

Rwy-11 have made this action necessary. Amendments to the controlled airspace extending upward from 700 Feet Above Ground Level (AGL) are needed to accommodate the SIAP's and for Instrument Flight Rules (IFR) operations at the airport.

**EFFECTIVE DATE:** 0901 UTC February 4, 2000.

**FOR FURTHER INFORMATION CONTACT:** Mr. Francis Jordan, Airspace Specialist, Airspace Branch, AEA-520, Air Traffic Division, Eastern Region, Federal Aviation Administration, Federal Building #111, John F. Kennedy International Airport, Jamaica, New York 11430, telephone: (718) 553-4521.

**SUPPLEMENTARY INFORMATION:**

**History**

On October 26, 1999, a notice proposing to amend Part 71 of the Federal Aviation Regulations (14 CFR Part 71) by extending the Class E airspace extending upward from 700 feet above the surface at St. Mary's County Airport, Leonardtown, MD was published in the **Federal Register** (64 FR 37610). Interested parties were invited to participate in this rulemaking proceeding by submitting written comments on the proposal to the FAA. No comments to the proposal were received. The rule is adopted as proposed.

The coordinates for this airspace docket are based on North American Datum 83. Class E airspace areas designations for airspace extending upward from 700 feet AGL are published in paragraph 6005 of FAA Order 7400.9G, dated September 10, 1999 and effective September 16, 1999, which is incorporated by reference in 14 CFR 71.1. The Class E airspace designation listed in this document will be amended in the order.

**The Rule**

This amendment to Part 71 of the Federal Aviation Regulations (14 CFR Part 71) provides controlled Class E airspace extending upward from 700 feet AGL for aircraft executing SIAPs at St. Mary's County Airport.

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 then operationally current. Therefore, this regulation: (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. Since this is a routine matter that will only affect air traffic procedures and air navigation it is certified that this rule will not have 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 71**

Airspace, Incorporation by reference, Navigation (air).

**Adoption of the Amendment**

In consideration of the foregoing, the Federal Aviation Administrations amends 14 CFR part 71 as follows:

**PART 71—AMENDED**

1. The authority citation for 14 CFR Part 71 continues to read as follows:

**Authority:** 49 U.S.C. 106(g), 40103, 40120; EO 10854, 24 FR 9565, 3 CFR, 1959-1963 Comp., p. 389.

**§ 71.1 [Amended]**

The incorporation by reference in 14 CFR 71.1 of Federal Aviation Administration Order 7400.9G, Airspace Designations and Reporting Points, dated September 10, 1999, and effective September 16, 1999, is amended as follows:

*Paragraph 6005 Class E airspace areas extending upward from 700 feet or more above the surface of earth*

\* \* \* \* \*

**AEA MD E5, Leonardtown, MD [Revised]**

St. Mary's County Airport  
(lat. 38°18'56"N., long. 76°33'06"W.)  
Patuxent VORTAC  
(lat. 38°17'16"N., long. 76°24'01"W.)

That airspace extending upward from 700 feet above the surface within a 6.3 mile radius of St. Mary's County Airport and within 4 miles of each side of the Patuxent VORTAC 293° radial from the 6.3 mile radius of the St. Mary's County Airport to 22 miles northwest of the Patuxent VORTAC.

\* \* \* \* \*

Issued in Jamaica, New York on December 27, 1999.

**Franklin D. Hatfield,**

*Manager, Air Traffic Division, Eastern Region.*  
[FR Doc. 00-152 Filed 1-4-00; 8:45 am]

**BILLING CODE 4910-13-M**

**DEPARTMENT OF TRANSPORTATION**

**Federal Aviation Administration**

**14 CFR Part 97**

[Docket No. 29884; Amdt. No. 1966]

**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-240), 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 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 December 23, 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 97 is amended to read as follows:

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 January 27, 2000*

Little Rock, AR, Adams Field, NDB RWY 4L, Amdt 19  
Little Rock, AR, Adams Field, ILS RWY 4L, Amdt 25  
Little Rock, AR, Adams Field, ILS RWY 22R, Amdt 1  
Mosinee, WI, Central Wisconsin, ILS/DME RWY 35, Orig

