

REVISIONS TO IFR ALTITUDE & CHANGEOVER POINTS—Continued

[Amendment 416, effective July 15, 1999]

From	To	MEA
*10000—MRA **7700—MOCA Gashe, OR FIX *8000—MOCA	Kimberly, OR VORTAC	*9200

§ 95.6595 VOR Federal Airway 595 Is Amended To Read in Part

Jefsn, OR FIX	*Harzl, OR FIX	8000
NW BND	12600
SE BND	
*9300—MCA Harzl FIX SE BND		
*7200—MRA		

From	To	MEA	MAA
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§ 95.7001 JET ROUTES**§ 95.7012 Jet Route No. 12 Is Amended To Read in Part**

Twin Falls, ID VORTAC	Salt Lake City, UT VORTAC	22000	45000
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§ 95.7015 Jet Route No. 15 Is Amended To Read in Part

Salt Lake City, UT VORTAC	Twin Falls, ID VORTAC	22000	45000
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From	To	Changeover Points	
		Distance	From

§ 95.8003 VOR FEDERAL AIRWAY CHANGEOVER POINTS AIRWAY SEGMENT Is Amended To Modify Changeover Point (V-13)

Lufkin, TX VORTAC	Belcher, LA VORTAC	64	Lufkin.
Is Amended To Modify Changeover Point (V-15)			
Pulaski, VA VORTAC	Bluefield, WV VORTAC	10	Pulaski.
Is Amended To Modify Changeover Point (V-59)			
Pulaski, VA VORTAC	Beckley, WV VORTAC	10	Pulaski.
Is Amended To Modify Changeover Point (V-214)			
Bellaire, OH VOR/DME	Grantsville, MD VOR/DME	39	Bellaire.
Is Amended To Modify Changeover Point (V-273)			
Hancock, NY VOR/DME	Georgetown NY VORTAC	31	Hancock.
Is Amended To Modify Changeover Point (V-465)			
Dunoir, WY VOR/DME VORTAC	Billings, MT VORTAC	45	Dunoir.
Is Amended To Modify Changeover Point (V-500)			
Newberg, OR VORTAC	Kimberly, OR VORTAC	79	Newberg.
Is Amended To Modify Changeover Point (V-505)			
Gopher, MN VORTAC	Siren, WI VOR/DME	38	Gopher.

[FR Doc. 99-14614 Filed 6-8-99; 8:45 am]

BILLING CODE 4910-13-M

DEPARTMENT OF TRANSPORTATION**Federal Aviation Administration****14 CFR Part 97**

[Docket No. 29581; Amdt. No. 1934]

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 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;

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 SIAP's. 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 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.

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, impractical 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 May 28, 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.

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

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:

. . . Effective July 15, 1999

Gambell, AK, Gambell, NDB OR GPS RWY 16, Orig, CANCELLED
Gambell, AK, Gambell, NDB RWY 16, Orig
Gambell, AK, Gambell, NDB/DME OR GPS RWY 34, Amdt 1, CANCELLED
Gambell, AK, Gambell, NDB/DME RWY 34, Orig
Bakersfield, CA, Bakersfield Muni, VOR/DME OR GPS RWY 34, Orig, CANCELLED
Bakersfield, CA, Bakersfield Muni, VOR/DME RWY 34, Orig
Chico, CA, Chico Muni, VOR/DME OR GPS RWY 13L, Amdt 7, CANCELLED
Chico, CA, Chico Muni, VOR/DME RWY 13L, Amdt 7
Chico, CA, Chico Muni, VOR/DME OR GPS RWY 31R, Orig-A, CANCELLED
Chico, CA, Chico Muni, VOR/DME RWY 31R, Orig-A
Marysville, CA, Yuba County, VOR OR GPS RWY 32, Amdt 10C, CANCELLED
Marysville, CA, Yuba County, VOR RWY 32, Amdt 10C
Salinas, CA, Salinas Muni, VOR OR GPS RWY 13, Amdt 11, CANCELLED
Salinas, CA, Salinas Muni, VOR RWY 13, Amdt 11
San Francisco, CA, San Francisco Intl, VOR OR GPS RWY 19L, Amdt 8A, CANCELLED
San Francisco, CA, San Francisco Intl, VOR RWY 19L, Amdt 8A

Santa Rosa, CA, Sonoma County, VOR/
DME OR GPS RWY 14, Amdt 2,
CANCELLED

Santa Rosa, CA, Sonoma County, VOR/
DME RWY 14, Amdt 2

Santa Rosa, CA, Sonoma County, VOR
OR GPS RWY 32, Amdt 19,
CANCELLED

Santa Rosa, CA, Sonoma County, VOR
RWY 32, Amdt 19

Fort Meyers, FL, Page Field, NDB OR
GPS RWY 5, Amdt 5B, CANCELLED

Fort Meyers, FL, Page Field, NDB RWY
5, Amdt 5B

Fort Meyers, FL, Page Field, VOR OR
GPS RWY 13, Orig-A, CANCELLED

Fort Meyers, FL, Page Field, VOR RWY
13, Orig-A

Toccoa, GA, Toccoa RG Letourneau
Field, VOR/DME OR GPS RWY 2,
Orig-A, CANCELLED

Toccoa, GA, Toccoa RG Letourneau
Field, VOR/DME RWY 2, Orig-A

Marietta, GA, Cobb County-McCollum
Field, VOR/DME OR GPS RWY 9,
Orig-B, CANCELLED

Marietta, GA, Cobb County-McCollum
Field, VOR/DME RWY 9, Orig-B

West Union, IA, George L. Scott Muni,
NDB OR GPS RWY 35, Amdt 4,
CANCELLED

West Union, IA, George L. Scott Muni,
NDB RWY 35, Amdt 4

Auburn, IN, De Kalb County, VOR OR
GPS RWY 9, Amdt 7, CANCELLED

Auburn, IN, De Kalb County, VOR RWY
9, Amdt 7

Newton, KS, Newton-City-County, NDB
OR GPS RWY 17, Amdt 3A,
CANCELLED

Newton, KS, Newton-City-County, NDB
RWY 17, Amdt 3A

Lexington, KY, Blue Grass, NDB OR
GPS RWY 4, Amdt 20A, CANCELLED

Lexington, KY, Blue Grass, NDB RWY 4,
Amdt 20A

Bangor, ME, Bangor Intl, VOR OR GPS-
A RWY 15, Amdt 2, CANCELLED

Bangor, ME, Bangor Intl, VOR-A RWY
15, Amdt 2

Bangor, ME, Bangor Intl, NDB OR GPS
RWY 33, Amdt 5, CANCELLED

Bangor, ME, Bangor Intl, NDB RWY 33,
Amdt 5

Flint/Bishop INTL, Flint, MI, NDB OR
GPS RWY 9, Amdt 24, CANCELLED

Flint/Bishop INTL, Flint, MI, NDB RWY
9, Amdt 24

Grand Marais, MN, Grand Marais, Cook
County, NDB OR GPS RWY 27, Orig-
A, CANCELLED

