

Executive Park, Burlington, MA 01803-5299; telephone (781) 238-7130, fax (781) 238-7199.

**SUPPLEMENTARY INFORMATION:** On November 5, 1998, the Federal Aviation Administration (FAA) issued Airworthiness Directive (AD) 98-23-07, amendment 39-10872 (63 FR 63393, November 13, 1998), applicable to certain Pratt & Whitney (PW) Models JT9D-7, -7A, -7H, -7AH, -7F, -7J, -20, -20J, -7Q, -7Q3, -59A, -70A, and -7R4D turbofan engines. That AD requires a one-time acid etch inspection of the turbine exhaust case (TEC) wall between and on either side of the "R" and "S" rails in the engine mount lug area (top quadrant of the case) for the presence of weld material, and if weld material is detected, removal from service and replacement with serviceable parts. That action was prompted by reports of weld rework performed in the outer case wall of the TEC, in the mount lug fillet area, during original production to address local under minimum wall thickness conditions which at the time was considered to have left the TEC's structural capability compromised. That condition, if not corrected, was considered to have the potential to result in TEC structural failure under abnormal operating conditions, which could result in reduced main mount load capability, engine separation from the wing and subsequent loss of control of the airplane.

Since the issuance of that AD, the FAA has reviewed detailed analyses for PW JT9D engine installations (excluding the JT9D-7R4 bulged low pressure turbine/TEC configurations). The analyses show that sufficient margin exists for TECs installed in JT9D-3A, -7, -7A, -7H, -7AH, -7F, -7J, -20, -20J, -7Q, -7Q3, -59A, -70A, and -7R4D engine configurations under abnormal operating conditions. The results also show that there are no flight safety issues resulting from weld rework in the outer case wall of the TEC in the mount lug fillet area.

Welding in the mount lug area of the TEC was performed on several PW JT9D series TECs during original manufacture in order to address case wall thickness that was below the minimum. Since original type certification and at present, cracking and welding are prohibited in the mount lug area in accordance with the Engine Manual, because of concern for structural integrity during abnormal operating conditions. The results of the analyses show that the area where welding is prohibited in the Engine Maintenance Manual can be redefined, such that

welding would only be prohibited on the mount pads.

The FAA has reviewed the analytical results and has determined that welding in the fillets at the base of the "R" and "S" rails and the shell wall does not compromise the structural integrity of the TEC. Therefore, the FAA has determined that it is necessary to rescind AD 98-23-07 in order to prevent operators from performing an unnecessary action. The current AD requires a one-time inspection of the TEC to be performed at the next shop visit. Operators are currently facing the requirement to perform this unnecessary inspection; therefore, it is impractical to provide prior notice and opportunity for public comment before rescinding the current AD.

In addition, since this action rescinds a requirement to perform an unnecessary action, it has no adverse economic impact and imposes no additional burden on any person. Therefore, notice and public procedures hereon are impractical and the rescission may be made effective upon publication in the **Federal Register**.

#### Comments Invited

Although this action is in the form of a final rule that involves requirements affecting flight safety and, thus, was not preceded by notice and an opportunity for public comment, comments are invited on this rule. Interested persons are invited to comment on this rule by submitting such written data, views, or arguments as they may desire. Communications should identify the Rules Docket number and be submitted in triplicate to the address specified under the caption **ADDRESSES**. All communications received on or before the closing date for comments will be considered, and this rule may be amended in light of the comments received. Factual information that supports the commenter's ideas and suggestions is extremely helpful in evaluating the effectiveness of the AD action and determining whether additional rulemaking action would be needed.

Comments are specifically invited on the overall regulatory, economic, environmental, and energy aspects of the rule that might suggest a need to modify the rule. All comments submitted will be available, both before and after the closing date for comments, in the Rules Docket for examination by interested persons. A report that summarizes each FAA-public contact concerned with the substance of this AD will be filed in the Rules Docket.

Commenters wishing the FAA to acknowledge receipt of their comments

submitted in response to this notice must submit a self-addressed, stamped postcard on which the following statement is made: "Comments to Docket Number 98-ANE-21-AD." The postcard will be date stamped and returned to the commenter.

