

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 August 18, 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.

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:

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

\* \* \* *Effective October 5, 2000*

Northway, AK, Northway VOR/DME or GPS–A, Orig, CANCELLED

Northway, AK, Northway VOR/DME–A, Orig

Unalaska, AK, Unalaska NDB or GPS–A, Amdt 2A, CANCELLED

Unalaska, AK, Unalaska NDB–A, Amdt 2A

Grinnell, IA, Grinnell Regional VOR/DME or GPS RWY 31, Amdt 2, CANCELLED

Grinnell, IA, Grinnell Regional VOR/DME RWY 31, Amdt 2

Connersville, IN, Connersville/Mettel Field, NDB or GPS RWY 18, ORIG–A, CANCELLED

Connersville, IN, Connersville/Mettel Field, NDB RWY 18, ORIG–A

Hays, KS, Hays Regional, NDB or GPS RWY 34, Amdt 2B, CANCELLED

Hays, KS, Hays Regional, NDB RWY 34, Amdt 2B

The FAA published an Amendment in Docket No. 30150, Amdt. No. 2005 to Part 97 of the Federal Aviation Regulations (Vol 65 FR No. 155 Page 48891; dated 10 August 2000) under section 97.23 effective 5 October 2000, which is hereby amended as follows:

Rescind the following:

Watertown, NY, Watertown Intl, VOR or GPS RWY 7, Amdt 13A, CANCELLED

Watertown, NY, Watertown Intl, VOR RWY 7, Amdt 13A

[FR Doc. 00–21636 Filed 8–23–00; 8:45 am]

BILLING CODE 4910–13–M

## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### 14 CFR Part 97

[Docket No. 30175; Amdt. No. 2007]

#### 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/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 current. It, therefore—(1) is not a “significant regulatory rule” 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 18, 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	FDC No.	SIAP
07/02/00 ....	LA	Oakdale .....	Allen Parish .....	0/8721	NDB RWY 35, Orig ... REPLACES TL00-18
07/31/00 ....	LA	Shreveport .....	Shreveport Regional .....	0/9318	LOC RWY 5, AMDT 1 ... THIS REPLACES FDC 0/8641
08/02/00 ....	MN	Duluth .....	Duluth Intl .....	0/8786	ILS RWY 27, AMDT 8 ...
08/03/00 ....	AZ	Chandler .....	Chandler Muni .....	0/8826	GPS RWY 4L, Orig ...
08/03/00 ....	OK	Stillwater .....	Stillwater Regional .....	0/8863	NDB RWY 17, Orig-A ...
08/04/00 ....	AK	Bethel .....	Bethel .....	0/8905	GPS RWY 18, Orig ...
08/04/00 ....	AK	Bethel .....	Bethel .....	FDC 0/8906	GPS RWY 36, Orig ...
08/04/00 ....	AK	Kenai .....	Kenai Muni .....	0/8907	NDB-A, AMDT 3 ...
08/04/00 ....	AK	Kenai .....	Kenai Muni .....	0/8908	GPS RWY 19R, Orig-A ...
08/04/00 ....	AK	Kenai .....	Kenai Muni .....	0/8909	VOR/DME RWY 1L, AMDT 5A ...
08/04/00 ....	AK	Kenai .....	Kenai Muni .....	0/8910	ILS RWY 19R, Orig ...
08/04/00 ....	AK	Kenai .....	Kenai Muni .....	0/8911	VOR RWY 19R, AMDT 16A ...
08/04/00 ....	CA	Blythe .....	Blythe .....	0/8899	VOR or GPS-A AMDT 6 ...

