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## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### 14 CFR Part 97

[Docket No. 30206; Amdt. No. 2014]

#### 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 provided.

Further, the SIAPs contained in this amendment are based on the criteria contained in 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.

#### Conclusions

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 13, 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. 106(g), 40103, 40113, 40120, 44701; and 14 CFR 11.49(b)(2).

**§§ 97.23, 97.25, 97.27, 97.29, 97.31, 97.33, 97.35 [Amended]**

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 November 2, 2000*

Medford, OR, Rogue Valley Intl-Medford, ILS/DME RWY 14, Amdt 14, CANCELLED  
Medford, OR, Rogue Valley International-Medford, ILS RWY 14, Orig  
Scappoose, OR, Scappoose Industrial Airpark, LOC/DME RWY 15, Amdt 1  
Dallas, TX, Dallas-Love Fields, ILS RWY 13L, Amdt 31

\* \* \* *Effective November 30, 2000*

Gulf Shores, AL, Jack Edwards, RNAV RWY 9, Orig  
Prattville, AL, Autauga County, RNAV RWY 9, Orig  
Port Heiden, AK, Port Heiden, VOR/DME RWY 13, Amdt 1, CANCELLED  
Orlando, FL, Orlando Sanford, ILS RWY 27R, Orig  
Chicago/Aurora, IL, Aurora Muni, RNAV RWY 15, Orig  
Chicago/Aurora, IL, Aurora Muni, RNAV RWY 33, Orig  
Louisville, KY, Bowman Field, VOR OR GPS RWY 14, Amdt 9A, CANCELLED  
Louisville, KY, Bowman Field, VOR RWY 32, Amdt 14A, CANCELLED  
Alexandria, LA, Alexandria Intl, RNAV RWY 14, Orig  
Hammond, LA, Hammond Muni, NDB OR GPS RWY 18, Amdt 2B  
Hyannis, MA, Barnstable Muni-Boardman/Polando Field, RNAV RWY 24, Orig  
Alexandria, MN, Chandler Field, ILS RWY 31, Orig  
Alexandria, MN, Chandler Field, NDB RWY 31, Amdt 5  
Olivia, MN, Olivia Regional, RNAV RWY 29, Orig  
Picayune, MS, Picayune Muni, RNAV RWY 18, Orig  
Picayune, MS, Picayune Muni, RNAV RWY 31, Orig  
Picayune, MS, Picayune Muni, RNAV RWY 36, Orig  
Malden, MO, Malden Muni, VOR/DME RNAV OR GPS RWY 13, Orig-A  
Malden, MO, Malden Muni, VOR OR GPS RWY 31, Amdt 7B

Mexico, MO, Mexico Memorial, VOR/DME RWY 24, Amdt 1A  
Mexico, MO, Mexico Memorial, GPS RWY 6, Orig-A  
Mexico, MO, Mexico Memorial, GPS RWY 24, Orig-A  
Perryville, MO, Perryville Muni, VOR/DME RNAV RWY 20, Amdt 3A  
Perryville, MO, Perryville Muni, GPS RWY 2, Orig-A  
Perryville, MO, Perryville Muni, GPS RWY 20, Orig-A  
Popular Bluff, MO, Poplar Bluff Muni, GPS RWY 18, Orig-B  
Sedalia, MO, Sedalia Memorial, GPS RWY 18, Orig-B  
Sedalia, MO, Sedalia Memorial, GPS RWY 36, Orig-B  
Sikeston, MO, Sikeston Memorial Muni, VOR RWY 20, Amdt 3C  
Poplar, MT, Poplar, RNAV RWY 9, Orig  
Poplar, MT, Poplar, RNAV RWY 27, Orig  
Montgomery, NY, Orange County, GPS RWY 3, Orig, CANCELLED  
Montgomery, NY, Orange County, RNAV RWY 3, Orig  
Montgomery, NY, Orange County, RNAV RWY 8, Orig  
Montgomery, NY, Orange County, RNAV RWY 21, Orig  
Montgomery, NY, Orange County, RNAV RWY 26, Orig  
Concord, NC, Concord Regional, ILS RWY 20, Amdt 1  
Sand Springs, OK, William R. Pogue Muni, VOR OR GPS-A, Amdt 2  
Pottsville, PA, Schuylkill County/Joe Zerbey, RNAV RWY 11, Orig  
Pottsville, PA, Schuylkill County/Joe Zerbey, RNAV RWY 29, Orig  
Pottsville, PA, Schuylkill County/Joe Zerbey, VOR/DME RNAV RWY 29, Amdt 3, CANCELLED  
Memphis, TN, Memphis Intl, RADAR-1, Amdt 39  
Smithville, TN, Smithville Muni, RNAV RWY 24, Orig  
Somerville, TN, Fayette County, NDB RWY 19, Amdt 1  
Rockport, TX, Aransas CO, NDB RWY 14, Amdt 1  
Sherman/Denison, TX, Grayson County, VOR/DME RNAV RWY 35R, Orig-B  
Longview, TX, Gregg County, NDB RWY 13, Amdt 14B  
Tyler, TX, Tyler Pounds Field, VOR/DME OR GPS RWY 4, Amdt 3C  
Tyler, TX, Tyler Pounds Field, VOR/DME OR GPS RWY 22, Amdt 3C  
Tyler, TX, Tyler Pounds Field, VOR RWY 31, Amdt 1C  
Tyler, TX, Tyler Pounds Field, NDB OR GPS RWY 13, Amdt 17D

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**DEPARTMENT OF TRANSPORTATION****National Highway Traffic Safety Administration****49 CFR Part 571**

[Docket No. NHTSA 99-5063; Notice 2]

RIN 2127-AH 83

**Federal Motor Vehicle Safety Standards; Interior Trunk Release**

**AGENCY:** National Highway Traffic Safety Administration (NHTSA), DOT.

**ACTION:** Final rule.

**SUMMARY:** This document establishes new Federal motor vehicle safety standard (FMVSS) No. 401; Internal trunk release, that requires all new passenger cars with trunks be equipped with a release latch inside the trunk compartment beginning September 1, 2001. Instead of a release latch, this document also permits the installation of an alternative system such as a passive trunk release system which would detect the presence of a human in the trunk and would automatically unlatch the trunk lid. During the summer of 1998, eleven children died when they inadvertently trapped themselves in the trunk of a car. This new standard will provide children and others who find themselves trapped inside a passenger car trunk a chance to get out of the trunk alive.

**DATES:** *Effective Date:* The effective date of the final rule is September 1, 2001.

*Early compliance date.* You have the option of early compliance with this final rule beginning October 20, 2000.

*Petition for reconsideration deadline.* If you wish to petition for reconsideration of this final rule, you must submit it so that we receive your petition not later than December 4, 2000.

**ADDRESSES:** In your petition for reconsideration, you should refer to the docket number and notice number at the beginning of this final rule, and submit the petition for reconsideration to: Administrator, NHTSA, 400 Seventh Street, S.W., Washington, D.C. 20590.

**FOR FURTHER INFORMATION CONTACT:** Kenneth O. Hardie, Office of Crash Avoidance Standards, NHTSA, 400 Seventh Street, S.W., Washington DC 20590. Mr. Hardie's telephone number is (202) 366-6987 and his facsimile number is (202) 493-2739.

**SUPPLEMENTARY INFORMATION:****Previous Agency Looks at Trunk Entrapment**

The issue of motor vehicle trunk entrapment was initially raised in May