#### The Rescission

Accordingly, pursuant to the authority delegated to me by the Administrator, the Federal Aviation Administration amends part 39 of the Federal Aviation Regulations (14 CFR part 39) as follows:

#### PART 39—AIRWORTHINESS DIRECTIVES

1. The authority citation for part 39 continues to read as follows:

**Authority:** 49 U.S.C. 106(g), 40113, 44701.

#### § 39.13 [Amended]

2. Section 39.13 is amended by removing amendment 39-10872 and adding 98-23-07 R1 to read as follows:

**98-23-07 R1:** Amendment 39-11233. Docket No. 98-ANE-21-AD. Rescinds AD 98-23-07, Amendment 39-10872.

*Applicability:* Pratt & Whitney (PW) Models JT9D-7, -7A, -7H, -7AH, -7F, -7J, -20, -20J, -7Q, -7Q3, -59A, -70A, and -7R4D turbofan engines. These engines are installed on but not limited to Boeing 747 and 767 series, McDonnell Douglas DC-10 series, and Airbus Industrie A300 and A310 series airplanes.

This rescission is effective July 30, 1999.

Issued in Burlington, Massachusetts, on July 15, 1999.

**Mark C. Fulmer,**

*Acting Manager, Engine and Propeller Directorate, Engine Certification Office.*

[FR Doc. 99-19296 Filed 7-29-99; 8:45 am]

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#### DEPARTMENT OF TRANSPORTATION

#### Federal Aviation Administration

#### 14 CFR Part 95

[Docket No. 29678; Amdt. No. 417]

#### IFR Altitudes; Miscellaneous Amendments

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

**ACTION:** Final rule.

**SUMMARY:** This amendment adopts miscellaneous amendments to the required IFR (instrument flight rules) altitudes and changeover points for certain Federal airways, jet routes, or direct routes for which a minimum or maximum en route authorized IFR altitude is prescribed. This regulatory

action is needed because of changes occurring in the National Airspace System. These changes are designed to provide for the safe and efficient use of the navigable airspace under instrument conditions in the affected areas.

**EFFECTIVE DATE:** 0901 UTC, September 9, 1999.

**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 95 of the Federal Aviation Regulations (14 CFR part 95) amends, suspends, or revokes IFR altitudes governing the operation of all aircraft in flight over a specified route or any portion of the route, as well as the changeover points (COPs) for Federal airways, jet routes, or direct routes as prescribed in part 95.

**The Rule**

The specified IFR altitudes, when used in conjunction with the prescribed changeover points for those routes, ensure navigation aid coverage that is adequate for safe flight operations and

free of frequency interference. The reasons and circumstances that create the need for this amendment involve matters of flight safety and operational efficiency in the National Airspace System, are related to published aeronautical charts that are essential to the user, and provide for the safe and efficient use of the navigable airspace. In addition, those various reasons or circumstances require making this amendment effective before the next scheduled charting and publication date of the flight information to assure its timely availability to the user. The effective date of this amendment reflects those considerations. In view of the close and immediate relationship between these regulatory changes and safety in air commerce, I find that notice and public procedure before adopting this amendment are impracticable and contrary to the public interest and that good cause exists for making the amendment 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 95**

Airspace, Navigation (air).

Issued in Washington, D.C. on July 23, 1999.

**L. Nicholas Lacey,**

*Director, Flight Standards Service.*

**Adoption of the Amendment**

Accordingly, pursuant to the authority delegated to me by the Administrator, part 95 of the Federal Aviation Regulations (14 CFR part 95) is amended as follows effective at 0901 UTC, September 9, 1999.