Grand Marais, MN, Grand Marais, Cook
County, NDB RWY 27, Orig-A

Oxford, MS, University-Oxford, VOR/
DME RNAV OR GPS RWY 9, Amdt 2,
CANCELLED

Oxford, MS, University-Oxford, VOR/
DME RNAV RWY 9, Amdt 2

Oxford, MS, University-Oxford, VOR/
DME RNAV OR GPS RWY 27, Amdt
2, CANCELLED

Oxford, MS, University-Oxford, VOR/
DME RNAV RWY 27, Amdt 2

Yazoo City, MS, Yazoo County, VOR/
DME OR GPS RWY 17, Orig,
CANCELLED

Yazoo City, MS, Yazoo County, VOR/
DME RWY 17, Orig

Yazoo City, MS, Yazoo County, VOR/
DME OR GPS RWY 35, Orig-A,
CANCELLED

Yazoo City, MS, Yazoo County, VOR/
DME RWY 35, Orig-A

Lakewood, NJ, Lakewood, VOR OR GPS
RWY 6, Amdt 4, CANCELLED

Lakewood, NJ, Lakewood, VOR RWY 6,
Amdt 4

Newark, NJ, Newark Intl, VOR/DME OR
GPS RWY 22R, Amdt 3, CANCELLED

Newark, NJ, Newark Intl, VOR/DME
RWY 22R, Amdt 3

Sante Fe, NM, Santa Fe Muni, VOR/
DME OR GPS RWY 33, Amdt 9,
CANCELLED

Sante Fe, NM, Santa Fe Muni, VOR
RWY 33, Amdt 9

Lumberton, NC, Lumberton Muni, NDB
OR GPS RWY 5, Amdt 1B,
CANCELLED

Lumberton, NC, Lumberton Muni, NDB
RWY 5, Amdt 1B

Lumberton, NC, Lumberton Muni, VOR
OR GPS RWY 13, Amdt 9B,
CANCELLED

Lumberton, NC, Lumberton Muni, VOR
RWY 13, Amdt 9B

Wadesboro, NC, Anson County, NDB
OR GPS RWY 17, Amdt 1D,
CANCELLED

Wadesboro, NC, Anson County, NDB
RWY 17, Amdt 1D

Washington, NC, Warren Field, NDB OR
GPS RWY 5, Orig-A, CANCELLED

Washington, NC, Warren Field, NDB
RWY 5, Orig-A

Chickasha, OK, Chickasha Muni, VOR/
DME RNAV OR GPS RWY 35, Amdt
1, CANCELLED

Chickasha, OK, Chickasha Muni, VOR/
DME RNAV RWY 35, Amdt 1

Guymon, OK, Guymon Muni, NDB OR
GPS RWY 18, Amdt 5, CANCELLED

Guymon, OK, Guymon Muni, NDB RWY
18, Amdt 5

Ponca City, OK, Ponca City, NDB OR
GPS RWY 17, Amdt 4A, CANCELLED

Ponca City, OK, Ponca City, NDB RWY
17, Amdt 4A

Seminole, OK, Seminole Muni, NDB OR
GPS RWY 16, Amdt 2A, CANCELLED

Seminole, OK, Seminole Muni, NDB
RWY 16, Amdt 2A

Stillwater, OK, Stillwater Muni, VOR
OR GPS RWY 17, Amdt 13A,
CANCELLED

Stillwater, OK, Stillwater Muni, VOR
RWY 17, Amdt 13A

Stillwater, OK, Stillwater Muni, VOR/
DME OR GPS RWY 35, Orig-A,
CANCELLED

Stillwater, OK, Stillwater Muni, VOR/
DME RWY 35, Orig-A
Fayetteville, TN, Fayetteville Muni,
VOR/DME OR GPS RWY 2, Orig-B,
CANCELLED
Fayetteville, TN, Fayetteville Muni,
VOR/DME RWY 2, Orig-B
Fayetteville, TN, Fayetteville Muni,
NDB OR GPS RWY 20, Amdt 3B,
CANCELLED
Fayetteville, TN, Fayetteville Muni,
NDB RWY 20, Amdt 3B
Gallatin, TN, Sumner County Regional,
NDB OR GPS RWY 35, Amdt 1A,
CANCELLED
Gallatin, TN, Sumner County Regional,
NDB RWY 35, Amdt 1A
Jacksboro, TN, Cambell County, NDB
OR GPS RWY 23, Amdt 5,
CANCELLED
Jacksboro, TN, Cambell County, NDB
RWY 23, Amdt 5
Lawrenceburg, TN, Lawrenceburg-
Lawrence-County, NDB OR GPS RWY
17, Amdt 4, CANCELLED
Lawrenceburg, TN, Lawrenceburg-
Lawrence-County, NDB RWY 17,
Amdt 4
Rogersville, TN, Hawkins County, NDB
OR GPS RWY 7, Amdt 2,
CANCELLED
Rogersville, TN, Hawkins County, NDB
RWY 7, Amdt 2
Galveston, TX, Scholes Field, VOR OR
GPS RWY 13, Amdt 2, CANCELLED
Galveston, TX, Scholes Field, VOR RWY
13, Amdt 2
Houston, TX, George Bush
Intercontinental Arpt/Houston, VOR/
DME OR GPS RWY 33R, Amdt 13C,
CANCELLED
Houston, TX, George Bush
Intercontinental Arpt/Houston, VOR/
DME RWY 33R, Amdt 13C
Houston, TX, William P. Hobby, VOR/
DME OR GPS RWY 4, Amdt 17,
CANCELLED
Houston, TX, William P. Hobby, VOR/
DME RWY 4, Amdt 17
Houston, TX, William P. Hobby, VOR
OR GPS RWY 12R, Amdt 18,
CANCELLED
Houston, TX, William P. Hobby, VOR
RWY 12R, Amdt 18
Houston, TX, William P. Hobby, VOR/
DME OR GPS RWY 22, Amdt 24,
CANCELLED
Houston, TX, William P. Hobby, VOR/
DME RWY 22, Amdt 24
Houston, TX, William P. Hobby, VOR/
DME OR GPS RWY 30L, Amdt 16,
CANCELLED
Houston, TX, William P. Hobby, VOR/
DME RWY 30L, Amdt 16
Houston, TX, William P. Hobby, VOR/
DME OR GPS RWY 35, Amdt 2,
CANCELLED
Houston, TX, William P. Hobby, VOR/
DME RWY 35, Amdt 2

Galix/Twin County, Galax/Hillsville,
VA, NDB OR GPS-A, Amdt 6,
CANCELLED
Galix/Twin County, Galax/Hillsville,
VA, NDB-A, Amdt 6

[FR Doc. 99-14611 Filed 6-8-99; 8:45 am]
BILLING CODE 4910-13-M

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 97

[Docket No. 29580; Amdt. No. 1933]

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 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 May 28, 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 by establishing, amending, suspending, or revoking