

Issued in Washington, DC, on October 15, 1999.

**Reginald C. Matthews,**

*Manager, Airspace and Rules Division.*

[FR Doc. 99-27826 Filed 10-25-99; 8:45 am]

BILLING CODE 4910-13-P

## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### 14 CFR Part 97

[Docket No. 29814; Amdt. No. 1956]

#### 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 approved.

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 October 15, 1999.

*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 of 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 November 4, 1999*

Minneapolis, MN, Minneapolis-St Paul Intl (Wold-Chamberlain) ILS RWY 30R, Amdt 10

Minneapolis, MN, Minneapolis-St Paul Intl (Wold-Chamberlain) ILS PRM RWY 30R, Amdt 5

Madison, WI, Dame County Regional-Truax Field, ILS RWY 21, Orig

\* \* \* *Effective December 2, 1999*

Ankeny, IA, Ankeny Regional, GPS RWY 36, Amdt 2

Atlantic, IA, Atlantic Muni, GPS RWY 12, Amdt 1

Iowa City, IA, Iowa City Muni, GPS RWY 30, Amdt 2

Pella, IA, Pella Muni, GPS RWY 16, Amdt 1

Midland, TX, Midland Intl, GPS RWY 10, Orig

\* \* \* *Effective December 30, 1999*

Mountain Village, AK, Mountain Village, GPS RWY 2, Orig

Mountain Village, AK, GPS RWY 20, Orig

Dover/Cheswold, DE, Delaware Airpark, GPS RWY 9, Amdt 1

Dover/Cheswold, DE, Delaware Airpark, GPS RWY 27, Amdt 1

Brooksville, FL, Hernando County, GPS RWY 2, Orig

Brooksville, FL, Hernando County, GPS RWY 9, Amdt 1

Brooksville, FL, Hernando County, GPS RWY 20, Amdt 1

Brooksville, FL, Hernando County, GPS RWY 27, Amdt 1

Brooksville, FL, Hernando County, NDB RWY 9, Amdt 6

Brooksville, FL, Hernando County, ILS RWY 9, Amdt 2

Fort Wayne, IN, Smith Field, GPS RWY 13, Orig

Lyons, KS, Lyons-Rice County Muni, VOR/DME-A, Amdt 3

Lyons, KS, Lyons-Rice County Muni, NDB RWY 17R, Amdt 6

Lyons, KS, Lyons-Rice County Muni, GPS RWY 17R, Orig

Lyons, KS, Lyons-Rice County Muni, GPS RWY 35L, Orig

Belfast, ME, Belfast Muni, GPS RWY 15, Amdt 1

Belfast, ME, Belfast Muni, GPS RWY 33, Amdt 1

Belfast, ME, Belfast Muni, NDB RWY 15, Amdt 3

Maple Lake, MN, Maple Lake Muni, GPS RWY 28, Orig

Jackson, MS, Hawkins Field, VOR/DME RNAV RNAV RWY 16, Amdt 4A, CANCELLED

Walls, MS, Twinkletown, RADAR-1, Amdt 2A, CANCELLED

Delaware, OH, Delaware Muni, NDB RWY 10, Orig

Delaware, OH, Delaware Muni, NDB RWY 10, Amdt 4, CANCELLED

Clinton, OK, Clinton Muni, NDB, RWY 35, Amdt 7

Clinton, OK, Clinton Muni, GPS, RWY 35, Amdt 1

Center, TX, Center Muni, NDB RWY 17, Amdt 2

Center, TX, Center Muni, GPS RWY 17, Amdt 1

Center, TX, Center Muni, GPS RWY 35, Orig

Houston, TX, West Houston, VOR-B, Amdt 3

Houston, TX, West Houston, NDB RWY 15, Amdt 2

Houston, TX, West Houston, NDB RWY 33, Amdt 3

Houston, TX, West Houston, VOR/DME RNAV RWY 15, Amdt 3

Houston, TX, West Houston, VOR/DME RNAV RWY 33, Amdt 3

Houston, TX, West Houston, GPS RWY 15, Orig

Houston, TX, West Houston, GPS RWY 33, Orig

Odessa, TX, Odessa-Schlemeyer Field, VOR-A, Amdt 6

Odessa, TX, Odessa-Schlemeyer Field, NDB RWY 20, Amdt 4

Odessa, TX, Odessa-Schlemeyer Field, GPS-B, Orig

Odessa, TX, Odessa-Schlemeyer Field, GPS RWY 20, Orig

Wichita Falls, TX, Kickapoo Downtown Airpark, RADAR-1, Amdt 3, CANCELLED

Berkeley Springs, WV, Potomac Airpark, VOR RWY 29, Amdt 6

Fairmont, WV, Fairmont Muni-Frankman Field, VOR/DME-A, Orig

Fairmont, WV, Fairmont Muni-Frankman Field, VOR/DME RWY 22, Amdt 4, CANCELLED

Fairmont, WV, Fairmont Muni-Frankman Field, GPS RWY 22, Amdt 1

Moundsville, WV, Marshall County, GPS RWY 24, Orig

Summersville, WV, Summersville, GPS RWY 4, Amdt 2

Summersville, WV, Summersville, GPS RWY 22, Amdt 2

[FR Doc. 99-27831 Filed 10-25-99; 8:45 am]

BILLING CODE 4910-13-M

## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### 14 CFR Part 97

[Docket No. 29815; Amdt. No. 1957]

#### 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.

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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