1. The authority citation for part 95 continues to read as follows:

**Authority:** 49 U.S.C. 106(g), 40103, 40106, 401113, 40114, 40120, 44502, 44514, 44719, 44721.

2. Part 95 is amended to read as follows:

**PART 95—[AMENDED]**

**Revisions to IFR Altitudes & Changeover Points**

[Amendment 417 effective date, September 9, 1999]

From	To	MEA
<b>§ 95.6004 VOR Federal Airway 4 Is Amended to Read in Part</b>		
Topeka, KS VORTAC .....	Kansas City, MO VORTAC .....	2700
Kansas City, MO VORTAC .....	Hallsville, MO VORTAC .....	2500
<b>§ 95.6010 VOR Federal Airway 10 Is Amended to Read in Part</b>		
Emporia, KS VORTAC .....	Johnson County, MO VOR/DME .....	2700
Johnson County, KS VOR/DME .....	Napoleon, MO VORTAC .....	3000
<b>§ 95.6012 VOR Federal Airway 12 Is Amended to Read in Part</b>		
Emporia, KS VORTAC .....	Johnson County, KS VOR/DME .....	2700
Johnson County, KS VOR/DME .....	Napoleon, MO VORTAC .....	3000
<b>§ 95.6013 VOR Federal Airway 13 Is Amended to Read in Part</b>		
Napoleon, MO VORTAC .....	Lamoni, IA VORTAC .....	2600
<b>§ 95.6014 VOR Federal Airway 14 Is Amended to Read in Part</b>		
Buffalo, NY VOR/DME .....	Geneseo, NY VOR/DME .....	*6000
*4000—MOCA		
<b>§ 95.6017 VOR Federal Airway 17 Is Amended To Read In Parts</b>		
Milet, TX Fix .....	Somer, TX Fix .....	*4000
*2200—MOCA		
Somer, TX FIX .....	San Antonio, TX VORTAC .....	*3500
*2400—MOCA		

## Revisions to IFR Altitudes &amp; Changeover Points—Continued

[Amendment 417 effective date, September 9, 1999]

From	To	MEA
San Antonio, TX VORTAC .....	Centex, TX VORTAC .....	3500
<b>§ 95.6029 VOR Federal Airway 29 Is Amended To Read in Part</b>		
Pager, NY FIX .....	Watertown, NY VORTAC .....	*2600
*2000—MOCA		
Watertown, NY VORTAC .....	*Letus, NY FIX .....	*3000
*4000—MRA		
*1800—MOCA		
Letus, NY FIX .....	Massena, NY VORTAC .....	*3000
<b>§ 95.6044 VOR Federal Airway 44 Is Amended to Read in Part</b>		
Pawling, NY VOR/DME .....	Group, NY FIX .....	3000
Group, NY FIX .....	Albany, NY VORTAC .....	*2800
<b>§ 95.6061 VOR Federal Airway 61 Is Amended to Read in Part</b>		
Pawnee City, NE VORTAC .....	Robinson, KS VOR/DME .....	2800
Robinson, KS VOR/DME .....	Bowler, KS FIX .....	2600
<b>§ 95.6061 VOR Federal Airway 61 Is Amended to Delete</b>		
Bowler, KS FIX .....	Goldn, MO FIX .....	*4500
*2500—MOCA		
<b>§ 95.6065 VOR Federal Airway 65 Is Amended to Delete</b>		
Lamoni, IA VORTAC .....	Goldn, MO FIX .....	2900
<b>§ 95.6070 VOR Federal Airway 70 Is Amended to Read in Part</b>		
Lafayette, LA VORTAC .....	*Rosey, LA FIX .....	2000
*5000—MRA		
Rosey, LA FIX .....	Baton Rouge, LA VORTAC .....	2000
<b>§ 95.6071 VOR Federal Airway 71 Is Amended to Read in Part</b>		
Hot Springs, AR VOR/DME .....	Ollas, AR FIX .....	*3600
*3100—MOCA		
Ollas, AR FIX .....	Haawk, AR FIX .....	*4500
*2400—MOCA		
Haawk, AR FIX .....	Harrison, AR VOR/DME .....	*4500
<b>§ 95.6084 VOR Federal Airway 84 Is Amended to Read in Part</b>		
Buffalo, NY VOR/DME .....	Geneseo, NY VOR/DME .....	*6000
<b>§ 95.6099 VOR Federal Airway 99 Is Amended to Read in Part</b>		
LaGuardia, NY VOR/DME .....	Outte, CT FIX .....	4000
Outte, CT FIX .....	Sorry, CT FIX .....	10000
<b>§ 95.6116 VOR Federal Airway 116 Is Amended to Read in Part</b>		
Excel, MO FIX .....	Macon, MO VOR/DME .....	*3000
*2300—MOCA		
<b>§ 95.6123 VOR Federal Airway 123 Is Amended to Read in Part</b>		
Robbinsville, NJ VORTAC .....	Minks, NJ FIX .....	2000
Minks, NJ FIX .....	La Guardia, NY, VOR/DME .....	5000
La Guardia, NY VOR/DME .....	Famma, NY FIX .....	2000
Famma, NY FIX .....	Haarp, NY FIX .....	3000
Haarp, NY FIX .....	*Rymes, NY FIX .....	*5000
*5000—MRA.		
*2000—MOCA		
Rymes, NY FIX .....	Carmel, NY VOR/DME .....	2500
Carmel, NY VOR/DME .....	*Wigan, NY FIX .....	3000
*4500—MRA		
Wigan, NY FIX .....	Group, NY FIX .....	3000
Group, NY FIX .....	Albany, NY VORTAC .....	*2800
*2300—MOCA		

