

Renton, Washington 98055-4056;
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SUPPLEMENTARY INFORMATION:

History

On May 25, 2000, the FAA proposed to amend Title 14, Code of Federal Regulations, part 71 (14 CFR part 71) by modifying Class E airspace at Wenatchee, WA, to remove the Fancher Field airspace exclusion in the legal description for the Panghorn Memorial Airport, Wenatchee, WA (65 FR 33796). Fancher Field has been abandoned negating the requirement for its Class E2 airspace exclusion. This airspace modification would delete the airspace requirement for Fancher Field and correct the legal description for Wenatchee, WA. Interested parties were invited to participate in the rulemaking proceeding by submitting written comments on the proposal. No comments were received.

The Rule

This amendment to Title 14 Code of Federal Regulations, part 71 (14 CFR part 71) modifies Class E airspace at Wenatchee, WA, by removing the Fancher Field airspace exclusion in the legal description for the Panghorn Memorial Airport, Wenatchee, WA. Fancher Field has been abandoned negating the requirement for its Class E2 airspace exclusion. This airspace modification deletes the airspace requirement for Fancher Field and corrects the legal description for Wenatchee, WA. The FAA establishes Class E airspace where necessary to contain aircraft transitioning between the terminal and en route environments. This rule is designed to provide for the safe and efficient use of the navigable airspace and promote safe flight operations at the Wenatchee Airport.

The area will be depicted on aeronautical charts for pilot reference. The coordinates for this airspace docket are based on North American Datum 83. Class E airspace areas designated as surface areas, are published in Paragraph 6002, of FAA Order 7400.9G dated September 1, 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 would be published subsequently in the Order.

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. Since this is a routine matter that will only affect air traffic procedures and air navigation, it is certified that this rule, when promulgated, 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 71

Airspace, Incorporation by reference, Navigation (air).

Adoption of the Amendment

In consideration of the foregoing, the Federal Aviation Administration proposes to amend 14 CFR part 71 as follows:

PART 71—DESIGNATION OF CLASS A, CLASS B, CLASS C, CLASS D, AND CLASS E AIRSPACE AREAS; AIRWAYS; ROUTES; AND REPORTING POINTS

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

Authority: 49 U.S.C. 106(g), 40103, 40113, 40120; E.O. 10854, 24 FR 9565, 3 CFR, 1959-1963 Comp., p. 389.

§ 71.1 [Amended]

2. The incorporation by reference in 14 CFR 71.1 of the Federal Aviation Administration Order 7400.9G, Airspace Designations and Reporting Points, dated September 1, 1999, and effective September 16, 1999, is amended as follows:

Paragraph 6002 Class E Airspace Designated as Surface Areas.

* * * * *

ANM WA E2 Wenatchee, WA

Wenatchee, Panghorn Memorial Airport, WA (Lat. 47°23'55" N, long. 120°12'24" W)

Within a 4 mile radius of Panghorn Memorial Airport, and within 2.7 miles each side of the Wenatchee VOR/DME 124° radial extending from the 4-mile radius to 7 miles southeast of the VOR/DME.

* * * * *

Issued in Seattle, Washington, on July 27, 2000.

Daniel A. Boyle,

Acting Manager, Air Traffic Division, Northwest Mountain Region.

[FR Doc. 00-20273 Filed 8-9-00; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 97

[Docket No. 30150; Amdt. No. 2005]

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 (SIAP's) 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 SIAP's, 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 SIAP's. 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 § 14 CFR 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 SIAP's, 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 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 SIAP's contained in this amendment are based on the criteria contained in the United States 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.

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 a Global Positioning System (GPS) and or Flight Management System (FMS) equipment. In consideration of the above, the applicable SIAP's will be altered to include "or GPS or FMS" in the title without otherwise reviewing or

modifying the procedure. (Once a stand alone GPS or FMS procedure is developed, the procedure title will be altered to remove "or GPS or FMS" from these non-localizer, non-precision instrument approach procedure titles.)

The FAA has determined through extensive analysis that current SIAP's intended for use by Area Navigation (RNAV) equipped aircraft can be flown by aircraft utilizing various other types of navigational equipment. In consideration of the above, those SIAP's currently designated as "RNAV" will be redesignated as "VOR/DME RNAV" without otherwise reviewing or modifying the SIAP's.

Because of the close and immediate relationship between these SIAP's and safety in air commerce, I find that notice and public procedure before adopting these SIAP's are, impracticable and contrary to the public interest and, where applicable, that good cause exists for making some SIAP's 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 August 4, 2000.

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 as follows:

PART 97—STANDARD INSTRUMENT APPROACH PROCEDURES

1. The authority citation for part 97 continues to read:

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

§§ 97.23, 97.27, 97.33 and 97.35 [Amended]

2. Amend 97.23, 97.27, 97.33 and 97.35, as appropriate, by adding, revising, or removing the following SIAP's, effective at 0901 UTC on the dates specified:

