

REVISIONS TO IFR ALTITUDES AND CHANGEOVER POINTS—Continued

[Amendment 427 effective March 22, 2001]

From	To	MEA
<b>§ 95.6370 VOR Federal Airway 370 is Amended to Read in Part</b>		
Garne, CA FIX .....	*Palm Springs, CA VORTAC.	
	W BND E BND	1200 8000
*11600—MCA Palm Springs, CA VORTAC, W BND *6200—MCA Palm Springs, CA VORTAC, NE BND		

<b>§ 95.6480 VOR Federal Airway 480 is Amended by Adding</b>		
Mount Moffett, AK NDB/DME .....	St. Paul Island, AK NDB/DME .....	5900 MAA— 17500

<b>§ 95.6566 VOR Federal Airway 566 is Amended to Read in Part</b>		
Alexandria, LA VORTAC .....	Mushe, LA FIX .....	*3000
*1700—MOCA		
Mushe, LA FIX .....	*Wrack, LA FIX .....	**4000
*3000—MRA		
**1700—MOCA		
Wrack, LA FIX .....	Veils, LA FIX .....	*3000
*2100—MOCA		
Veils, LA FIX .....	Reserve, LA VOR/DME .....	*2000
*1500—MOCA		

From	To	MEA	MAA
<b>Jet Routes</b>			
<b>§ 95.7120 Jet Route No. 120 is Amended by Adding</b>			
Mount Moffett, AK NDB/DME .....	St. Paul Island, AK NDB/DME .....	18000	45000

[FR Doc. 01-3654 Filed 2-12-01; 8:45 am]  
BILLING CODE 4910-13-M

**DEPARTMENT OF TRANSPORTATION**

**Federal Aviation Administration**

**14 CFR Part 97**

[Docket No. 30229; Amdt. No. 2035]

**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:**

Donald P. Pate, Flight Procedure Standards Branch (AMCAFS-420), Flight Technologies and Programs Division, Flight Standards Service, Federal Aviation Administration, Mike Monroney Aeronautical Center, 6500 South MacArthur Blvd., Oklahoma City, OK 73169 (Mail Address: P.O. Box 25082, Oklahoma City, OK 73125), telephone: (405) 954-4164.

**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 (NFDC) 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 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.

#### 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 2, 2001.

**L. Nicholas Lacey,**

*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 March 22, 2001*

Aniak, AK, Aniak, LOC/DME RWY 10, Amdt 3  
 Aniak, AK, Aniak, ILS/DME RWY 10, Amdt 7  
 Aniak, AK, Aniak, NDB-A, Amdt 1  
 Aniak, AK, Aniak, NDB/DME RWY 28, Amdt 3  
 Aniak, AK, Aniak, GPS RWY 10, Orig, CANCELLED  
 Aniak, AK, Aniak, RNAV (GPS) RWY 10, Orig