## Revisions to IFR Altitudes &amp; Changeover Points—Continued

[Amendment 417 effective date, September 9, 1999]

From	To	MEA
Albany, NY VORTAC ..... *4500—MCA Cambridge VOR/DME N BND **3000—MOCA #ALB R-067 Unusable, Use CAM R-248.	*Cambridge, NY VOR/DME .....	***4000
Cambridge, NY VOR/DME .....	Glens Falls, NY VORTAC .....	4500
<b>§ 95.6157 VOR Federal Airway 157 Is Amended to Read in Part</b>		
Robbinsville, NJ VORTAC .....	Minks, NJ FIX .....	2000
Minks, NJ FIX .....	La Guardia, NY VOR/DME .....	5000
La Guardia, NY VOR/DME .....	Famma, NY FIX .....	2000
Famma, NY FIX .....	Haarp, NY FIX .....	3000
Haarp, NY FIX .....	Kingston, NY VOR/DME .....	*4000
*2700—MOCA		
Kingston, NY VOR/DME .....	*Wigan, NY FIX .....	3000
*4500—MRA		
Wigan, NY FIX .....	Group, NY FIX .....	3000
Group, NY, FIX .....	Albany, NY VORTAC .....	*2800
*2300—MOCA		
<b>§ 95.6159 VOR Federal Airway 159 Is Amended to Read in Part</b>		
Napoleon, MO VORTAC .....	Lasso .....	2600
Lasso .....	St Joseph, MO VORTAC .....	2500
<b>§ 95.6161 VOR Federal Airway 161 Is Amended to Read in Part</b>		
Napoleon, MO VORTAC .....	Lamoni, IA VORTAC .....	2600
<b>§ 95.6165 VOR Federal Airway 165 Is Amended to Read in Part</b>		
Olympia, WA VORTAC .....	Carro, WA FIX .....	*4000
*1900—MOCA		
Carro, WA FIX .....	Arpee, WA FIX .....	*6000
*5200—MOCA		
<b>§ 95.6165 VOR Federal Airway 165 Is Amended by Adding</b>		
Arpee, WA FIX .....	Diggn, WA FIX .....	*5000
*2700—MOCA		
Diggn, WA FIX .....	Penn Cove, WA VOR/DME .....	*5000
*2100—MOCA		
Penn Cove, WA VOR/DME .....	Islnd, WA FIX .....	*5000
*1500—MOCA		
Islnd, WA FIX .....	Candl, WA FIX .....	*5000
*2800—MOCA		
Candl, WA FIX .....	Bellingham, WA VORTAC .....	*4000
*1900—MOCA		
<b>§ 95.6194 VOR Federal Airway 194 Is Amended to Read in Part</b>		
Lafayette, LA VORTAC .....	*Rosey, LA FIX .....	2000
*5000—MRA		
Rosey, LA FIX .....	Baton Rouge, LA VORTAC .....	2000
Liberty, NC VORTAC .....	Raleigh/Durham, NC VORTAC .....	3000
<b>§ 95.6205 VOR Federal Airway 205 is Amended to Read in Part</b>		
Bradley, CT VORTAC .....	Putnam, CT VOR/DME .....	3000
<b>§ 95.6267 VOR Federal Airway 267 is Amended to Read in Part</b>		
Craig, FL VORTAC .....	*Baxley, GA FIX .....	3000
*3000—MRA		
<b>§ 95.6287 VOR Federal Airway 287 is Amended to Read in Part</b>		
Olympia, WA Vortac .....	Carro, WA Fix .....	*4000
*1900—MOCA		
Carro, WA FIX .....	*Arpee, WA FIX .....	**6000
*4700—MCA Arpee FIX S Bnd		
**5200—MOCA		