\* \* \* *Effective February 27, 2000*

Point Lay, AK, Point Lay LRRS, GPS RWY 5, Orig  
Point Lay, AK, Point Lay LRRS, GPS RWY 23, Orig  
Point Lay, AK, Point Lay LRRS, NDB RWY 5, Orig  
Louisville, KY, Louisville Intl- Standiford Field, ILS RWY 29, Amdt 22A, CANCELLED  
Houlton, ME, Houlton Intl, GPS-A, Orig  
Wiscasset, ME, Wiscasset, GPS RWY 7, Amdt 1  
Wiscasset, ME, Wiscasset, GPS RWY 25, Amdt 1  
Norwood, MA, Norwood Memorial, LOC RWY 35, Amdt 8  
Norwood, MA, Norwood Memorial, NDB RWY 35, Amdt 8  
Norwood, MA, Norwood Memorial, GPS RWY 35, Orig  
Marquette, MI, Marquette County, VOR OR GPS RWY 8, Amdt 2A, CANCELLED  
Marquette, MI, Marquette County, VOR OR GPS RWY 26, Amdt 2A, CANCELLED  
Marquette, MI, Marquette County, LOC BC RWY 26, Amdt 9A, CANCELLED  
Marquette, MI, Marquette County, ILS RWY 8, Amdt 10, CANCELLED  
Pine River, MN, Pine River Regional, NDB RWY 34, Orig  
Atlantic City, NJ, Atlantic City Intl, VOR/DME RWY 22, Amdt 5  
Albany, NY, Albany Intl, VOR/DME RWY 28 Orig, CANCELLED  
Albany, NY, Albany Intl, VOR RWY 28 Orig  
Newburgh, NY, Stewart Intl, VOR/DME RNAV OR GPS RWY 16, Amdt 2A, CANCELLED  
Newburgh, NY, Stewart Intl, VOR/DME RNAV OR GPS RWY 27, Amdt 1A, CANCELLED  
Newburgh, NY, Stewart Intl, COPTER ILS 092, Orig  
Newburgh, NY, Stewart Intl, GPS RWY 16, Orig  
Newburgh, NY, Stewart Intl, GPS RWY 27, Orig  
Concord, NC, Concord Regional, VOR/DME OR GPS-A, Amdt 1B, CANCELLED  
Waverly, OH, Pike county, NDB RWY 25, Orig

Columbia, SC, Columbia Metropolitan, ILS RWY 5, Amdt 1  
 Rock Hill, SC, Rock Hill/York County/Bryant Field, VOR/DME RNAV RWY 2, Amdt, 4E, CANCELLED  
 Mitchell, SD, Mitchell Muni, ILS/DME RWY 30, Amdt 2A, CANCELLED  
 Mitchell, SD, Mitchell Muni, ILS RWY 30, Orig  
 Baytown, TX, RWJ Airpark, GPS RWY 32, Orig  
 Galveston, TX, Galveston Intl-Scholes Field, GPS RWY 13, Amdt 1  
 Galveston, TX, Galveston Intl-Scholes Field, GPS RWY 17, Amdt 1  
 Houston, TX, George Bush Intercontinental Airport/Houston, ILS RWY 27, Amdt 3  
 Houston, TX, George Bush Intercontinental Airport/Houston, GPS RWY 27, Amdt 1  
 Brigham City, UT, Brigham City, GPS RWY 34, Orig  
 The FAA published the following procedure in Docket No. 29863; Amdt No. 1964 to Part 97 of the Federal Aviation Regulations (Vol 64, No. 243, Page 71018, Dated December 20, 1999) under § 97.23 effective January 27, 2000 which is hereby rescinded:  
 Ankeny, IA, Ankeny Regional, VOR/DME RWY 36, Orig

[FR Doc. 00-180 Filed 1-4-00; 8:45 am]

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## DEPARTMENT OF TRANSPORTATION

### Office of the Secretary

#### 14 CFR Part 382

[Docket OST-96-1880]

RIN 2105-AC28

#### Nondiscrimination on the Basis of Disability in Air Travel

**AGENCY:** Department of Transportation (DOT), Office of the Secretary.

**ACTION:** Final rule; correction.

**SUMMARY:** On March 4, 1998, the Department of Transportation published final rules amending its regulations implementing Air Carrier Access. This document corrects a minor editorial error in that document. The correction does not change the substance of the regulatory provision involved.

