

Greenwood, MS, Greenwood-Leflore, GPS RWY 18, Orig, Cancelled  
 Greenwood, MS, Greenwood-Leflore, RNAV (GPS) RWY 18, Orig  
 Williamsport, PA, Williamsport-Lycoming County, VOR/DME RNAV-A, Orig, Cancelled  
 Portales, NM, Portales Muni, GPS RWY 1, Orig-A  
 Santa Fe, NM, Santa Fe Muni, NDB RWY 2, Amdt 4A  
 Santa Fe, NM, Santa Fe Muni, VOR RWY 33, Amdt 9A  
 Santa Fe, NM, Santa Fe Muni, GPS RWY 28, Orig-B  
 Silver City, NM, Grant County, NDB RWY 26, Amdt 3B  
 Silver City, NM, Grant County, LOC/DME RWY 26, Amdt 4B  
 Silver City, NM, Grant County, GPS RWY 26, Orig-A  
 Taos, NM, Taos Muni, GPS RWY 4, Orig-A  
 Truth or Consequences, NM, Truth or Consequences Muni, GPS RWY 31, Orig-A  
 Tucumcari, NM, Tucumcari Muni, GPS RWY 3, Orig-A  
 Perry, OK, Perry Muni, GPS RWY 17, Orig-A  
 Babelthaup Island, PW, Babelthaup/Koror, NDB RWY 9, Orig  
 Babelthaup Island, PW, Babelthaup/Koror, NDB RWY 9, Cancelled

[FR Doc. 00-30523 Filed 11-29-00; 8:45 am]

BILLING CODE 4910-13-M

## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### 14 CFR Part 97

[Docket No. 30216; Amdt. No. 2023]

#### 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, US Government Printing Office, Washington, DC 20402.

#### FOR FURTHER INFORMATION CONTACT:

Donald P. Pate, Flight Procedure Standards Branch (AMCAFS-420), Flight Technologies and Program 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), 14 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 timelessness 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 regulation 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 November 24, 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 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. 40103, 40113, 40120, 44701; 49 U.S.C. 106(g); and 14 CFR 11.49(b)(2).

2. Part 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 Upon Publication

FDC date	State	City	Airport	FEC No.	SIAP
11/08/00	IL	Chicago/Aurora	Aurora Muni	0/3884	VOR RWY 15, ORIG. . .
11/08/00	KS	Hays	Hays Regional	0/3924	VOR RWY 16, AMDT 3A. . .
11/08/00	KS	Hays	Hays Regional	0/3925	VOR/DME RWY 16, AMDT 3B. . .
11/08/00	KS	Hays	Hays Regional	0/3926	VOR/DME RWY 34, AMDT 2B. . .
11/08/00	KS	Hays	Hays Regional	0/3931	VOR RWY 34, AMDT 5A. . .
11/08/00	NV	Elko	Elko Regional	0/3923	VOR/DME or GPS-B AMDT 3A. . .
11/08/00	OK	Sand Springs	William R. Pogue Muni	0/3887	NDB RWY 35, AMDT 2. . .
11/08/00	OK	Tulsa	Richard Lloyd Jones JR	0/3885	ILS RWY 1L, ORIG. . .
11/08/00	OK	Tulsa	Richard Lloyd Jones JR	0/3890	VOR RWY 1L, AMDT 4. . .
11/08/00	OK	Tulsa	Richard Lloyd Jones JR	0/3911	VOR/DME or GPS-A, AMDT 6. . .
11/08/00	TX	Dalhart	Dalhart Muni	0/3882	GPS RWY 17, ORIG-A. . .
11/08/00	UT	Cedar City	Cedar City Regional	0/3929	ILS RWY 20 AMDT 2A. . .
11/09/00	KS	Herington	Herington Regional	0/3988	NDB or GPS RWY 17, AMDT 1. . .
11/09/00	KS	Johnson	Stanton County Muni	0/3987	NDB or GPS RWY 17, ORIG. . .
11/09/00	KS	Parsons	Tri-City	0/3979	VOR/DME RNAV RWY 35, AMDT 5B. . .
11/09/00	KS	Parsons	Tri-City	0/3986	VOR/DME RNAV RWY 17, AMDT 5A. . .
11/09/00	TX	Dallas	Redbird	0/3995	VOR/DME or GPS RWY 17, ORIG. . .
11/13/00	TX	Houston	William P. Hobby	0/3997	NDB RWY 4, AMDT 32. . .
11/09/00	TX	Houston	William P. Hobby	0/4003	LOC RWY 22, ORIG. . .
11/09/00	TX	Houston	William P. Hobby	0/4004	GPS RWY 4, ORIG. . .
11/09/00	TX	Houston	William P. Hobby	0/4005	GPS RWY 12R, ORIG. . .
11/09/00	TX	Houston	William P. Hobby	0/4006	GPS RWY 17, ORIG. . .
11/09/00	TX	Houston	William P. Hobby	0/4007	GPS RWY 22, ORIG. . .
11/09/00	TX	Houston	William P. Hobby	0/4009	GPS RWY 30L, ORIG. . .
11/09/00	TX	Houston	William P. Hobby	0/4011	GPS RWY 35, ORIG. . .
11/09/00	TX	Houston	William P. Hobby	0/4012	VOR/DME RWY 4, AMDT 17. . .
11/09/00	TX	Houston	William P. Hobby	0/4013	VOR/DME RWY 17, AMDT 1B. . .
11/09/00	TX	Houston	William P. Hobby	0/4014	ILS RWY 4, AMDT 37. . .
11/09/00	TX	Houston	William P. Hobby	0/4015	ILS RWY 12R, AMDT 11A. . .
11/09/00	TX	Houston	William P. Hobby	0/4018	VOL/DME RWY 22, AMDT 22A. . .
11/09/00	TX	Houston	William P. Hobby	0/4019	VOL/DME RWY 35, AMDT 2A. . .
11/09/00	TX	Houston	William P. Hobby	0/4020	VOL/DME RWY 30L, AMDT 16A. . .
11/09/00	TX	Houston	William P. Hobby	0/4022	VOR RWY 12R, AMDT 18. . .
11/09/00	TX	Sherman/Denison	Grayson County	0/3994	VOR/DME-A, ORIG. . .
11/13/00	CT	Groton	Groton-New London	0/4114	VOR or GPS RWY 23 AMDT 9A. . .
11/13/00	CT	Groton	Groton-New London	0/4115	VOR or GPS RWY 5 AMDT 7. . .
11/13/00	CT	Groton	Groton-New London	0/4116	ILS RWY 5 AMDT 10A. . .
11/13/00	CT	Groton	Groton-New London	0/4117	GPS RWY 33 AMDT 1. . .

