

153° 00' 00" W, lat. 59° 28' 00" N long. 154° 13' 00" W, lat. 59° 18' 00" N long. 154° 04' 00" W, lat. 59° 11' 00" N long. 155° 17' 00" W, lat. 59° 32' 00" N long. 155° 31' 00" W, lat. 59° 41' 00" N long. 156° 35' 00" W, to the point of beginning.

\* \* \* \* \*

Issued in Anchorage, AK, on December 19, 2000.

**Anthony M. Wylie,**  
Acting Manager, Air Traffic Division, Alaskan Region.

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**DEPARTMENT OF TRANSPORTATION**

**Federal Aviation Administration**

**14 CFR Part 71**

[Airspace Docket No. 00-AAL-5]

**Revision of Class E Airspace; Gulkana, AK**

**AGENCY:** Federal Aviation Administration (FAA), DOT.

**ACTION:** Final rule.

**SUMMARY:** This action revises Class E airspace at Gulkana, AK. The establishment of two new Area Navigation (RNAV) instrument approaches and the revision of the Very High Frequency (VHF) Omni-directional Radio Range (VOR) and Non-directional Radio Beacon (NDB) instrument approaches to runway (RWY) 14 and RWY 32 at Gulkana Airport, Gulkana, AK, made this action necessary. This rule provides adequate controlled airspace for aircraft flying Instrument Flight Rules (IFR) operations at at Gulkana, AK.

**EFFECTIVE DATES:** 0901 UTC, March 22, 2001.

**FOR FURTHER INFORMATION CONTACT:** Robert van Haastert, Operations Branch, Federal Aviation Administration, 222 West 7th Avenue, Box 14, Anchorage, AK 99513-7587; telephone number (907) 271-5863; fax: (907) 271-2850; email: Robert.ctr.van-Haastert@faa.gov. Internet address: http://www.alaska.faa.gov/at.

**SUPPLEMENTARY INFORMATION:**

**History**

On October 25, 2000, a proposal to amend part 71 of the Federal Aviation Regulations (14 CFR part 71) to revise the Class E airspace at Gulkana, AK, was published in the **Federal Register** (65 FR 63820). The proposal was necessary due to the establishment of two new RNAV instrument approaches and revision of the VOR and NDB

instrument approach procedures to RWY 14 and RWY 32 at Gulkana, AK.

Interested parties were invited to participate in this rulemaking proceeding by submitting written comments on the proposal to the FAA. No public comments to the proposal were received, thus, the rule is adopted as written.

The area will be depicted on aeronautical charts for pilot reference. The coordinates for this airspace docket are based on North American Datum 83. The Class E airspace areas designated as surface areas are published in paragraph 6002 and the Class E airspace areas designated as 700/1200 foot transition areas are published in paragraph 6005 in FAA Order 7400.9H, *Airspace Designations and Reporting Points*, dated September 1, 2000, and effective September 16, 2000, which is incorporated by reference in 14 CFR 71.1. The Class E airspace designations listed in this document will be published subsequently in the Order.

**The Rule**

This amendment to 14 CFR part 71 revises the Class E airspace at Gulkana, AK, through the establishment of two new RNAV instrument approaches and revision of the VOR and NDB instrument approach procedures to RWY 14 and RWY 32 at Gulkana, AK. The intended effect of this proposal is to provide adequate controlled airspace for IFR operations at Gulkana, AK.

The FAA has determined that this proposed 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. Since this is a routine matter that will only affect air traffic procedures and air navigation, it is certified that this 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**

In consideration of the foregoing, the Federal Aviation Administration amends 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 14 CFR part 71 continues to read as follows:

**Authority:** 49 U.S.C. 106(g), 40103, 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 Federal Aviation Administration Order 7400.9H, *Airspace Designations and Reporting Points*, dated September 1, 2000, and effective September 16, 2000, is amended as follows:

\* \* \* \* \*

*Paragraph 6002 Class E airspace designated as surface areas.*

\* \* \* \* \*

**AAL AK E2 Gulkana, AK [Revised]**

Gulkana Airport, AK  
(Lat. 62° 09' 18" N., long. 145° 27' 24" W.)  
Gulkana VORTAC  
(Lat. 62° 09' 08" N., long. 145° 27' 01" W.)  
Glenallen NDB  
(Lat. 62° 11' 43" N., long. 145° 28' 05" W.)

That airspace extending upward from the surface to and including 4,100 feet MSL within a 4 mile radius of the Gulkana Airport, and within 2.8 miles west of the Gulkana VORTAC 344° radial clockwise to 2.8 miles east of the 352° radial extending from the Gulkana airport to 9.4 miles north of the airport, and within 2.5 miles east of the Gulkana VORTAC 172° radial clockwise to 2.5 miles west of the Gulkana 180° radial extending from the Gulkana airport to 7 miles south of the Gulkana airport. This airspace is effective during specific dates and times established in advance by Notice to Airmen. The effective dates and times will thereafter be continuously published in the Airport/Facility Directory.

\* \* \* \* \*

*Paragraph 6005 Class E airspace extending upward from 700 feet or more above the surface of the earth.*

\* \* \* \* \*

**AAL AK E5 Gulkana, AK [Revised]**

Gulkana Airport, AK  
(Lat. 62° 09' 18" N., long. 145° 27' 24" W.)  
Gulkana VORTAC  
(Lat. 62° 09' 08" N., long. 145° 27' 01" W.)  
Glenallen NDB  
(Lat. 62° 11' 43" N., long. 145° 28' 05" W.)

That airspace extending upward from 700 feet above the surface within 6.5-mile radius of the Gulkana airport and within 8 miles west of the Gulkana VORTAC 344° radial, clockwise to 4 miles east of the 352° radial extending from the Gulkana airport to 16 miles north of the Gulkana airport, and within 4 miles east of the Gulkana VORTAC 172° radial clockwise to 4 miles west of the Gulkana VORTAC 180° radial extending 9.5

miles south of the Gulkana airport; and that airspace extending upward from 1,200 feet above the surface within an area bounded by lat. 62° 35' 00" N long. 145° 39' 30" W, counter clockwise to lat. 62° 02' 00" N long. 146° 30' 00" W, to lat 61° 41' 30" N long. 145° 13' 00" W, to lat. 62° 22' 30" N long. 144° 27' 00" W, to the point of beginning.

\* \* \* \* \*

Issued in Anchorage, AK, on December 19, 2000.

**Anthony M. Wylie,**

*Acting Manager, Air Traffic Division, Alaskan Region.*

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## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### 14 CFR Part 97

[Docket No. 30223; Amdt. No. 2029]

#### 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), 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 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/T 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).