FDC date	State	City	Airport	FDC No.	SIAP
08/04/00	CA	Blythe	Blythe	0/8900	VOR/DME or GPS RWY 26 AMDT 5 ...
08/04/00	KS	El Dorado	Captain Jack Thomas/El Dorado	0/8917	GPS RWY 33, Orig ...
08/04/00	NJ	Newark	Newark Intl	0/8901	ILS RWY 22R AMDT 3 ...
08/04/00	NJ	Newark	Newark Intl	0/8902	ILS RWY 22L AMDT 10 ...
08/04/00	NJ	Newark	Newark Intl	0/8903	VOR/DME RWY 22R AMDT 4 ...
08/04/00	NJ	Newark	Newark Intl	0/8904	VOR/DME RWY 22L Orig ...
08/04/00	WI	Delavan	Lake Lawn	0/8936	NDB or GPS RWY 18, AMDT 2A ...
08/07/00	AK	Kenai	Kenai Muni	0/9097	GPS RWY 1L, Orig-A ...
08/07/00	CA	Santa Maria	Santa Maria Public/Captain G. Allan Hancock Field.	0/9107	VOR or GPS RWY 12 AMDT 13A ...
08/07/00	CA	Santa Maria	Santa Maria Public/Captain G. Allan Hancock Field.	0/9108	ILS RWY 12 AMDT 9B ...
08/07/00	MO	Rollq/Vichy	Rollq National	0/9109	VOR/DME RWY 4, AMDT 2B ...
08/07/00	OK	ADA	ADA Muni	0/9103	GPS RWY 35, Orig ...
08/08/00	GA	Atlanta	The William B. Hartsfield Atlanta Intl	0/9172	ILS RWY 9L AMDT 6B ...
08/08/00	LA	Baton Rouge	Baton Rouge Metropolitan/Ryan Field	0/9167	RADAR-1, AMDT 10 ...
08/08/00	LA	Lake Charles	Lake Charles Regional	0/9168	RADAR-1, AMDT 4 ...
08/09/00	IA	Hampton	Hampton Muni	0/9244	NDB RWY 17, AMDT 4 ...
08/09/00	IA	Hampton	Hampton Muni	0/9245	VOR/DME RWY 35, AMDT 1 ...
08/09/00	LA	Opelousas	St. Landry Parish-Ahart Field	0/9214	NDB or GPS RWY 17, AMDT 1A ...
08/09/00	LA	Opelousas	St. Landry Parish-Ahart Field	0/9215	VOR/DME RWY 35, ORIG-A ...
08/09/00	LA	Opelousas	St. Landry Parish-Ahart Field	0/9216	GPS RWY 35, ORIG ...
08/09/00	WA	Seattle	Boeing Field/King County Intl	0/9209	ILS RWY 31L Orig ...
08/10/00	AK	Adak Island	Adak NAF	0/9300	NDB/DME RWY 23, Orig ...
08/10/00	FL	Miami	Miami Intl	0/9335	GPS RWY 9R, Orig-A ...
08/10/00	LA	Lake Charles	Lake Charles Regional	0/9324	VOR/DME RNAV RWY 5, AMDT 3A ...
08/10/00	MI	Newberry	Luce County	0/9308	VOR or GPS RWY 29, AMDT 11 ...
08/10/00	MI	Newberry	Luce County	0/9309	VOR or GPS RWY 11, AMDT 11 ...
08/10/00	MI	Three Rivers	Three Rivers Muni Dr. Haines	0/9311	RNAV RWY 22, ORIG ...
08/10/00	NC	Siler City	Siler City Municipal	0/9383	RNAV RWY 22 Orig ...
08/10/00	SC	Myrtle Beach	Myrtle Beach Intl	0/9325	ILS RWY 35 AMDT 1 ...
08/10/00	SC	Myrtle Beach	Myrtle Beach Intl	0/9326	RNAV RWY 17 ...
08/10/00	SC	Myrtle Beach	Myrtle Beach Intl	0/9328	RNAV RWY 35 ORIG ...
08/10/00	SC	Myrtle Beach	Myrtle Beach Intl	0/9329	ILS RWY 17 AMDT 1 ...
08/10/00	TN	Sparta	Upper Cumberland Regional	0/9398	ILS RWY 4 Orig ...
08/11/00	CA	Sacramento	Sacramento Executive	0/9458	ILS RWY 2, AMDT 22 ...
08/11/00	FM	Kosrae Island	Kosrae	0/9464	NDB/DME-A Orig ...
08/11/00	LA	Ruston	Ruston Regional	0/9452	NDB RWY 18, Orig-B ...
08/11/00	MT	Helena	Helena Regional	0/9478	VOR/DME or GPS-B, AMDT 6 ...
08/11/00	MT	Helena	Helena Regional	0/9479	ILS RWY 27, AMDT 1 ...
08/14/00	IA	Belle Plaine	Belle Plaine Muni	0/9683	GPS RWY 17, Orig ...
08/14/00	IA	Belle Plaine	Belle Plaine Muni	0/9684	GPS RWY 35, Orig ...
08/14/00	IA	Belle Plaine	Belle Plaine Muni	0/9685	NDB RWY 35, Orig ...
08/14/00	IL	Bloomington-Normal	Central IL Regal Arpt at Bloomington-Normal.	0/9616	ILS RWY 29, AMDT 8C ...
08/14/00	IL	Taylorville	Taylorville Muni	0/9643	NDB RWY 18, AMDT 3A ...
08/14/00	MI	Hancock	Houghton County Memorial	0/9633	LOC/DME BC RWY 13, AMDT 11B ...
08/14/00	NH	Laconia	Laconia Muni	0/9618	NDB or GPS RWY 8 AMDT 8 ...
08/14/00	OK	ADA	ADA Muni	0/9635	VOR/DME RWY 17, AMDT 1A ...
08/14/00	OK	ADA	ADA Muni	0/9640	GPS RWY 17, ORIG ...
08/14/00	OK	Ardmore	Ardmore Downtown Executive	0/9642	GPS RWY 35, ORIG ...
08/14/00	OK	Ardmore	Ardmore Downtown Executive	0/9658	VOR/DME RNAV RWY 35, AMDT 5A ...
08/14/00	OK	Bartlesville	Bartlesville Muni	0/9712	LOC RWY 17, AMDT 2 ...
08/14/00	OK	Bartlesville	Bartlesville Muni	0/9713	VOR/DME RWY 35, AMDT 5 ...
08/14/00	OK	Bartlesville	Bartlesville Muni	0/9727	VOR RWY 17, AMDT 10 ...
08/14/00	OK	Bartlesville	Bartlesville Muni	0/9729	NDB RWY 17, AMDT 1 ...
08/14/00	OK	Stillwater	Stillwater Regional	0/9637	VOR RWY 17, AMDT 13A ...
08/14/00	VT	Barre-Montpelier	Edwater F. Knapp State	0/9601	ILS RWY 17 AMDT 5 ...
08/16/00	LA	Lafayette	Lafayette Regional	0/9738	NDB or GPS RWY 22L, AMDT 4 ...
08/16/00	NJ	Berlin	Camden County	0/9780	GPS RWY 5, Orig ...
08/16/00	OK	Bartlesville	Bartlesville Muni	0/9753	GPS RWY 17, ORIG-A ...
08/16/00	OK	Bartlesville	Bartlesville Muni	0/9754	GPS RWY 35, ORIG-A ...
08/16/00	OK	Chickasha	Chickasha Muni	0/9772	GPS RWY 17, Orig ...
08/16/00	OK	Chickasha	Chickasha Muni	0/9773	GPS RWY 35, Orig ...
08/16/00	OK	Chickasha	Chickasha Muni	0/9774	VOR/DME RNAV RWY 35, AMDT 1 ...

[FR Doc. 00-21635 Filed 8-23-00; 8:45 am]  
BILLING CODE 4910-13-M

## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### 14 CFR Part 97

[Docket No. 30174; Amdt. No. 2006]

#### 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.

#### 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 18, 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).

2. Part 97 is amended to read as follows: