

(Lat. 46°55'58" N., long. 098°40'44" W.)  
Valley City, Barnes County Municipal  
Airport, ND

(Lat. 46°56'28" N., long. 098°01'03" W.)

That airspace extending upward from 700 feet above the surface within a 6.4-mile radius of Cooperstown Municipal Airport and that airspace extending upward from 1,200 feet above the surface within an area bounded on the north by V430; on the northeast by the 34.0-mile radius of Grand Forks AFB; on the southeast by the 40.0-mile radius of Fargo, Hector International Airport; on the south by V2-510 east of Valley City, ND, the 7.9-mile radius of Valley City, Barnes County Municipal Airport, and V2-510 west of Valley City, ND; on the southwest by the 16.5-mile radius of the Jamestown VOR/DME; on the west by V170; and on the northwest by the 22.0-mile radius of the Devils Lake VOR/DME.

\* \* \* \* \*

Issued in Des Plaines, Illinois on January 7, 2000.

**Christopher R. Blum,**

*Manager, Air Traffic Division.*

[FR Doc. 00-2258 Filed 2-1-00; 8:45 am]

BILLING CODE 4910-13-M

## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### 14 CFR Part 97

[Docket No. 29908; Amdt. No. 1972]

#### 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 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 January 21, 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 February 24, 2000

Anchorage, AK, Anchorage Intl, VOR or GPS RWY 6R, Amdt 12B, CANCELLED  
Anchorage, AK, Anchorage Intl, VOR RWY 6R, Amdt 12B  
Kingman, AZ, Kingman, VOR/DME or GPS RWY 21, Amdt 6A, CANCELLED  
Kingman, AZ, Kingman, VOR/DME RWY 21, Amdt 6A  
Georgetown, DE, Georgetown/Sussex County, VOR/DME RNAV or GPS RWY 22, Amdt 3A, CANCELLED  
Georgetown, DE, Georgetown/Sussex County, VOR/DME RNAV RWY 22, Amdt 3A  
Brunswick, GA, Brunswick/Glynco Jetport, NDB or GPS RWY 7, Amdt 10, CANCELLED  
Brunswick, GA, Brunswick/Glynco Jetport, NDB, RWY 7, Amdt 10  
Hutchinson, KS, Hutchinson Muni, VOR or GPS RWY 3, Amdt 18B, CANCELLED  
Hutchinson, KS, Hutchinson Muni, VOR RWY 3, Amdt 18B  
Hutchinson, KS, Hutchinson Muni, NDB or GPS RWY 13, Amdt 14B, CANCELLED  
Hutchinson, KS, Hutchinson Muni, NDB RWY 13, Amdt 14B  
Minden, LA, Minden-Webster, NDB or GPS RWY 1, Amdt 2, CANCELLED