## Revisions to IFR Altitudes &amp; Changeover Points—Continued

[Amendment 417 effective date, September 9, 1999]

From	To	MEA
<b>§ 95.6287 VOR Federal Airway 287 is Amended to Read in Part</b>		
Arpee, WA FIX .....	Lofal, WA FIX .....	4000
Lofal, WA FIX .....	Paine, WA VOR/DME .....	*3000
*1800—MOCA		
Paine, WA VOR/DME .....	Penn Cove, WA VOR/DME .....	*3000
*1800—MOCA		
<b>§ 95.6323 VOR Federal Airway 323 is Amended to Read in Part</b>		
Montgomery, AL VORTAC .....	Peech, AL FIX .....	2400
<b>§ 95.6409 VOR Federal Airway 409 is Amended to Read in Part</b>		
Liberty, NC VORTAC .....	Raleigh/Durham, NC VORTAC .....	3000
<b>§ 95.6423 VOR Federal Airway 423 is Amended to Read in Part</b>		
Pager, NY FIX .....	Watertown, NY VORTAC .....	*2600
*2000—MOCA.		
<b>§ 95.6441 VOR Federal Airway 441 is Amended to Read in Part</b>		
Monia, FL FIX .....	Brunswick, GA VORTAC .....	3000
<b>§ 95.6451 VOR Federal Airway 451 is Amended to Read in Part</b>		
Nessi, CT FIX .....	Keyed, NY FIX .....	2500
Keyed, NY FIX .....	Cream, NY FIX .....	2000
Cream, NY FIX .....	Groton, CT VOR/DME .....	6000
<b>§ 95.6483 VOR Federal Airway 483 is Amended to Read in Part</b>		
Rymes, NY FIX .....	Carmel, NY VOR/DME .....	2500
<b>§ 95.6502 VOR Federal Airway 502 is Amended to Read in Part</b>		
Emporia, KS VORTAC .....	Kansas City, MO VORTAC .....	3100
Kansas City, MO VORTAC .....	Braymer, MO VOR/DME .....	2600
Braymer, MO VOR/DME .....	Kirksville, MO VOTAC .....	2900
<b>§ 95.6508 VOR Federal Airway 508 is Amended to Read in Part</b>		
Topeka, KS VORTAC .....	Rugbb, KS FIX .....	2800
Rugbb, KS FIX .....	Johnson County, KS VOR/DME .....	2600
<b>§ 95.6534 VOR Federal Airway 534 is Amended to Read in Part</b>		
Little Rock, AR VORTAC .....	Bibbs, AR FIX .....	3500
Bibbs, AR FIX .....	Haawk, AR FIX .....	*4500
*2500—MOCA		
Haawk, AR FIX .....	*Scran, AR FIX .....	*4500
*3300—MRA		
*3100—MOCA		
SCRAN, AR FIX .....	*Drano, AR FIX .....	*3500
*3000—MRA		
*3000—MOCA		
DRANO, AR FIX .....	Fort Smith, AR VORTAC .....	*2600
*2100—MOCA		
<b>§ 95.6401 1 Hawaii VOR Federal Airway is Amended to Read in Part</b>		
Rowin, HI FIX .....	Jessi, HI FIX .....	*7000
*1200—MOCA		
Jessi, HI FIX .....	*Lavas, HI FIX .....	*7000
*7000—MRA		
*1200—MOCA		
Lavas, HI FIX .....	Maken, HI FIX .....	*7000
*5000—MOCA		
Maken, HI FIX .....	Harpo, HI FIX .....	5000
Harpo, HI FIX .....	Maui, HI VORTAC .....	6000
<b>§ 95.6402 2 Hawaii VOR Federal Airway is Amended to Read in Part</b>		
Lanai, HI VORTAC .....	Keiki, HI FIX .....	5000
Keiki, HI FIX .....	Camps, HI FIX .....	*5000
*1200—MOCA		
Camps, HI FIX .....	Harpo, HI FIX .....	*5000

## Revisions to IFR Altitudes &amp; Changeover Points—Continued

[Amendment 417 effective date, September 9, 1999]

From	To	MEA
*1200 MOCA Harpo, HI FIX .....	Maken, HI FIX .....	5000
Maken, HI FIX .....	Upolu Point, HI vortac .....	5000
<b>§ 95.6403 3 Hawaii VOR Federal Airway is Amended to Read in Part</b>		
Mynah, HI FIX .....	*Jason, HI FX .....	.....
*4700—MCA Jason FIX NE BND	3500.	.....
Jason, HI FIX .....	Kamuela, VOR/DME .....	6500
<b>§ 95.6405 5 Hawaii VOR Federal Airway is Amended to Read in Part</b>		
Kona HI VORTAC .....	*Mynah, HI FIX .....	5000
*3500—MCA Mynah FIX SE BND	.....	2000
Mynah, HI FIX .....	Hefti, HI FIX .....	2000
Hefti, I FIX .....	Maken, HI FIX .....	.....
NW BND	.....	*8000
SE BND	.....	*7000
*5500—MOCA	.....	.....
<b>§ 95.6406 6 Hawaii VOR Federal Airway is Amended to Read in Part</b>		
Blush, HI FIX .....	Plumb, HI FIX .....	*5000
*1200—MOCA	.....	.....
Plumb, HI FIX .....	Maui, HI VOTAC .....	5000
<b>§ 95.6408 8 Hawaii VOR Federal Airway is Amended to Read in Part</b>		
Molokai, HI Vortac .....	Blush, HI FIX .....	5000
Blush, HI FIX .....	Fishe, HI FIX .....	*4000
*1200—MOCA	.....	.....
<b>§ 95.6411 11 Hawaii VOR Federal Airway is Amended to Read in Part</b>		
Reefs, HI FIX .....	Mynah, HI FIX .....	2000
Mynah, HI FIX .....	*Flitt, HI FIX .....	2000
*4500—MCA FLITT N BND	.....	.....
Barby, HI FIX .....	Sweep, HI FIX .....	*5000
*3000—MOCA	.....	.....
Sweep, HI FIX .....	Opana, HI FIX .....	*5000
*3000—MOCA	.....	.....
Opana, HI FIX .....	Maui, HI VORTAC .....	5000
<b>§ 95.6415 15 Hawaii VOR Federal Airway is Amended to Read in Part</b>		
*Molokai, HI VORTAC .....	Loret, HI FIX .....	7000
*5000—MCA MOLOKAI VORTAC E BND	.....	.....
*Loret, HI FIX .....	**Maui, HI VORTAC .....	8000
*7800—MCA LORET FIX E BND	.....	.....
*6800—MCA Maui, VORTAC W BND	.....	.....
Maui, HI FIX .....	Barby, HI FIX .....	7000
Barby, HI FIX .....	*Rabat, HI FIX .....	*10000
*1000—MRA	.....	.....
*1200—MOCA	.....	.....
<b>§ 95.6416 16 Hawaii VOR Federal Airway is Amended to Read in Part</b>		
Lanai, HI.	.....	.....
*7000—MRA VORTAC	*Lavas, HI FIX .....	4300
<b>§ 95.6417 17 Hawaii VOR Federal Airway is Amended to Read in Part</b>		
Harpo, HI FIX .....	Maui, HI VORTAC .....	6000
Stait, HI FIX .....	Fredi, HI FIX .....	*17000
*1200—MOCA	.....	.....
Fredi, HI FIX .....	Rexie, HI FIX .....	*28000
*1200—MOCA	.....	.....
<b>§ 95.6420 20 Hawaii VOR Federal Airway is Amended to Read in Part</b>		
Typho, HI FIX .....	Andes, HI FIX .....	*3000
*1200—MOCA	.....	.....
Andes, HI FIX .....	*Robyn, HI FIX .....	3000

