

* * * Effective March 30, 1995

Ketchikan, AK, Ketchikan Intl, ILS/DME-1, RWY 11, Amdt 6
 Sacramento, CA, Sacramento Metropolitan, ILS RWY 16R, Amdt 13
 West Palm Beach, FL, Palm Beach Intl, VOR OR GPS RWY 9L, Amdt 1
 West Palm Beach, FL, Palm Beach Intl, VOR OR GPS RWY 13, Amdt 2
 West Palm Beach, FL, Palm Beach Intl, VOR OR GPS RWY 27R, Amdt 1
 West Palm Beach, FL, Palm Beach Intl, VOR OR GPS RWY 31, Amdt 3
 West Palm Beach, FL, Palm Beach Intl, LOC BC RWY 27R, Amdt 12
 West Palm Beach, FL, Palm Beach Intl, NDB RWY 9L, Amdt 19
 West Palm Beach, FL, Palm Beach Intl, ILS RWY 9L, Amdt 22
 West Palm Beach, FL, Palm Beach Intl, RADAR-1, Amdt 9
 Corning, IA, Corning Muni, NDB or GPS RWY 17, Amdt 1
 Jefferson, IA, Jefferson Muni, NDB OR GPS RWY 32, Amdt 4
 Osceola, IA, Osceola Muni, VOR/DME OR GPS RWY 18, Amdt 1
 Winterset, IA, Winterset-Madison County, VOR/DME OR GPS-A, Amdt 1
 Newton, KS, Newton-City-County, VOR/DME RNAV RWY 17, Amdt 1
 Newton, KS, Newton-City-County, VOR/DME RNAV RWY 35, Amdt 1
 Westhampton Beach, NY, Francis S. Gabreski, Copter ILS 236, Orig
 Perry, OK, Perry Muni, VOR/DME OR GPS RWY 17, Amdt 2
 Galax-Hillsville, VA, Twin County, NDB or GPS-A, Amdt 5

* * * Effective March 2, 1995

Jeffersonville, IN, Clark County, VOR OR GPS RWY 18, Amdt 3
 Jeffersonville, IN, Clark County, NDB RWY 18, Amdt 1
 Jeffersonville, IN, Clark County, ILS RWY 18, Amdt 1
 Chillicothe, OH, Ross County, VOR RWY 23, Amdt 3
 Chillicothe, OH, Ross County, NDB RWY 23, Amdt 7

* * * Effective January 19, 1995

Pensacola, FL, Pensacola Regional, NDB OR GPS RWY 35, Amdt 16

[FR Doc. 95-2814 Filed 2-3-95; 8:45 am]

BILLING CODE 4910-13-M

14 CFR Part 97

[Docket No. 28062; Amdt. No. 1647]

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 needs 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. 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 unnecessary, 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