

public, which in turn minimizes the risk to the animal. A good contingency plan can prevent the need to take action resulting in injury to the animal in order to bring the animal under control.

We will closely scrutinize public exhibitions that do not employ meaningful contingency plans. All employees responsible for using emergency and recapture equipment should be trained in their use. Contingency plans should be available to employees at all traveling unit sites and home sites.

Contingency plans and related standard operating procedures should address, but not be limited to, the following:

- Procedures for handling and recapturing escaped animals, including, but not limited to, equipment to be used, people to be contacted, and the chain of command during such a crisis.
- Criteria for deciding when to use various restraint methods, and identification of the person who is responsible for making such a decision. The level of force used, up to and including lethal force, should be consistent with the situation.
- Protocols for euthanasia (for example, how the decision is made; when lethal force is required and when an animal needs to be euthanized for humane and/or safety reasons; methods to be used).
- Provisions concerning when to contact local law enforcement and/or animal control officials and who to contact.

Based on the species, venue, and type of activities undertaken, the availability and appropriate use of any or all of the following emergency equipment should be considered in a contingency plan:

- CO₂ Fire Extinguishers—These are a well-accepted means of breaking up fights between big cats and of breaking off an attack on a person. Operational CO₂ fire extinguishers, or an equivalent distraction, should be available whenever cats are in contact with the handlers or the public.
- High Pressure Hoses/Fire Hoses—These can be used in the same manner as CO₂ fire extinguishers.
- Pepper Sprays/Mace, etc.—The effectiveness may vary between species and individuals, but these may be a useful emergency tool.
- Darting Equipment—Consider use of darting equipment in contingency planning, although reliability, onset of tranquilization, and safety of the public need to be evaluated.
- Radios—Radios allow for quick communication to management and support personnel. Also, during public

contact exhibition, handlers and other personnel should carry radios.

- Capture Nets—These may be useful in controlling/capturing escaped or uncooperative animals.
- Cell Phones—Consider use whenever animals are moved off-site for demonstrations/exhibition.
- Crowd Control Fencing—This fencing (such as rolls of plastic fencing) can be used to keep the viewing public out of restricted areas.

Done in Washington, DC, this 14th day of February 2000.

Bobby R. Acord,

Acting Administrator, Animal and Plant Health Inspection Service.

[FR Doc. 00-3920 Filed 2-17-00; 8:45 am]

BILLING CODE 3410-34-P

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 71

[Airspace Docket No. 00-AGL-03]

Proposed Modification of Class D Airspace; Rapid City, SD; Modification of Class D Airspace; Rapid City Ellsworth AFB, SD; and Modification of Class E Airspace; Rapid City, SD

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Notice of proposed rulemaking.

SUMMARY: This notice proposes to modify Class D airspace at Rapid City, SD, modify Class D airspace at Ellsworth AFB, SD, and modify Class E airspace at Rapid City, SD. An Area Navigation (RNAV) Standard Instrument Approach Procedure (SIAP) to Runway (Rwy) 32 has been developed for Rapid City Regional Airport. Controlled airspace extending upward from the surface of the earth is needed to contain aircraft executing this approach. This action would increase the radius of the existing Class D and Class E airspace for Rapid City Regional Airport, and modify the legal description of the Class D airspace for Ellsworth AFB to include the formentioned modification.

DATES: Comments must be received on or before April 3, 2000.

ADDRESSES: Send comments on the proposal in triplicate to: Federal Aviation Administration, Office of the Regional Counsel, AGL-7, Rules Docket No. 00-AGL-03, 2300 East Devon Avenue, Des Plaines, Illinois 60018.

The official docket may be examined in the Office of the Regional Counsel, Federal Aviation Administration, 2300 East Devon Avenue, Des Plaines,

Illinois. An informal docket may also be examined during normal business hours at the Air Traffic Division, Airspace Branch, Federal Aviation Administration, 2300 East Devon Avenue, Des Plaines, Illinois.

FOR FURTHER INFORMATION CONTACT: Denis C. Burke, Air Traffic Division, Airspace Branch, AGL-520, Federal Aviation Administration, 2300 East Devon Avenue, Des Plaines, Illinois 60018, telephone (847) 294-7568.

SUPPLEMENTARY INFORMATION:

Comments Invited

Interested parties are invited to participate in this proposed rulemaking by submitting such written data, views, or arguments as they may desire. Comments that provide the factual basis supporting the views and suggestions presented are particularly helpful in developing reasoned regulatory decisions on the proposal. Comments are specifically invited on the overall regulatory, aeronautical, economic, environmental, and energy-related aspects of the proposal.

Communications should identify the airspace docket number and be submitted in triplicate to the address listed above. Commenters wishing the FAA to acknowledge receipt of their comments on this notice must submit with those comments a self-addressed, stamped postcard on which the following statement is made: "Comments to Airspace Docket No. 00-AGL-03." The postcard will be date/time stamped and returned to the commenter. All communications received on or before the specified closing date for comments will be considered before taking action on the proposed rule. The proposal contained in this notice may be changed in light of comments received. All comments submitted will be available for examination in the Rules Docket, FAA, Great Lakes Region, Office of the Regional Counsel, 2300 East Devon Avenue, Des Plaines, Illinois, both before and after the closing date for comments. A report summarizing each substantive public contact with FAA personnel concerned with this rulemaking will be filed in the docket.

Availability of NPRM's

Any person may obtain a copy of this Notice of Proposed Rulemaking (NPRM) by submitting a request to the Federal Aviation Administration, Office of Public Affairs, Attention: Public Inquiry Center, APA-230, 800 Independence Avenue, SW, Washington, DC 20591, or by calling (202) 267-3484. Communications must identify the

notice number of this NPRM. Persons interested in being placed on a mailing list for future NPRM's should also request a copy of Advisory Circular No. 11-2A, which describes the application procedure.

The Proposal

The FAA is considering an amendment to 14 CFR part 71 to modify Class D airspace and Class E airspace at Rapid City, SD, and modify the Class D airspace at Rapid City Ellsworth AFB, SD, by increasing the radius of the existing Class D airspace and Class E airspace for Rapid City Regional Airport, and to modify the legal description of the Class D airspace for Ellsworth AFB to incorporate the aforementioned change. Controlled airspace extending upward from the surface of the earth is needed to contain aircraft executing instrument approach procedures. The area would be depicted on appropriate aeronautical charts. Class D airspace designations are published in paragraph 5000, Class E airspace areas designated as extensions to a Class D airspace area are published in paragraph 6004, and Class E airspace areas designated as surface areas are published in paragraph 6002, of FAA Order 7400.9G dated September 10, 1999, and effective September 16, 1999, which is incorporated by reference in 14 CFR 71.1. The Class D and Class E airspace designations listed in this document would be published subsequently in the Order.

The FAA has determined that this proposed regulation only involves an establishment body of technical regulations for which frequent and routine amendments are necessary to keep them operationally current. Therefore this, proposed regulation—(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. Since this is a routine matter that will only affect air traffic procedures and air navigation, it is certified that this proposed rule 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 71

Airspace, Incorporation by reference, Navigation (air).

The Proposed Amendment

Accordingly, pursuant to the authority delegated to me, the Federal

Aviation Administration proposes to amend 14 CFR part 71 as follows:

PART 71—DESIGNATION OF CLASS A, CLASS B, CLASS C, CLASS D, AND CLASS E AIRSPACE AREAS; AIRWAYS; ROUTES; AND REPORTING POINTS

1. The authority citation for part 71 continues to read as follows:

Authority: 49 U.S.C. 106(g), 401013, 40113, 40120; E.O. 10854, 24 FR 9565, 3 CFR, 1959-1963 Comp., p. 389.

§ 71.1 [Amended]

2. The incorporation by reference in 14 CFR 71.1 of the Federal Aviation Administration Order 7400.9G, Airspace Designations and Reporting Points, dated September 10, 1999, and effective September 16, 1999, is amended as follows:

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Paragraph 5000 Class D airspace.