* * * *Effective October 5, 2000*

Mena, AR, Mena Intermountain Muni, NDB or GPS-B, Amdt 7, CANCELLED
 Mena, AR, Mena Intermountain Muni, NDB-B, Amdt 7
 Griffen, GA, Griffen Spalding County, VOR/DME or GPS RWY 14, Amdt 4B, CANCELLED
 Griffen, GA, Griffen Spalding County, VOR/DME RWY 14, Amdt 4B
 Ames, IA, Ames Muni, NDB or GPS RWY 1, Amdt 1, CANCELLED
 Ames, IA, Ames Muni, NDB RWY 1, Amdt 1
 Hampton, IA, Hampton Muni, NDB or GPS RWY 17, Amdt 4, CANCELLED
 Hampton, IA, Hampton Muni, NDB RWY 17, Amdt 4
 Hampton, IA, Hampton Muni, VOR/DME or GPS RWY 35, Amdt 1, CANCELLED
 Hampton, IA, Hampton Muni, VOR/DME RWY 35, Amdt 1
 Hays, KS, Hays Regional, NDB or GPS RWY 34, Amdt 2B, CANCELLED
 Hays, KS, Hays Regional, NDB RWY 34, Amdt 2B
 Tallulah/Vicksburg, LA, Vicksburg Tallulah Regional, NDB or GPS RWY 36, Orig-C, CANCELLED
 Tallulah/Vicksburg, LA, Vicksburg Tallulah Regional, NDB RWY 36, Orig-C
 Saginaw, MI, Saginaw County H.W. Browne, NDB or GPS RWY 27, Orig-A, CANCELLED
 Saginaw, MI, Saginaw County H.W. Browne, NDB RWY 27, Orig-A
 Three Rivers, MI, Three Rivers Muni Dr. Haines, NDB or GPS RWY 27, Amdt 7A, CANCELLED
 Three Rivers, MI, Three Rivers Muni Dr. Haines, NDB RWY 27, Amdt 7A
 Minneapolis, MN, Flying Cloud, VOR or GPS RWY 36, Amdt 12, CANCELLED
 Minneapolis, MN, Flying Cloud, VOR RWY 36, Amdt 12
 Owatonna, MN, Owatonna Degner Regional, VOR or GPS RWY 12, Amdt 10, CANCELLED
 Owatonna, MN, Owatonna Degner Regional, VOR RWY 12, Amdt 10
 Lebanon, NH, Lebanon Muni, VOR/DME or GPS RWY 7, Orig-A, CANCELLED
 Lebanon, NH, Lebanon Muni, VOR/DME or GPS RWY 7, Orig-A
 Lebanon, NH, Lebanon Muni, VOR or GPS RWY 25 Orig-B, CANCELLED
 Lebanon, NH, Lebanon Muni, VOR RWY 25, Orig-B
 Whitefield, NH, Mount Washington Regional, NDB or GPS RWY 10, Amdt 7, CANCELLED
 Whitefield, NH, Mount Washington Regional, NDB RWY 10, Amdt 7
 Monticello, NY, Sullivan County Intl, VOR/DME or GPS RWY 33, Amdt 3, CANCELLED

Monticello, NY, Sullivan County Intl, VOR/DME RWY 33, Amdt 3
 Watertown, NY, Watertown Intl, VOR or GPS RWY 7, Amdt 13A, CANCELLED
 Watertown, NY, Watertown Intl, VOR RWY 7, Amdt 13A
 Enid, OK, Enid Woodring Muni, VOR or GPS RWY 35, Amdt 13, CANCELLED
 Enid, OK, Enid Woodring Muni, VOR RWY 35, Amdt 13
 McAlester, OK, McAlester Regional, NDB or GPS RWY 1, Amdt 2, CANCELLED
 McAlester, OK, McAlester Regional, NDB RWY 1, Amdt 2
 Miami, OK, Miami Muni, VOR/DME or GPS-A, Amdt 1, CANCELLED
 Miami, OK, Miami Muni, VOR/DME-A, Amdt 1
 McMinnville, TN, Warren County Memorial, NDB or GPS RWY 23, Amdt 1, CANCELLED
 McMinnville, TN, Warren County Memorial, NDB RWY 23, Amdt 1
 Baytown, TX, RWJ Airpark, VOR/DME RNAV or GPS RWY 26, Amdt 1, CANCELLED
 Baytown, TX, RWJ Airpark, VOR/DME RNAV RWY 26, Amdt 1
 Brownwood, TX, Brownwood Regional, VOR or GPS RWY 17, Amdt 11A, CANCELLED
 Brownwood, TX, Brownwood Regional, VOR RWY 17, Amdt 11A
 Brownwood, TX, Brownwood Regional, VOR/DME or GPS RWY 35, Amdt 1B, CANCELLED
 Brownwood, TX, Brownwood Regional, VOR/DME RWY 35, Amdt 1B
 Norfolk, VA, Norfolk Intl, NDB/DME or GPS RWY 23, ORIG-B, CANCELLED
 Norfolk, VA, Norfolk Intl, NDB/DME RWY 23, ORIG-B
 Black River Falls, WI, Black River Area, NDB or GPS RWY 8, Amdt 5, CANCELLED
 Black River Falls, WI, Black River Area, NDB RWY 8, Amdt 5

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 97

[Docket No. 30149; Amdt. No. 2004]

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.

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 matter 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 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 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 amendment under 5 U.S.C. 552(a), 1 CFR part 51, and § 97.20 of the Federal Aviation's Regulations (FAR). 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 of 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 of the Federal Aviation Regulations (14 CFR part 97) establishes, amends, suspends, or revokes SIAPs. For safety and timeliness of change considerations, this amendment incorporates only specific changes contained in the content of the following FDC/P NOTAMs for each SIAP. The SIAP information in some previously designated FDC/Temporary (FDC/T) NOTAMs is of such duration as to be permanent. With conversion to FDC/P NOTAMs, the respective FDC/T NOTAMs have been canceled.

The FDC/P NOTAMs for 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 chart changes to SIAPs by FDC/P NOTAMs, the TERPS criteria were applied to only these specific conditions existing at the affected airports. All SIAP amendments in this rule have been previously issued by the FAA in a National Flight Data Center (FDC) 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 all these SIAP amendments requires making them effective in less than 30 days.

Further, the SIAPs contained in this amendment are based on the criteria contained in the TERPS. 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 these SIAPs effective in less than 30 days.