## Revisions to IFR Altitudes &amp; Changeover Points—Continued

[Amendment 417 effective date, September 9, 1999]

From		To		MEA	
*3800—MCA ROBYIN FIX SE BND					
§ 95.6421 21 Hawaii VOR Federal Airway is Amended to Read in Part					
Lana1, HI VORTAC .....		Keiki, HI FIX .....		5000	
Keiki, HI FIX .....		Camps, HI FIX .....		*5000	
*1200—MOCA					
Camps, HI FIX .....		*Harpo, HI FIX .....		**5000	
*8100—MCA HARPO FIX E BND					
**1200—MOCA					
Harpo, HI FIX .....		Funk1, HI FIX .....		*10000	
*9000—MOCA					
Funk1, HI FIX .....		*Pumic, HI FIX .....		10000	
*10000—MRA					
§ 95.6422 22 Hawaii VOR Federal Airway is Amended to Read in Part					
*Molokai, HI VORTAC .....		Plumb, HI FIX .....		7000	
*5000—MCA Molokai VORTAC E BND					
Plumb, HI FIX .....		Maui, HI FIX .....		5000	
Maui, HI VORTAC .....		*Barby, HI FIX .....		7000	
*10500—MCA Barby FIX SE BND					
§ 95.6423 23 Hawaii VOR Federal Airway is Amended to Read in Part					
Upolu Point, HI VORTAC .....		Jessi, HI FIX .....		*6000	
*5000—MOCA					
Jessi, HI FIX .....		Fires, HI FIX .....		6000	
§ 95.6424 24 Hawaii VOR Federal Airway is Amended to Read in Part					
*Lanai, HI VORTAC .....		**Maui, HI VORTAC .....		***9000	
*5100—MCA Lanai VORTAC NE BND					
**6700—MCA Maui VORTAC SW BND					
***7800—MOCA					
§ 95.6425 25 Hawaii VOR Federal Airway is Amended to Read in Part					
Coddy, HI FIX .....		Arrow, HI FIX .....		26000	
Arrow, HI FIX .....		Cluts, HI FIX .....		*26000	
**1200—MOCA					
From		To		MEA	MAA
§ 95.7078 Jet Route No. 78 Is Amended to Read in Part					
Farmington, MO VORTAC .....		Pocket City, IN VORTAC .....		18000	45000
Pocket City, IN VORTAC .....		Louisville, KY VORTAC .....		18000	45000
§ 95.7112 Jet Route No. 112 Is Amended to Read in Part					
Farmington, MO VORTAC .....		Pocket City, IN VORTAC .....		18000	45000
Pocket City, IN VORTAC .....		Louisville, KY VORTAC .....		18000	45000
From	To	Changeover points			
		distance			from
§ 95.8003 VOR Federal Airway Changeover Points Airway Segment					
V-12 Is Amended to Add Changeover Point					
Emporia, KS VORTAC .....	Johnson County, MO VOR/ DME.				49   Emporia
V-13 Is Amended to Add Changeover Point					
Napoleon, MO VORTAC .....	LaMonia, IA VORTAC .....				40   Napoleon
V-123 Is Amended to Add Changeover Point					
Woodstown, NJ VORTAC .....	Robbinsville, NJ VORTAC .....				19   Woodstown
V-157 Is Amended to Add Changeover Point					
Woodstown, NJ VORTAC .....	Robbinsville, NJ VORTAC .....				19   Woodstown
V-161 Is Amended to Add Changeover Point					
Napoleon, MO VORTAC .....	Lamoni, IA VORTAC .....				40   Napoleon
V-534 Is Amended to Add Changeover Point					
Little Rock, AR VORTAC .....	Fort Smith, AR VORTAC .....				58   Little Rock

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BILLING CODE 4910-13-M

## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### 14 CFR Part 97

[Docket No. 29666; Amdt. No. 1942]

#### 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 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 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 July 23, 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 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: