

IBT Comment—Third, IBT states that United States citizens potentially are disadvantaged through the loss of employment resulting from the operation of U.S. registered aircraft by foreign nationals because the rule appears to enhance the ability of operators to hire, train, and employ foreign flight deck crewmembers.

FAA Response—The final rule does not address interchange of crewmembers or code sharing arrangements. As a result, the comment is outside of the purview of the rule.

IBT Comment—Finally, IBT asserts that the FAA acted out of economic and administrative considerations as opposed to correcting perceived operational and safety problems.

FAA Response—The FAA agrees that the implementation of the final rule removes an economic and administrative burden from non-U.S. citizen certificate applicants and from pilot training organizations outside of the United States. The FAA disagrees, however, that any operational or safety problems were overlooked with the adoption of the final rule. The restrictive language in the FAA regulations was placed there because of administrative concerns of the FAA that are no longer applicable. The restrictive language was not placed in the FAA regulations to address safety concerns. It is the FAA's commitment to reduce restrictions in our regulations that are not safety driven and to further harmonize our regulations with our European neighbors. As a result, the FAA adopted the final rule.

Conclusion

After consideration of the comments submitted in response to the final rule, the FAA has determined that no further rulemaking action is necessary. Amendment Numbers 61–105, 67–18, 141–11, and 142–3 remain in effect as adopted.

Issued in Washington, DC, January 10, 2000.

L. Nicholas Lacey,

Director, Flight Standards Service.

[FR Doc. 00–863 Filed 1–12–00; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 97

[Docket No. 29896; Amdt. No. 1969]

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, 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 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 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 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 January 7, 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
01/03/00	MI	Pontiac	***Temporary*** Oakland County Intl	0/0069	LOC BC Rwy 27L, Orig...
01/04/00	IA	Jefferson City	Jefferson City Muni	0/0095	GPS Rwy 32, Orig...
01/04/00	IA	Jefferson City	Jefferson City Muni	0/0096	GPS Rwy 14, Orig...
01/04/00	LA	Lake Charles	Lake Charles Regional	0/0104	ILS Rwy 15, Amdt 19...
01/04/00	LA	Lake Charles	Lake Charles Regional	0/0105	NDB or GPS Rwy 15, Amdt 18...
01/04/00	MI	Lansing	Capital City	0/0106	VOR or GPS Rwy 6 Amdt 24...
01/04/00	TX	Alpine	Alpine-Casparis Muni	0/0108	NDB Rwy 19, Amdt 5...
01/04/00	TX	Alpine	Alpine-Casparis Muni	0/0109	GPS Rwy 19, Orig...
12/20/99	CA	Eureka	Murray Field	9/0193	GPS Rwy 11 Orig...
12/20/99	CA	Eureka	Murray Field	9/0193	GPS Rwy 11 Orig...
12/20/99	CA	Eureka	Murray Field	9/0199	VOR/DME RNAV Rwy 11 Amdt 6...
12/20/99	CA	Eureka	Murray Field	9/0199	VOR/DME RNAV Rwy 11 Amdt 6...
12/22/99	ME	Bangor	Bangor Intl	9/0014	NDB Rwy 33 Amdt 5...
12/22/99	ND	Grand Forks	Grand Forks Intl	9/9985	VOR or GPS Rwy 35L Amdt 6A...
12/24/99	PA	Pittsburgh	Allegheny County	9/0028	ILS Rwy 10 Amdt 3B...
12/27/99	PA	Washington	Washington County	9/0062	LOC Rwy 27 Amdt 1A...
12/27/99	PA	Washington	Washington County	9/0063	NDB or GPS Rwy 27 Orig-B...
12/27/99	PA	Washington	Washington County	9/0064	GPS Rwy 9 Orig-A...
12/30/99	TX	Dallas-Fort Worth	Dallas-Fort Worth Intl	9/0126	ILS Rwy 36R, Amdt 3...
12/30/99	TX	Dallas-Fort Worth	Dallas-Fort Worth Intl	9/0127	ILS Rwy 36L, Amdt 6...
12/30/99	TX	Dallas-Fort Worth	Dallas-Fort Worth Intl	9/0128	ILS Rwy 35R, Amdt 1...
12/30/99	TX	Dallas-Fort Worth	Dallas-Fort Worth Intl	9/0130	ILS Rwy 35L, Amdt 2...
12/30/99	TX	Dallas-Fort Worth	Dallas-Fort Worth Intl	9/0131	ILS Rwy 35C, Amdt 6B...
12/30/99	TX	Dallas-Fort Worth	Dallas-Fort Worth Intl	9/0132	ILS Rwy 18R, Amdt 5A...
12/30/99	TX	Dallas-Fort Worth	Dallas-Fort Worth Intl	9/0133	ILS Rwy 18L, Amdt 17...
12/30/99	TX	Dallas-Fort Worth	Dallas-Fort Worth Intl	9/0134	ILS Rwy 17L, Amdt 1...
12/30/99	TX	Dallas-Fort Worth	Dallas-Fort Worth Intl	9/0135	ILS Rwy 17C, Amdt 7...
12/30/99	TX	Dallas-Fort Worth	Dallas-Fort Worth Intl	9/0136	ILS Rwy 13R, Amdt 5A...
12/30/99	TX	Dallas-Fort Worth	Dallas-Fort Worth Intl	9/0137	Converging ILS Rwy 36R, Amdt 1B...
12/30/99	TX	Dallas-Fort Worth	Dallas-Fort Worth Intl	9/0138	Converging ILS Rwy 36L, Amdt 3B...
12/30/99	TX	Dallas-Fort Worth	Dallas-Fort Worth Intl	9/0139	Converging ILS Rwy 35L, Amdt 1A...
12/30/99	TX	Dallas-Fort Worth	Dallas-Fort Worth Intl	9/0140	Converging ILS Rwy 35C, Amdt 4A...
12/30/99	TX	Dallas-Fort Worth	Dallas-Fort Worth Intl	9/0141	Converging ILS Rwy 18R, Amdt 3B...
12/30/99	TX	Dallas-Fort Worth	Dallas-Fort Worth Intl	9/0142	Converging ILS Rwy 18L, Amdt 3A...
12/30/99	TX	Dallas-Fort Worth	Dallas-Fort Worth Intl	9/0143	Converging ILS Rwy 17C, Amdt 4A...
12/30/99	TX	Dallas-Fort Worth	Dallas-Fort Worth Intl	9/0144	Converging ILS Rwy 13R, Amdt 4B...