Minden, LA, Minden-Webster, NDB RWY 1, Amdt 2  
Minden, LA, Minden-Webster, NDB or GPS RWY 19, Amdt 2, CANCELLED  
Minden, LA, Minden-Webster, NDB RWY 19, Amdt 2  
Ava, MO, Ava Bill Martin Memorial, VOR/DME RNAV or GPS RWY 31, Amdt 1A, CANCELLED  
Ava, MO, Ava Bill Martin Memorial, VOR/DME RNAV RWY 31, Amdt 1A  
Grain Valley, MO, Grain Valley /East Kansas City, VOR/DME RNAV or GPS RWY 27, Amdt 1, CANCELLED  
Grain Valley, MO, Grain Valley /East Kansas City, VOR/DME RNAV RWY 27, Amdt 1  
Rolla/Vichy, MO, Rolla National, VOR/DME or GPS RWY 4, Amdt 2B, CANCELLED  
Rolla/Vichy, MO, Rolla National, VOR/DME RWY 4, Amdt 2B  
Gulfport, MS, Gulfport-Biloxi Regional, VOR/DME or TACAN or GPS RWY 14, Amdt 2a, CANCELLED  
Gulfport, MS, Gulfport-Biloxi Regional, VOR/DME or TACAN RWY 14, Amdt 2a  
Ahoskie, NC, Ahoskie/Tri-County, NDB or GPS RWY 1, Amdt 1D, CANCELLED  
Ahoskie, NC, Ahoskie/Tri-County, NDB RWY 1, Amdt 1D  
Hebron, NE, Hebron Muni, NDB or GPS RWY 12, Amdt 3A, CANCELLED  
Hebron, NE, Hebron Muni, NDB RWY 12, Amdt 3A  
Clovis, NM, Clovis Muni, NDB or GPS RWY 4, Amdt 3, CANCELLED  
Clovis, NM, Clovis Muni, NDB RWY 4, Amdt 3  
Clovis, NM, Clovis Muni, VOR or GPS RWY 22, Amdt 3, CANCELLED  
Clovis, NM, Clovis Muni, VOR RWY 22, Amdt 3  
Middletown, NY, Randall, VOR or GPS RWY 8, Amdt 5, CANCELLED  
Middletown, NY, Randall, VOR RWY 8, Amdt 5  
Newburgh, NY, Stewart Intl, VOR/DME RNAV or GPS RWY 16, Amdt 2A, CANCELLED  
Newburgh, NY, Stewart Intl, VOR/DME RNAV RWY 16, Amdt 2A  
Newburgh, NY, Stewart Intl, VOR/DME RNAV or GPS RWY 27, Amdt 1A, CANCELLED  
Newburgh, NY, Stewart Intl, VOR/DME RNAV RWY 27, Amdt 1A  
Elk City, OK, Elk City Muni, VOR/DME RNAV or GPS RWY 17, Amdt 2A, CANCELLED  
Elk City, OK, Elk City Muni, VOR/DME RNAV RWY 17, Amdt 2A  
Enid, OK, Enid Woodring Muni, VOR or GPS RWY 17, Amdt 12, CANCELLED  
Enid, OK, Enid Woodring Muni, VOR RWY 17, Amdt 12  
Tipton, OK, Tipton Muni, VOR/DME or GPS RWY 17, Orig, CANCELLED  
Tipton, OK, Tipton Muni, VOR/DME RWY 17, Orig  
Watonga, OK, Watonga, NDB or GPS RWY 17, CANCELLED  
Watonga, OK, Watonga, NDB RWY 17  
Woodward, OK, Woodward/West Woodward, NDB or GPS RWY 17, Amdt 3, CANCELLED  
Woodward, OK, Woodward/West Woodward, NDB RWY 17, Amdt 3  
Brookings, SD, Brookings Muni, VOR or GPS RWY 12, Amdt 11, CANCELLED