Aniak, AK, Aniak, RNAV (GPS) RWY 28, Orig  
 Barrow, AK, Wiley Post-Will Rogers Mem, VOR/DME RWY 24, Amdt 1  
 Barrow, AK, Wiley Post-Will Rogers Mem, LOC/DME BC RWY 24, Amdt 3  
 Barrow, AK, Wiley Post-Will Rogers Mem, GPS RWY 6, Orig, CANCELLED  
 Barrow, AK, Wiley Post-Will Rogers Mem, RNAV (GPS) RWY 6, Orig  
 Foley, AL, Foley Muni, GPS RWY 18, Orig, CANCELLED  
 Foley, AL, Foley Muni, RNAV (GPS) RWY 18, Orig  
 Foley, AL, Foley Muni, GPS RWY 36, Orig, CANCELLED  
 Foley, AL, Foley Muni, RNAV (GPS) RWY 36, Orig  
 Sacramento, CA, Mather Field, ILS RWY 22L, Amdt 1  
 Salmon, ID, Lemhi Co, VOR/DME-B, Orig  
 Salmon, ID, Lemhi Co, RNAV-C, Orig  
 Ames, IA, Ames Muni, NDB OR GPS RWY 1, Amdt 1B  
 Ames, IA, Ames Muni, GPS RWY 19, Orig-A  
 Des Moines, IA, Des Moines Intl, NDB OR GPS RWY 31R, Amdt 19A  
 Spencer, IA, Spencer Muni, VOR OR GPS RWY 12, Amdt 2B  
 Spencer, IA, Spencer Muni, NDB RWY 12, Amdt 1B  
 Alexandria, MN, Chandler Field, VOR RWY 22, Amdt 15  
 Alexandria, MN, Chandler Field, RNAV (GPS) RWY 31, Orig  
 Moorehead, MN, Moorhead Muni, VOR-A, Amdt 1  
 Moorhead, MN, Moorhead Muni, GPS RWY 30, Orig, CANCELLED  
 Moorhead, MN, Moorhead Muni, RNAV (GPS) RWY 30, Orig  
 Cape Girardeau, MO, Cape Girardeau Regional, LOC/DME BC RWY 28, Amdt 6A  
 Cape Girardeau, MO, Cape Girardeau Regional, NDB OR GPS RWY 10, Amdt 9A  
 Joplin, MO, Joplin Regional, LOC BC RWY 31, Amdt 20A  
 Imperial, NE, Imperial Muni, NDB RWY 31, Amdt 3  
 Imperial, NE, Imperial Muni, GPS RWY 31, Orig, CANCELLED  
 Imperial, NE, Imperial Muni, RNAV (GPS) RWY 31, Orig  
 Sidney, NY Sidney Muni, RNAV (GPS) RWY 7, Orig  
 Sidney, NY Sidney Muni, VOR/DME or GPS-B, Amdt 2B, CANCELLED  
 Watertown, NY, Watertown Intl, RNAV (GPS) RWY 7, Orig  
 Zanesville, OH, Zanesville Muni, NDB OR GPS-A, Amdt 1, CANCELLED  
 Perkasio, PA, Pennridge, GPS RWY 8, Orig, CANCELLED  
 Perkasio, PA, Pennridge, GPS RWY 26, Orig, CANCELLED  
 Perkasio, PA, Pennridge, RNAV (GPS) RWY 8, Orig  
 Perkasio, PA, Pennridge, RNAV (GPS) RWY 26, Orig  
 Dayton, TN, Mark Anton, GPS RWY 21, Orig, CANCELLED  
 Dayton, TN, Mark Anton, RNAV (GPS) RWY 21, Orig

Del Rio, TX, Del Rio Intl, LOC RWY 13, Orig  
Del Rio, TX, Del Rio Intl, NDB RWY 13, Orig  
Del Rio, TX, Del Rio Intl, LOC RWY 13, Amdt  
4, CANCELLED  
Del Rio, TX, Del Rio Intl, NDB RWY 13,  
Amdt 3, CANCELLED  
Houston, TX, George Bush Intercontinental,  
ILS RWY 8, Amdt 19  
Houston, TX, William P. Hobby, ILS RWY  
30L, Amdt 5  
Salt Lake City, UT, Salt Lake City Intl, RNAV  
(GPS) RWY 34L, Orig  
Salt Lake City, UT, Salt Lake City Intl, RNAV  
(GPS) RWY 34R, Orig  
Salt Lake City, UT, Salt Lake City Intl, RNAV  
(GPS) RWY 35, Orig  
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BILLING CODE 4910-13-M

## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### 14 CFR Part 97

[Docket No. 30227; Amdt. No. 2033]

#### 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.

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**ADDRESSES:** Availability of matter incorporated by reference in the amendment is as follows:

*For Examination—*

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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.

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**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), 14 CFR part 51, and § 97.20 of the Federal Aviation's 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 PDC/P NOTAMs 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 canceled.

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 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 of 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**

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