

Incorporation by Reference

(e) Except as provided by paragraph (a)(2)(ii) of this AD, the actions shall be done in accordance with McDonnell Douglas Alert Service Bulletin MD11-24A155, dated June 1, 1999. This incorporation by reference was approved by the Director of the Federal Register in accordance with 5 U.S.C. 552(a) and 1 CFR part 51. Copies may be obtained from Boeing Commercial Aircraft Group, Long Beach Division, 3855 Lakewood Boulevard, Long Beach, California 90846, Attention: Technical Publications Business Administration, Dept. C1-L51 (2-60). Copies may be inspected at the FAA, Transport Airplane Directorate, 1601 Lind Avenue, SW., Renton, Washington; or at the FAA, Transport Airplane Directorate, Los Angeles Aircraft Certification Office, 3960 Paramount Boulevard, Lakewood, California; or at the Office of the Federal Register, 800 North Capitol Street, NW., suite 700, Washington, DC.

(f) This amendment becomes effective on December 27, 1999.

Issued in Renton, Washington, on November 10, 1999.

D.L. Riggins,

Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.

[FR Doc. 99-30055 Filed 11-18-99; 8:45 am]

BILLING CODE 4910-13-U

DEPARTMENT OF TRANSPORTATION**Federal Aviation Administration****14 CFR Part 71**

[Airspace Docket No. 99-AAL-21]

Establishment of Class E Airspace; St. Michael, AK

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Final rule, correction.

SUMMARY: This action corrects the error in the geographic description of a final rule that was published in the **Federal Register** on October 5, 1999 (64 FR 53889), Airspace Docket 99-AAL-10. **EFFECTIVE DATE:** 0901 UTC, December 30, 1999.

FOR FURTHER INFORMATION CONTACT: Robert Durand, Operations Branch, AAL-531, Federal Aviation Administration, 222 West 7th Avenue, Box 14, Anchorage, AK 99513-7587; telephone number (907) 271-5898; fax: (907) 271-2850; email: Bob.Durand@faa.gov. Internet address: <http://www.alaska.faa.gov/at>.

SUPPLEMENTARY INFORMATION:

History

Federal Register Document 99-25850, Airspace Docket 99-AAL-10, published on October 5, 1999, (64 FR 53889), established the Class E airspace area at

St. Michael, AK. The coordinates for the St. Michael Airport are in error. The latitude for the St. Michael Airport should read "lat. 63° 29' 24" N." This action corrects this error.

Correction to Final Rule

Accordingly, pursuant to the authority delegated to me, the error for the the Class E airspace, St. Michael, AK, as published in the **Federal Register** October 5, 1999, (FR Document 99-25850), is corrected as follows: On page 53890. Column 2, correct the latitude for the St. Michael Airport to the following: lat. 63° 29' 24" N.

* * * * *

Issued in Anchorage, AK, on November 5, 1999.

Willis C. Nelson,

Manager, Air Traffic Division, Alaskan Region.

[FR Doc. 99-30263 Filed 11-18-99; 8:45 am]

BILLING CODE 4910-13-P

DEPARTMENT OF TRANSPORTATION**Federal Aviation Administration****14 CFR Part 97**

[Docket No. 29840; Amdt. No. 1961]

