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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 December 19, 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:

\* \* \* *Effective January 22, 2004*

Frederick, MD, Frederick Muni, RNAV (GPS) RWY 23, Amdt 2, CANCELLED

Frederick, MD, Frederick Muni, RNAV (GPS) Y RWY 23, Orig

Frederick, MD, Frederick Muni, RNAV (GPS) Z RWY 23, Orig

\* \* \* *Effective February 19, 2004*

Deadhorse, AK, Deadhorse, ILS OR LOC/DME RWY 4, Orig

Deadhorse, AK, Deadhorse, GPS RWY 22, Orig, CANCELLED

Deadhorse, AK, Deadhorse, GPS RWY 4, Orig, CANCELLED

Deadhorse, AK, Deadhorse, VOR/DME OR TACAN RWY 22, Amdt 3

Deadhorse, AK, Deadhorse, VOR/DME OR TACAN RWY 4, Amdt 1

Deadhorse, AK, Deadhorse, LOC/DME BC RWY 22, Amdt 9

Deadhorse, AK, Deadhorse, RNAV (GPS) RWY 22, Orig

Deadhorse, AK, Deadhorse, RNAV (GPS) RWY 4, Orig

Deadhorse, AK, Deadhorse, ILS/DME RWY 4, Amdt 8, CANCELLED

Harrison, AR, Boone County, ILS RWY 36, Orig—A

Harrison, AR, Boone County, NDB—B, Amdt 3A

Russellville, AR, Russellville Rgnl, NDB—A, Amdt 4B

Russellville, AR, Russellville Rgnl, RNAV (GPS) RWY 25, Orig

Russellville, AR, Russellville Rgnl, GPS RWY 25, Orig—B, CANCELLED

Hanford, CA, Hanford Muni, VOR—A, Amdt 9

Hanford, CA, Hanford Muni, RNAV (GPS) RWY 32, Orig

Hanford, CA, Hanford Muni, GPS RWY 32, Amdt 1, CANCELLED

Oceanside, CA, Oceanside Muni, VOR—A, Amdt 3D

San Carlos, CA, San Carlos, RNAV (GPS) RWY 30, Orig

San Carlos, CA, San Carlos, GPS RWY 30, Orig, CANCELLED

Statesboro, GA, Statesboro-Bulloch County, ILS OR LOC RWY 32, Amdt 1A

De Ridder, LA, Beauregard Parish, RNAV (GPS) RWY 36, Orig

De Ridder, LA, Beauregard Parish, LOC RWY 36, Amdt 2

De Ridder, LA, Beauregard Parish, NDB RWY 36, Amdt 4

Gaithersburg, MD, Montgomery County Airpark, RNAV (GPS) RWY 14, Amdt 2

St Cloud, MN, St Cloud Regional, RNAV (GPS) RWY 31, Orig

St Cloud, MN, St Cloud Regional, RNAV (GPS) RWY 13, Orig

St Cloud, MN, St Cloud Regional, RNAV (GPS) RWY 5, Orig