**EFFECTIVE DATE:** January 5, 2000.

**FOR FURTHER INFORMATION CONTACT:** Robert C. Ashby, Deputy Assistant General Counsel for Regulation and Enforcement, Department of Transportation, 400 7th Street, SW., Room 10424, Washington, DC, 20590. (202) 366-9306 (voice); (202) 755-7687 (TDD); 202-366-9313 (fax); bob.ashby@ost.dot.gov (e-mail).

**SUPPLEMENTARY INFORMATION:** The Department is making an editorial

correction to its March 4, 1998, final rule amending 14 CFR part 382, which implements the Air Carrier Access Act. The final rule provision in question involved a clarification to the general prohibition on discrimination. Codified as 49 CFR 382.7(c), it provides as follows:

Carriers shall, in addition to meeting the other requirements of this part, modify policies, practices, or facilities as needed to ensure nondiscrimination, consistent with the standards of section 504 of the Rehabilitation Act, as amended. Carriers are not required to make modifications that would constitute an undue burden or would fundamentally alter their program.

One disability group pointed out that the word "or" in the second line of the paragraph should more properly be "and". While we do not believe that, in this context, changing "or" to "and" has any substantive significance in terms of the actual obligations of carriers, we will make the change in order to avoid any possible confusion about the provision. Consequently, we are amending this paragraph to substitute "and" for "or".

The Department finds that there is good cause to issue this correction without a prior notice and opportunity for comment. The underlying substantive provision was previously the subject of notice-and-comment rulemaking. The Department would not anticipate receiving any useful public comment on this editorial correction. Therefore, the Department finds that it would be impracticable, unnecessary, and contrary to the public interest to go through a notice-and-comment process to fix a minor editorial mistake. For the same reason, we find good cause to make this correction effective immediately.

This is a nonsignificant rule under both Executive Order 12886 and the Department's regulatory policies and procedures. The Department certifies, under the Regulatory Flexibility Act, that the rule will not have a significant economic effect on a substantial number of small entities. This is because we anticipate that this amendment will have no economic effects (nor, for that matter, any other kinds of effects) on anyone. It does not have Federalism impacts sufficient to warrant the preparation of a Federalism impact statement. It does not impose information collection requirements.

#### List of Subjects in 49 CFR Part 382

Air carriers, Civil rights, Individuals with disabilities, Reporting and recordkeeping requirements.

Issued this 23rd day of December, 1999, at Washington, DC.

**Robert C. Ashby,**

*Deputy Assistant General Counsel for Regulation and Enforcement.*

For the reasons set forth in the preamble, the Department amends 14 CFR part 382 as follows:

#### PART 382—NONDISCRIMINATION ON THE BASIS OF DISABILITY IN AIR TRAVEL

1. The authority citation for 14 CFR part 382 continues to read as follows:

**Authority:** 49 U.S.C. 41702, 47105, and 41712.

#### § 382.7 [Amended]

2. Amend 14 CFR § 382.7(c) by removing the word "or" in the first sentence thereof and adding the word "and" in its place.

[FR Doc. 00-163 Filed 1-4-00; 8:45 am]

BILLING CODE 4910-62-P

## DEPARTMENT OF STATE

### Broadcasting Board of Governors

#### 22 CFR Parts 22 and 514

[Public Notice 3190]

#### Exchange Visitor Program: Redesignation of Regulations and Delay of Effective Date

**AGENCY:** Broadcasting Board of Governors and Bureau of Educational and Cultural Affairs, Department of State.

**ACTION:** Interim final rule.

**SUMMARY:** Pursuant to the consolidation of the United States Information Agency ("USIA") and the Department of State as mandated by the Foreign Affairs Agencies Consolidation Act of 1998, public regulations of the former USIA were either repealed, revised and amended to apply only to the Department of State, or amended to apply only to the Broadcasting Board of Governors ("BBG"). Through administrative error, one provision of the former USIA regulations, 22 CFR 514.90(a) was inadvertently retained by the BBG instead of being removed, as intended. This rule cures this error by removing 22 CFR 514.90(a).

The Department of State is also delaying indefinitely the effective date of the interim final rule that was published in the **Federal Register** by the United States Information Agency on September 27, 1999, at 64 FR 51894-51896. The rule would institute user fees for the services of the Program