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 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/T 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 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 12, 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. 40103, 40113, 40120, 44071; 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 | FDC No. | SIAP |
|----------------|-------|-------------------|------------------------------------|------------|---|
| 10/15/99 | ID | Idaho Falls | Fanning Field | FDC 9/8141 | ILS RWY 20, Amdt 11A... |
| 10/19/99 | CA | Long Beach | Long Beach (Daugherty Field) | FDC 9/8213 | ILS RWY 30 Amdt 32... |
| 10/19/99 | CA | Long Beach | Long Beach (Daugherty Field) | FDC 9/8215 | NDB RWY 30 Amdt 9... |
| 10/19/99 | CA | Long Beach | Long Beach (Daugherty Field) | FDC 9/8217 | VOR or TACAN or GPS RWY 30 Amdt 7... |
| 10/28/99 | FL | Key West | Key West Intl | FDC 9/8444 | RADAR-1 Amdt 4... |
| 10/28/99 | OH | Toledo | Metcalf Field | FDC 9/8434 | VOR/DME or GPS RWY 4 Amdt 2... |
| 10/28/99 | OH | Toledo | Metcalf Field | FDC 9/8436 | VOR RWY 4 Amdt 9... |
| 11/01/99 | LA | Monroe | Monroe Regional | FDC 9/8546 | VOR/DME RWY 32, Amdt 2... This replaces FDC 9/7949. |
| 11/01/99 | MI | Coldwater | Branch County Memorial | FDC 9/8560 | VOR or GPS RWY 6 Amdt 4... |
| 11/01/99 | TN | Memphis | Memphis Intl | FDC 9/8539 | NDB or GPS RWY 9, Amdt 26... |
| 11/02/99 | LA | Monroe | Monroe Regional | FDC 9/8592 | VOR RWY 4, Amdt 17... This replaces FDC 9/7942. |
| 11/03/99 | AL | Dothan | Dothan Regional | FDC 9/8649 | LOC BC RWY 14 Amdt 6D... |
| 11/03/99 | ND | Fargo | Hector Intl | FDC 9/8639 | ILS RWY 35 Amdt 32B... Replaces FDC 9/8209 Intl 99-24. |
| 11/03/99 | OK | Ardmore | Ardmore Downtown Executive | FDC 9/8609 | VOR or GPS-A, Amdt 13... |
| 11/03/99 | OK | Ardmore | Ardmore Muni | FDC 9/8634 | VOR-B, Orig... |
| 11/04/99 | AL | Dothan | Dothan Regional | FDC 9/8739 | VOR or TACAN or GPS-A, Amdt 11C... |
| 11/04/99 | AR | Rogers | Rogers Muni-Carter Field | FDC 9/8689 | ILS RWY 19, Amdt 2A... |
| 11/04/99 | GA | Canton | Cherokee County | FDC 9/8719 | NDB RWY 4, Amdt 2A... |
| 11/04/99 | IA | Clarinda | Schenck Field | FDC 9/8697 | NDB or GPS-A, Amdt 5... |
| 11/04/99 | LA | Monroe | Monroe Regional | FDC 9/8691 | ILS RWY 4, Amdt 21... |
| 11/04/99 | MO | Joplin | Joplin Regional | FDC 9/8708 | GPS RWY 36, Orig... |
| 11/04/99 | MO | Joplin | Joplin Regional | FDC 9/8710 | ILS RWY 13, Amdt 23... |
| 11/04/99 | MO | Macon | Macon-Fower Memorial | FDC 9/8722 | VOR RWY 2, Amdt 1... |
| 11/04/99 | MO | Macon | Macon-Fower Memorial | FDC 9/8724 | VOR/DME or GPS RWY 20, Amdt 1... |

| FDC date | State | City | Airport | FDC No. | SIAP |
|----------------|-------|----------------------------|--|------------|---|
| 11/04/99 | MO | Macon | Macon-Fower Memorial | FDC 9/8742 | GPS RWY 2, Orig... |
| 11/04/99 | NC | Greenville | Pitt-Greenville | FDC 9/8711 | GPS RWY 20, Orig... |
| 11/04/99 | NJ | Caldwell | Essex County | FDC 9/8738 | NDB or GPS RWY 22 Amdt 5A... |
| 11/04/99 | TX | Beaumont-Port Arthur | Southeast Texas Regional | FDC 9/8716 | GPS RWY 16, Orig... |
| 11/05/99 | IA | Des Moines | Des Moines Intl | FDC 9/8781 | ILS RWY 31R (Cat I, II, III), Amdt 21... |
| 11/05/99 | IL | Chicago | Chicago-O'Hare Intl | FDC 9/8777 | ILW RWY 27R, Amdt 24A... |
| 11/05/99 | ME | Sanford | Sanford Regional | FDC 9/8778 | VOR or GPS RWY 7 Amdt 3A... This Notam Replaces FDC 9/8292 Published in TL99-24. |
| 11/05/99 | WI | Madison | Dane County Regional-Truax Field | FDC 9/8757 | ILS RWY 21 Orig... |
| 11/08/99 | GA | Atlanta | The William B. Hartsfield Atlanta Intl ... | FDC 9/8855 | ILS RWY 9L Amdt 6... |
| 11/08/99 | GA | Atlanta | The William B. Hartsfield Atlanta Intl ... | FDC 9/8856 | ILS RWY 27R Amdt 3... |

[FR Doc. 99-30265 Filed 11-18-99; 8:45 am]

BILLING CODE 4910-13-M

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 97

[Docket No. 29839; Amdt. No. 1960]

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 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.