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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 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, Incorporation by reference, and navigation (Air).

Issued in Washington, DC on May 23, 2003.

James J. Ballough,

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 continues to read as follows:

Authority: 49 U.S.C. 106(g), 40103, 40106, 40113, 40114, 40120, 44502, 44514, 44701, 44719, 44721–44722.

■ 2. Part 97 is amended to read as follows:

§§ 97.23, 97.25, 97.27, 97.29, 97.31, 97.33, and 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 RADRA SIAPs; § 97.33 RNAV SIAPs; and § 97.35 COPTER SIAPs, identified as follows:

Effective July 10, 2003

Anchorage, AK, Ted Stevens Anchorage Intl, RNAV (GPS) RWY 6L, Orig-A
Anchorage, AK, Ted Stevens Anchorage Intl, RNAV (GPS) RWY 6R, Orig-A
Atkasuk, AK, Atkasuk Edward Burnell Sr Memorial, RNAV (GPS) RWY 6, Orig-A
Atkasuk, AK, Atkasuk Edward Burnell Sr Memorial, RNAV (GPS) RWY 24, Orig-A
Bethel, AK, Bethel, RNAV (GPS) RWY 18, Orig-B
Bethel, AK, Bethel, RNAV (GPS) RWY 36, Orig-B
Fairbanks, AK, Fairbanks Intl, RNAV (GSP) Y RWY 1L, Orig-A
Fairbanks, AK, Fairbanks Intl, RNAV (GPS) Y RWY 19R, Orig-A
Huslia, AK, Huslia, RNAV (GPS) RWY 3, Orig-A
Huslia, AK, Huslia, RNAV (GPS) RWY 21, Orig-A
Mena, AR, Mena Intermountain Muni, RNAV (GPS) RWY 17, Orig
Mena, AR, Mena Intermountain Muni, GPS RWY 17, Amdt 1, CANCELLED
Window Rock, AZ, Window Rock, VOR/DME-A, Orig-C
Window rock, AZ, Window Rock, RNAV (GPS)-B, Orig
Window Rock, AZ, Window Rock, RNAV (GPS) RWY 2, Orig
Window Rock, AZ, Window Rock, VOR/DME RNAV OR GPS RWY 2, Amdt 1A, CANCELLED
Marina, CA, Marina Muni, VOR/DME RWY 29, Orig
La Junta, CO, La Junta Muni, RNAV (GPS) RWY 8, Orig
La Junta, CO, La Junta Muni, RNAV (GPS) RWY 26, Orig
Windsor Locks, CT, Bradley Intl, NDB RWY 6, Amdt 29
Windsor Locks, CT, Bradley Intl, ILS RWY 6, Amdt 35
Windsor Locks, CT, Bradley Intl, ILS RWY 24, Amdt 10
Windsor Locks, CT, Bradley Intl, ILS RWY 33, Amdt 8
Windsor Locks, CT, Bradley Intl, RNAV (GPS) Y RWY 6, Orig
Windsor Locks, CT, Bradley Intl, RNAV (GPS) Z RWY 6, Orig
Windsor Locks, CT, Bradley Intl, RNAV (GPS) RWY 15, Orig
Windsor Locks, CT, Bradley Intl, RNAV (GPS) RWY 24, Orig
Windsor Locks, CT, Bradley Intl, RNAV (GPS) RWY 33, Orig
Windsor Locks, CT, Bradley Intl, GPS RWY 15, Amdt 3a CANCELLED