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AGL SD D Rapid City, SD [Revised]

Rapid City Regional Airport, SD
(Lat. 44°02'43"N., long. 103°03'27"W.)
Ellsworth AFB, SD
(Lat. 44°08'42"N., long. 103°06'13"W.)

That airspace extending upward from the surface to and including 5,700 feet MSL within an 4.4-mile radius of the Rapid City Regional Airport, excluding the portion north of a line between the intersection of the Rapid City Regional Airport 4.4-mile radius and the Ellsworth AFB, SD, 4.7-mile radius. This Class D airspace area is effective during the specific dates and times established in advance by Notice to Airmen. The effective date and time will thereafter be continuously published in the Airport/Facility Directory.

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AGL SD D Rapid City Ellsworth AFB, SD [Revised]

Rapid City Ellsworth AFB, SD
(Lat. 44°08'42"N., long. 103°06'13"W.)
Ellsworth AFB TACAN
(Lat. 44°08'20"N., long. 103°06'06"W.)

That airspace extending upward from the surface to and including 5,800 feet MSL within an 4.7-mile radius of Ellsworth AFB, and within 2.2 miles each side of the Ellsworth AFB TACAN 322° radial, extending from the 4.7-mile radius to 6.1 miles northwest of the TACAN, excluding that airspace south of a line between the intersection of the Ellsworth AFB 4.7-mile radius and the Rapid City Regional Airport 4.4-mile radius.

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Paragraph 6004 Class E airspace areas designated as an extension to a Class D airspace area.

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AGL SD E4 Rapid City, SD [Revised]

Rapid City Regional Airport, SD

(Lat. 44°02'43"N., long. 103°03'27"W.)
Ellsworth AFB, SD
(Lat. 44°08'42"N., long. 103°06'13"W.)
Rapid City VORTAC
(Lat. 43°58'34"N., long. 103°00'44"W.)

That airspace extending upward from the surface within 2.6 miles each side of the Rapid City VORTAC 155°/335° radials extending from the 4.4-mile radius of the Rapid City Regional Airport to 7.0 miles southeast of the VORTAC, excluding that airspace within the Rapid City, SD, Class D airspace area. This Class E airspace area is effective during the specific dates and times established in advance by Notice to Airmen. The effective date and time will thereafter be continuously published in the Airport/Facility Directory.

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Paragraph 6002 Class E airspace designated as a surface area.

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AGL SD E2 Rapid City, SD [Revised]

Rapid City Regional Airport, SD
(Lat. 44°02'43"N., long.
103°03'27"Prime;W.)
Ellsworth AFB, SD
(Lat. 44°08'42"N., long. 103°06'13"W.)
Rapid City VORTAC
(Lat. 43°58'34"N., long. 103°00'44"W.)

Within an 4.4-mile radius of the Rapid City Regional Airport, excluding the portion north of a line between the intersection of the Rapid City Regional Airport 4.4 mile radius and the Ellsworth AFB 4.7-mile radius, and that airspace extending upward from the surface within 2.6 miles each side of the Rapid City VORTAC 155°/335° radials extending from the 4.4-mile radius of the Rapid City Regional Airport to 7.0 miles southeast of the VORTAC, excluding that airspace within the Rapid City, SD, Class D airspace area. This Class E airspace area is effective during the specific dates and times established in advance by Notice to Airmen. The effective date and time will thereafter be continuously published in the Airport/Facility Directory.

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Issued in Des Plaines, Illinois on February 3, 2000.

Christopher R. Blum,
Manager, Air Traffic Division.

[FR Doc. 00-3977 Filed 2-17-00; 8:45 am]

BILLING CODE 4910-13-M

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 71

[Airspace Docket No. 00-AGL-01]

Proposed Modification of Class D Airspace; Establishment of Class E Airspace; and Modification of Class E Airspace; Belleville, IL

AGENCY: Federal Aviation Administration (FAA), DOT.