Brookings, SD, Brookings Muni, VOR RWY 12, Amdt 11  
Brookings, SD, Brookings Muni, VOR or GPS RWY 30, Amdt 10, CANCELLED  
Brookings, SD, Brookings Muni, VOR RWY 30, Amdt 10  
Lewisburg, TN, Lewisburg/Ellington, VOR/DME RNAV or GPS RWY 20, Orig, CANCELLED  
Lewisburg, TN, Lewisburg/Ellington, VOR/DME RNAV RWY 20, Orig  
Angleton/Lake Jackson, TX, Angleton/Brazoria County, NDB or GPS RWY 17, Amdt 2, CANCELLED  
Angleton/Lake Jackson, TX, Angleton/Brazoria County, NDB RWY 17, Amdt 2  
Baytown, TX, Baytown/RWJ Airpark, VOR/DME or GPS RWY 32, Amdt 4, CANCELLED  
Baytown, TX, Baytown/RWJ Airpark, VOR/DME RWY 32, Amdt 4  
Beaumont/Port Arthur, TX, Beaumont-Port Arthur/Southeast Texas Regional, NDB or GPS RWY 12, Amdt 18, CANCELLED  
Beaumont/Port Arthur, TX, Beaumont-Port Arthur/Southeast Texas Regional, NDB RWY 12, Amdt 18  
Beaumont/Port Arthur, TX, Beaumont-Port Arthur/Southeast Texas Regional, VOR OR GPS—A, Amdt 6, CANCELLED  
Beaumont/Port Arthur, TX, Beaumont-Port Arthur/Southeast Texas Regional, VOR—A, Amdt 6  
Beaumont/Port Arthur, TX, Beaumont-Port Arthur/Southeast Texas Regional, VOR or GPS—B, Amdt 6, CANCELLED  
Beaumont/Port Arthur, TX, Beaumont-Port Arthur/Southeast Texas Regional, VOR—B, Amdt 6  
Beaumont/Port Arthur, TX, Beaumont-Port Arthur/Southeast Texas Regional, VOR or GPS—C, Amdt 5, CANCELLED  
Beaumont/Port Arthur, TX, Beaumont-Port Arthur/Southeast Texas Regional, VOR—C, Amdt 5  
Beaumont/Port Arthur, TX, Beaumont-Port Arthur/Southeast Texas Regional, VOR/DME or GPS—D, Amdt 2, CANCELLED  
Beaumont/Port Arthur, TX, Beaumont-Port Arthur/Southeast Texas Regional, VOR/DME—D, Amdt 2 College Station, TX, College Station/Easterwood Field, VOR/DME or GPS RWY 28, Amdt 12A, CANCELLED  
College Station, TX, College Station/Easterwood field, VOR/DME, RWY 28, Amdt 12A  
Georgetown, TX, Georgetown Muni, NDB or GPS RWY 18, Amdt 5, CANCELLED  
Georgetown, TX, Georgetown Muni, NDB RWY 18, Amdt 5  
Giddings, TX, Giddings-Lee County, NDB or GPS RWY 17, Amdt 2  
Giddings, TX, Giddings-Lee County, NDB RWY 17  
Giddings, TX, Giddings-Lee County, VOR/DME RNAV or GPS RWY 35, Amdt 1, CANCELLED  
Giddings, TX, Giddings-Lee County, VOR/DME RNAV RWY 35, Amdt 1  
Houston, TX, Houston-Southwest, VOR/DME RNAV or GPS RWY 9, Amdt 1B, CANCELLED  
Houston, TX, Houston-Southwest, VOR/DME RNAV RWY 9, Amdt 1B

Houston, TX, Houston-Southwest, VOR/DME RNAV or GPS RWY 27, Amdt 2B, CANCELLED

Houston, TX, Houston-Southwest, VOR/DME RNAV RWY 27, Amdt 2B

Midland, TX, Midland Intl, NDB or GPS RWY 10, Amdt 10, CANCELLED

Midland, TX, Midland Intl, NDB RWY 10, Amdt 10

Waco, TX, Waco Regional, VOR or GPS RWY 14, Amdt 22, CANCELLED

Waco, TX, Waco Regional, VOR RWY 14, Amdt 22

Waco, TX, Waco Regional, NDB or GPS RWY 19, Amdt 18, CANCELLED

Waco, TX, Waco Regional, NDB RWY 19, Amdt 18

Waco, TX, Waco Regional, VOR/DME or GPS RWY 32, Amdt 14, CANCELLED

Waco, TX, Waco Regional, VOR/DME RWY 32, Amdt 14

Brigham City, UT, Brigham City, NDB or GPS RWY 34, Amdt 6A, CANCELLED

Brigham City, UT, Brigham City, NDB RWY 34, Amdt 6A

Ogden, UT, Ogden-Hinkley, VOR/DME RNAV or GPS RWY 3, Orig, CANCELLED

Ogden, UT, Ogden-Hinkley, VOR/DME RNAV RWY 3, Orig

Lyndonville, VT, Lyndonville/Caledonia County, NDB or GPS RWY 2, Amdt 3A, CANCELLED

Lyndonville, VT, Lyndonville/Caledonia County, NDB RWY 2, Amdt 3A

Guernsey, WY, Guernsey/Camp Guernsey, NDB or GPS RWY 32, Orig, CANCELLED

Guernsey, WY, Guernsey/Camp Guernsey, NDB RWY 32, Orig

[FR Doc. 00-2250 Filed 2-1-00; 8:45 am]

BILLING CODE 4910-13-M

## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### 14 CFR Part 97

[Docket No. 29907; Amdt. No. 1971]

#### 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.

**DATE:** 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, US 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) Notice 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.

#### 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