

REVISIONS TO IFR ALTITUDES AND CHANGEOVER POINTS—Continued

[Amendment 428; Effective Date, May 17, 2001]

| From | To | MEA |
|---|-----------------------------|-------------------|
| *8,000—MRA | | |
| § 95.6306 VOR Federal Airway 306 is Amended to Read in Part | | |
| Cleep, TX FIX | Daisetta, TX VORTAC | 3,000 |
| § 95.6444 VOR Federal Airway 444 is Amended to Read in Part | | |
| Solde, ID FIX | *Derso, ID FIX | **17,000 |
| *12,500—MCA Derso FIX W BND | | |
| **9,200—MOCA | | |
| Derso, ID FIX | Arows, ID FIX | *12,500 |
| *9,700—MOCA | | |
| § 95.6500 VOR Federal Airway 500 is Amended to Read in Part | | |
| Arows, ID FIX | Derso, ID FIX | *12,500 |
| *9,700—MOCA | | |
| Derso, ID FIX | Solde, ID FIX | **17,000 |
| *12,500—MCA SOLDE FIX E BND | | |
| **9,200—MOCA | | |
| Reaps, ID FIX | Betre, ID FIX | *9,500 |
| *7,000—MOCA | | |
| § 95.6548 VOR Federal Airway 548 is Amended to Read in Part | | |
| Hobby, TX VOR/DME | Sealy, TX FIX | 2,000 |
| From | To | MEA MAA |
| § 95.7001 Jet Routes | | |
| § 95.7146 Jet Route No. 146 is Amended to Read in Part | | |
| Las Vegas, NV VORTAC | Nootn, AZ FIX | 18000 |
| Nootn, AZ FIX | Dove Creek, CO VORTAC | #25000 |
| #MEA is established with a gap in navigation signal coverage. | | |
| From | To | Changeover points |
| | | Distance From |
| § 95.8005 Jet Routes Changeover Points is Amended to Modify Changeover Point | | |
| Martinsburg, WV VORTAC | Lancaster, PA VORTAC | 24 Martinsburg |

[FR Doc. 01-8716 Filed 4-9-01; 8:45 am]

BILLING CODE 4910-13-M

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 97

[Docket No. 30240; Amdt. No. 2044]

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 8260-4, 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 April 3, 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 May 17, 2001

| City | Airport | Subject |
|---------------------------|---|------------------------------------|
| Alexander City, AL | Thomas C. Russell Fld | RNAV (GPS) RWY 36, Orig |
| Birmingham, AL | Birmingham Intl | RNAV (GPS) RWY 6, Orig |
| Birmingham, AL | Birmingham Intl | RNAV (GPS) RWY 18, Orig |
| Birmingham, AL | Birmingham Intl | RNAV (GPS) RWY 24, Orig |
| Birmingham, AL | Birmingham Intl | RNAV (GPS) RWY 36, Orig |
| Birmingham, AL | Birmingham Intl | GPS RWY 24, Original-B (CANCELLED) |
| Birmingham, AL | Birmingham Intl | GPS RWY 36, Original-A (CANCELLED) |
| Fort Smith, AR | Fort Smith Regional | ILS RWY 7, Orig |
| Fort Smith, AR | Fort Smith Regional | LOC BC RWY 7, Amdt 9, (CANCELLED) |
| Manilla, AR | Manilla, Muni | NDB RWY 18, Orig |
| San Luis Obispo, CA | San Luis Obispo County-McChesney Field. | RNAV (GPS) RWY 11, Orig |
| San Luis Obispo, CA | San Luis Obispo County-McChesney Field. | RNAV (GPS) RWY 29, Orig |
| Miami, FL | Opa Locka | ILS RWY 9L, Amdt 4 |
| Miami, FL | Opa Locka | ILS RWY 12, Amdt 1 |

| City | Airport | Subject |
|-------------------------|----------------------------------|---|
| Duluth, MN | Duluth Intl | COPTER ILS RWY 27, Orig |
| Youngstown/Warren | Youngstown-Warren Regional | VOR OR GPS RWY 19, Amdt 18A (CANCELLED) |
| Youngstown/Warren | Youngstown-Warren Regional | VOR-A, Orig |
| Harlingen, TX | Valley Intl | RNAV (GPS) RWY 13, Orig |
| Harlingen, TX | Valley Intl | RNAV (GPS) RWY 17L, Orig |
| Harlingen, TX | Valley Intl | RNAV (GPS) RWY 17R, Orig |
| Harlingen, TX | Valley Intl | RNAV (GPS) RWY 31, Orig |
| Harlingen, TX | Valley Intl | RNAV (GPS) RWY 35L, Orig |
| Harlingen, TX | Valley Intl | VOR OR GPS RWY 13, Amdt 11, (CANCELLED) |
| Mosinee, WI | Central Wisconsin | VOR/DME RWY 35, Amdt 7B |
| Mosinee, WI | Central Wisconsin | NDB RWY 17, Orig-B |

[FR Doc. 01-8714 Filed 4-9-01; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 97

[Docket No. 30241; Amdt. No. 2045]

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:

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 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'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 incorporated only specific changes contained in the content of the following FDC/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 Date 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,