FDC date	State	City	Airport	FEC No.	SIAP
11/13/00 .....	HI	Kaunakakai .....	Molokai .....	0/4079	VOR or TACAN or GPS-A AMDT 4. . .
11/13/00 .....	TX	Houston .....	William P. Hobby .....	0/4122	ILS RWY 30L, AMDT 4. . .
11/14/00 .....	FL	Tallahassee .....	Tallahassee Regional .....	0/4154	ILS RWY 36, AMDT 22B. . .
11/14/00 .....	FL	Tallahassee .....	Tallahassee Regional .....	0/4155	NDB or GPS RWY 36, AMDT 18B. . .
11/14/00 .....	FL	Tallahassee .....	Tallahassee Regional .....	0/4160	RADAR-1 AMDT 4A. . .
11/14/00 .....	MI	Detroit .....	Detroit Metropolitan Wayne County .....	0/4164	VOR or GPS RWY 21R, AMDT 1B. . .
11/14/00 .....	MI	Detroit .....	Detroit Metropolitan Wayne County .....	0/4169	NDB or GPS RWY 27R, AMDT 10A. . .
11/14/00 .....	MI	Detroit .....	Detroit Metropolitan Wayne County .....	0/4170	ILS RWY 21R, AMDT 26B. . .
11/14/00 .....	MI	Detroit .....	Detroit Metropolitan Wayne County .....	0/4171	ILS RWY 21L, AMDT 8C. . .
11/14/00 .....	MI	Detroit .....	Detroit Metropolitan Wayne County .....	0/4172	ILS RWY 3R, AMDT 13A. . .
11/14/00 .....	MI	Detroit .....	Detroit Metropolitan Wayne County .....	0/4173	ILS RWY 3L, AMDT 14B. . .
11/14/00 .....	MN	St James .....	St James Muni .....	0/4163	NDB RWY 32, AMDT 1. . .
11/15/00 .....	CO	Pueblo .....	Pueblo Memorial .....	0/4220	HI-VOR or TACAN RWY 26R, AMDT 2. . .
11/15/00 .....	CO	Pueblo .....	Pueblo Memorial .....	0/4221	ILS RWY 8L, AMDT 22A. . .
11/15/00 .....	CO	Pueblo .....	Pueblo Memorial .....	0/4222	HI-ILS RWY 26R, AMDT 3. . .
11/14/00 .....	MI	Detroit .....	Detroit Metropolitan Wayne County .....	0/4231	NDB or GPS RWY 3L, AMDT 10B. . .
11/15/00 .....	NM	Santa Fe .....	Santa Fe Muni .....	0/4239	ILS RWY 2, AMDT 5. . .
11/16/00 .....	FL	Orlando .....	Executive .....	0/4266	VOR/DME RWY 7, ORIG-B. . .
11/17/00 .....	LA	Bunkie .....	Bunkie Muni .....	0/4296	VOR/DME or GPS-A, AMDT 5. . .
11/17/00 .....	SC	Charleston .....	Charleston Executive .....	0/4285	VOR/DME RNAV RWY 9, AMDT 5A. . .

[FR Doc. 00-30524 Filed 11-29-00; 8:45 am]  
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## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### 14 CFR Part 97

[Docket No. 30217; Amdt. No. 2024]

#### 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 unspecified 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 states 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.