation Regulations (Vol. 60, FR. 164, Page 43966; dated Thursday, August 24, 1995) under Section 97.33 effective 9 November 95 which is hereby amended as follows:

Grants Pass, OR., Grants Pass, GPS-A, Orig, published in TL 95-18 is rescinded.

Note: The FAA published an Amendment in Docket No. 28340, Amdt. No. 1686 to Part 97 of the Federal Aviation Regulations (Vol. 60, FR. 191, Page 51718; dated Tuesday, October 3, 1995) under Section 97.33 effective 9 November 95 which is hereby amended as follows:

Chamberlin, SD, Chamberlin Muni, GPS RWY 31, Orig, published in TL 95-21 is corrected to read:

Chamberlain, SD, Chamberlain Muni, GPS RWY 31 Orig

Note: The FAA published an Amendment in Docket No. 28327, Amdt. No. 1685 to Part 97 of the Federal Aviation Regulations (Vol. 60, FR. 191, Page 51718; dated Tuesday, October 3, 1995) under Section 97.27 effective 12 October, which is hereby amended as follows:

Spokane, WA, Felts Field, GPS-A, Orig, is hereby rescinded.

[FR Doc. 95-26773 Filed 10-27-95; 8:45 am]

BILLING CODE 4910-13-M

### 14 CFR Part 97

[Docket No. 28349; Amdt. No. 1688]

#### 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.