

Salt Lake City, UT, Salt Lake City Intl, GPS RWY 16L, Orig
 Salt Lake City, UT, Salt Lake City Intl, GPS RWY 17, Orig
 Salt Lake City, UT, Salt Lake City Intl, VORDME OR TACAN RWY 16L, Amdt 1
 Salt Lake City, UT, Salt Lake City Intl, VORDME OR TACAN RWY 17, Amdt 1

The FAA published an Amendment in Docket No. 29708, Amdt No. 1948 to Part 97 of the Federal Aviation Regulations (Vol 64 No. 168 Page 47389; dated August 31, 1999) under section 97.33 effective November 4, 1999, which is hereby amended as follows:

Greenville, NC, Pitt-Greenville, GPS RWY 1, Orig, should read Greenville, NC, Pitt-Greenville, GPS RWY 2, Orig.
 Greenville, NC, Pitt-Greenville, GPS RWY 19, Orig, should read Greenville, NC, Pitt-Greenville, GPS RWY 20, Orig.

The FAA published an Amendment in Docket No. 29733, Amdt No. 1946 to Part 97 of the Federal Aviation Regulations (Vol 64 No. 176 Page 47378; dated September 13, 1999) under section 97.27 and 97.33 is hereby amended by changing the effective date from November 4, 1999, to December 30, 1999, for the following procedures:

Bryan, OH, Williams County, GPS RWY 7, Orig
 Bryan, OH, Williams County, GPS RWY 25, Orig
 Bryan, OH, Williams County, NDB-A, Amdt 6

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 BILLING CODE 4910-13-M

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 97

[Docket No. 29787; Amdt. No. 1955]

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 designated 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 Rule 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 Standards 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/DEE 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 SSIAPs effective in less than 30 days.

Conclusion

The FAA has determined that this regulation 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 1, 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 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 November 4, 1999*

Aniak, AK, Aniak, NDB or GPS–A, Orig, Cancelled

Aniak, AK, Aniak, NDB–A, Orig
Cordova, AK, Cordova/Merle K (Mudhole) Smith, NDB or GPS–A, Orig, Cancelled

Cordova, AK, Cordova/Merle K (Mudhole) Smith, NDB–A, Orig

McGrath, AK, McGrath, VOR or GPS–A, Amdt 7, Cancelled

McGrath, AK, McGrath, VOR–A, Amdt 7

McGrath, AK, McGrath, VOR/DME or GPS–C, Orig, Cancelled

McGrath, AK, McGrath, VOR/DME–C, Orig

Mekoryuk, AK, Mekoryuk, NDB/DME or GPS–A, Amdt 3, Cancelled

Mekoryuk, AK, Mekoryuk, NDB/DME–A, Amdt 3

Middleton Is., AK, Middleton Is., NDB or GPS–A, Origin, Cancelled

Middleton Is., AK, Middleton Is., NDB–A, Orig

Northway, AK, Northway, VOR or GPS–B, Amdt 3, Cancelled

Northway, AK, Northway, VOR–B, Amdt 3

Sand Point, AK, Sand Point, NDB or GPS RWY 13, Orig, Cancelled

Sand Point, AK, Sand Point, NDB RWY 13, Orig

Sand Point, AK, Sand Point, NDB/DME or GPS–A, Amdt 4, Cancelled

Sand Point, AK, Sand Point, NDB/DME–A, Amdt 4

Sitka, AK, Sitka Rocky Gutierrez, VOR or GPS–C, Orig, Cancelled

Sitka, AK, Sitka Rocky Gutierrez, VOR–C, Orig

Soldotna, AK, Soldotna, VOR or GPS–A, Amdt 6, Cancelled

Soldotna, AK, Soldotna, VOR–A, Amdt 6

Unalakleet, AK, Unalakleet, VOR/DME or GPS–D, Amdt 3, Cancelled

Unalakleet, AK, Unalakleet, VOR/DME–D, Amdt 3

Almyra, AR, Almyra Muni, VOR/DME or GPS–A, Amdt 4B, Cancelled

Almyra, AR, Almyra Muni, VOR/DME–A, Amdt 4B

Brinkley, AR, Brinkley/Frank Federer Memorial, NDB or GPS–A, Amdt 1A, Cancelled

Brinkley, AR, Brinkley/Frank Federer Memorial, NDB–A, Amdt 1A

Conway, AR, Conway/Dennis F. Cantrell Field, NDB or GPS–A, Amdt 1, Cancelled

Conway, AR, Conway/Dennis F. Cantrell Field, NDB–A, Amdt 1

Crossett, AR, Crossett/ZM Jack Stell Field, VOR/DME or GPS–A, Orig–B, Cancelled

Crossett, AR, Crossett/ZM Jack Stell Field, VOR/DME–A, Orig–B

Harrison, AR, Harrison/Boone County, VOR or GPS–A, Amdt 12A, Cancelled

Harrison, AR, Harrison/Boone County, VOR–A, Amdt 12A

Little Rock, AR, Little Rock/Adams Field, VOR or GPS–A, Orig, Cancelled

Little Rock, AR, Little Rock/Adams Field, VOR–A, Orig

Mena, AR, Mena International Muni, VOR/DME or GPS–A, Amdt 9, Cancelled

Mena, AR, Mena International Muni, VOR/DME–A, Amdt 9

Russellville, AR, Russellville Regional, NDB or GPS–A, Amdt 4A, Cancelled

Russellville, AR, Russellville Regional, NDB–A, Amdt 4A

Walnut Ridge, AR, Walnut Ridge Regional, VOR/DME or GPS RWY 22, Amdt 12A, Cancelled

Walnut Ridge, AR, Walnut Ridge Regional, VOR/DME RWY 22, Amdt 12A

Warren, AR, Warren Muni, VOR/DME or GPS–A, Amdt 4A, Cancelled

Warren, AR, Warren Muni, VOR/DME–A, Amdt 4A

Arcata-Eureka, CA, Arcata, VOR or GPS RWY 14, Amdt 7, Cancelled

Arcata-Eureka, CA, Arcata, VOR RWY 14, Amdt 7

Arcata-Eureka, CA, Arcata, VOR/DME or GPS RWY 2, Amdt 7, Cancelled

Arcata-Eureka, CA, Arcata, VOR/DME RWY 2, Amdt 7

Red Bluff, CA, Red Bluff Muni, VOR/DME or GPS RWY 15, Amdt 6, Cancelled

Red Bluff, CA, Red Bluff Muni, VOR/DME RWY 15, Amdt 6

Red Bluff, CA, Red Bluff Muni, VOR or GPS RWY 33, Amdt 7, Cancelled

Red Bluff, CA, Red Bluff Muni, VOR RWY 33, Amdt 7

Akron, CO, Akron-Washington County, VOR or GPS RWY 29, Orig, Cancelled

Akron, CO, Akron-Washington County, VOR RWY 29, Orig

Punta Gorda, FL, Charlotte County, VOR or GPS RWY 3, Orig–A, Cancelled

Punta Gorda, FL, Charlotte County, VOR RWY 3, Orig–A

Punta Gorda, FL, Charlotte County, VOR or GPS RWY 21, Amdt 3A, Cancelled

Punta Gorda, FL, Charlotte County, VOR RWY 21, Amdt 3A

Logansport, IN, Logansport Muni, NDB or GPS RWY 9, Amdt 2, Cancelled

Logansport, IN, Logansport Muni, NDB RWY 9, Amdt 2

Frederick, MD, Frederick, Muni, VOR or GPS–A, Amdt 1, Cancelled

Frederick, MD, Frederick, Muni, VOR–A, Amdt 1

Palmer, MA, Palmer/Metropolitan, NDB or GPS RWY 4, Orig, Cancelled

Palmer, MA, Palmer/Metropolitan, NDB RWY 4, Orig

Augusta, ME, Augusta State, VOR or GPS RWY 35, Amdt 5, Cancelled

Augusta, ME, Augusta State, VOR RWY 35, Amdt 5

Perryville, MO, Perryville Muni, VOR/DME RNAV or GPS RWY 20, Amdt 3, Cancelled

Perryville, MO, Perryville Muni, VOR/DME RNAV RWY 20, Amdt 3

Ardmore, OK, Ardmore Downtown Executive, VOR or GPS–A, Amdt 13, Cancelled

Ardmore, OK, Ardmore Downtown Executive, VOR–A, Amdt 13

Guthrie, OK, Guthrie Muni, NDB or GPS RWY 16, Amdt 5, Cancelled

Guthrie, OK, Guthrie Muni, NDB RWY 16, Amdt 5

McAlester, OK, McAlester Regional, VOR or GPS–A, Amdt 12, Cancelled

McAlester, OK, McAlester Regional, VOR–A, Amdt 12

McAlester, OK, McAlester Regional, NDB or GPS RWY 1, Amdt 2, Cancelled

McAlester, OK, McAlester Regional, NDB or GPS RWY 1, Amdt 2

McAlester, OK, McAlester Regional, VOR/DME or GPS RWY 19, Amdt 1A, Cancelled

McAlester, OK, McAlester Regional, VOR/DME RWY 19, Amdt 1A

Oklahoma City, OK, Wiley Post, VOR or GPS RWY 17L, Amdt 11, Cancelled

Oklahoma City, OK, Wiley Post, VOR RWY 17L, Amdt 11

Oklahoma City, OK, Wiley Post, VOR or GPS RWY 35R, Amdt 2, Cancelled

Oklahoma City, OK, Wiley Post, VOR RWY 35R, Amdt 2

Columbia–Mt. Pleasant, TN, Columbia/Maury County, NDB or GPS RWY 24, Amdt 3C, Cancelled

Columbia–Mt. Pleasant, TN, Columbia/Maury County, NDB RWY 24, Amdt 3C

Portland, TN, Portland Muni, VOR/DME or GPS RWY 19, Amdt 3, Cancelled

Portland, TN, Portland Muni, VOR/DME RWY 19, Amdt 3

El Paso, TX, El Paso Intl, NDB or GPS RWY 22, Amdt 28A, Cancelled
 El Paso, TX, El Paso Intl, NDB GPS RWY 22, Amdt 28A
 El Paso, TX, El Paso Intl, VOR or GPS RWY 26L, Amdt 29B, Cancelled
 El Paso, TX, El Paso Intl, VOR or GPS RWY 26L, Amdt 29B
 Cable, WI, Cable Union, VOR/DME RNAV or GPS RWY 34, Amdt 4, Cancelled
 Cable, WI, Cable Union, VOR/DME RNAV RWY 34, Amdt 4
 Hayward, WI, Hayward/Sawyer County, VOR/DME or GPS RWY 2, Amdt 1, Cancelled
 Hayward, WI, Hayward/Sawyer County, VOR/DME RWY 2, Amdt 1
 Hayward, WI, Hayward/Sawyer County, NDB or GPS RWY 20, Amdt 12, Cancelled
 Hayward, WI, Hayward/Sawyer County, NDB RWY 20, Amdt 12

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BILLING CODE 4910-13-M

DEPARTMENT OF THE TREASURY

Internal Revenue Service

26 CFR Part 1

Income Taxes

CFR Correction

In Title 26 of the Code of Federal Regulations, part 1 (§ 1.1401 to End), revised as of Apr. 1, 1999, page 689, § 1.6041-2 is corrected by reinstating the fourth sentence of paragraph (a)(1) to read as follows:

§ 1.6041-2 Return of information as to payments to employees.

(a)(1) *In general.* * * * For example, if a payment of \$700 was made to an employee and \$400 thereof represents wages subject to withholding under section 3402 and the remaining \$300 represents compensation not subject to withholding, such wages and compensation must both be reported on Form W-2.

* * * * *

[FR Doc. 99-55533 Filed 10-8-99; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Coast Guard

33 CFR Part 117

[CGD08-99-057]

RIN 2115-AE47

Drawbridge Operating Regulation; Gulf Intracoastal Waterway, Algiers Alternate Route, Louisiana

AGENCY: Coast Guard, DOT.

ACTION: Temporary rule.

SUMMARY: The Commander, Eighth Coast Guard District is temporarily changing the regulation governing the operation of the State Route 23 vertical lift span drawbridge across the Gulf Intracoastal Waterway (Algiers Alternate Route), mile 3.8, at Belle Chasse, Louisiana. The Temporary rule will allow the bridge to remain closed to navigation from 4 p.m. until 6:45 p.m. on Saturday, October 30, 1999 and from 4 p.m. until 7 p.m. on Sunday, October 31, 1999. This temporary rule is issued to facilitate movement of vehicular traffic for the New Orleans Open House 1999 Air Show, to be held at the U.S. Naval Air Station, Joint Reserve Base at Belle Chasse, Louisiana.

DATES: This temporary rule is effective from 4 p.m. on October 30, 1999 until 7 p.m. on October 31, 1999.

ADDRESSES: Unless otherwise indicated, documents referred to in this notice are available for inspection or copying at the office of the Eighth Coast Guard District, Bridge Administration Branch, Hale Boggs Federal Building, room 1313, 501 Magazine Street, New Orleans, Louisiana 70130-3396 between 7 a.m. and 4 p.m., Monday through Friday, except Federal holidays. The Bridge Administration Branch of the eighth Coast Guard District maintains the public docket for this rulemaking.

FOR FURTHER INFORMATION CONTACT: Mr. Phil Johnson, Bridge Administration Branch, Commander (ob), Eighth Coast Guard District, 501 Magazine Street, New Orleans, Louisiana, 70130-3396, telephone number 504-589-2965.

SUPPLEMENTARY INFORMATION:

Discussion of Temporary Rule

The State Route 23 vertical lift span drawbridge across the Gulf Intracoastal Waterway (Algiers Alternate Route), mile 3.8, at Belle Chasse, Louisiana has a vertical clearance of 40 feet above mean high water in the closed-to-navigation position and 100 feet above mean high water in the open-to-navigation position. Navigation on the waterway consists primarily of tugs with tows, commercial fishing vessels, and occasional recreational craft.

The Louisiana Department of Transportation and Development has requested a temporary rule changing the operation of the State Route 23 vertical lift span drawbridge. The rule is needed to accommodate the additional volume of vehicular traffic that the New Orleans Open House Air Show is expected to generate. Between 150,000 and 200,000 members of the public are expected to attend the New Orleans Open House Air

Show on each day. The temporary rule will allow for the expeditious dispersal of the heavy volume of vehicular traffic expected to depart the U.S. Naval Air Station, Joint Reserve Base following the event.

The Coast Guard has determined that good cause exists to forego a notice and comment period for this rulemaking. Following normal rulemaking procedures in this instance would be impractical because the Coast Guard Bridge Administration Branch did not receive notification of the event in sufficient time to accommodate a notice and comment period. Further, there is not enough time to reschedule or delay the event. For the above reasons the Coast Guard has also determined that good cause exists to make this temporary rule effective in less than 30 days after publication.

Regulatory Evaluation

This temporary rule is not a significant regulatory action under section 3(f) of Executive Order 12866 and does not require an assessment of potential cost and benefits under section 6(a)(3) of that order. It has been reviewed by the Office of Management and Budget under that order. It is not significant under the regulatory policies and procedures of the Department of Transportation (DOT) (44 FR 11040; February 26, 1979).

The Coast Guard expects the economic impact of this temporary rule to be so minimal that a full Regulatory Evaluation under paragraph 10(e) of the regulatory policies and procedures of DOT is unnecessary. This is because the number of vessels impaired during the closed-to-navigation periods is minimal. All commercial vessels still have ample opportunity to transit this waterway before and after the two-hour and 45-minute closure on October 30 and the three-hour closure on October 31, 1999. Additionally, a practical alternate route of approximately seven additional miles is available via the Harvey Canal and the Mississippi River.

Small Entities

Under the Regulatory Flexibility Act (5 U.S.C. 601 *et seq.*), the Coast Guard must consider whether this temporary rule will have a significant economic impact on a substantial number of small entities. "Small entities" may include small businesses, not-for-profit organizations that are independently owned and operated and are not dominant in their fields and governmental jurisdictions with populations of less than 50,000.

The temporary rule considers the needs of local commercial fishing