

## DEPARTMENT OF TRANSPORTATION

## Federal Aviation Administration

## 14 CFR Part 71

[Airspace Docket No. 99-ASO-9]

**Amendment of Class E Airspace;  
Roosevelt Roads NS (Ofstie Field), PR**AGENCY: Federal Aviation  
Administration (FAA), DOT.

ACTION: Final rule.

**SUMMARY:** This amendment modifies Class E airspace at Roosevelt Roads NS (Ofstie Field), PR. A Global Positioning System (GPS) Runway (RWY) 9 Standard Instrument Approach Procedure (SIAP) has been developed for Antonio Rivera Rodriguez Airport. As a result, additional controlled airspace extending upward from 700 feet Above Ground Level (AGL) is needed to accommodate the SIAP and for Instrument Flight Rules (IFR) operations at Antonio Rivera Rodriguez Airport. The operating status of the airport will change from Visual Flight Rules (VFR) to include IFR operations concurrent with the publication of the SIAP.

EFFECTIVE DATE: 0901 UTC, November 4, 1999.

**FOR FURTHER INFORMATION CONTACT:** Nancy B. Shelton, Manager, Airspace Branch, Air Traffic Division, Federal Aviation Administration, P.O. Box 20636, Atlanta, Georgia 30320; telephone (404) 305-5627.

**SUPPLEMENTARY INFORMATION:****History**

On June 30, 1999, the FAA proposed to amend part 71 of the Federal Aviation Regulations (14 CFR part 71) by amending Class E airspace at Roosevelt Roads NS (Ofstie Field), PR (64 FR 35100). This action provides adequate Class E airspace for IFR operations at the Antonio Rivera Rodriguez Airport. Designations for Class E airspace extending upward from 700 feet or more above the surface are published in paragraph 6005 of FAA Order 7400.9F, dated September 10, 1998, and effective September 16, 1998, which is incorporated by reference in 14 CFR part 71.1. The Class E designation listed in this document will be published subsequently in the Order.

Interested parties were invited to participate in this rulemaking proceeding by submitting written comments on the proposal to the FAA. No comments objecting to the proposal were received.

**The Rule**

This amendment to part 71 of the Federal Aviation Regulations (14 CFR part 71) amends Class E airspace at Roosevelt Roads NS (Ofstie Field), PR, for the Antonio Rivera Rodriguez Airport.

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. 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).

**Adoption of the 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; EO 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 7400.9F, Airspace Designations and Reporting Points, dated September 10, 1998, and effective September 16, 1998, is amended as follows:

\* \* \* \* \*

*Paragraph 6005 Class E Airspace Areas  
Extending Upward from 700 feet or More  
above the Surface of the Earth.*

\* \* \* \* \*

**ASO PR E5 Roosevelt Roads NS (Ofstie Field), PR [Revised]**

Roosevelt Roads NS (Ofstie Field), PR  
Lat. 18°14'53" N, long. 65°37'59" W  
Antonio Rivera Rodriguez Airport, PR

(Lat. 18°08'07" N, long. 65°29'30" W)

That airspace extending upward from 700 feet or more above the surface of the earth within a 12-mile radius of Roosevelt Roads NS (Ofstie Field) Airport and within a 6.5-mile radius of Antonio Rivera Rodriguez Airport, excluding that portion within the San Juan, PR, Class E airspace area and that portion within Restricted Area R-7104.

\* \* \* \* \*

Issued in College Park, Georgia, on August 3, 1999.

**Nancy B. Shelton,**

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

[FR Doc. 99-21034 Filed 8-12-99; 8:45 am]

BILLING CODE 4910-13-M

## DEPARTMENT OF TRANSPORTATION

## Federal Aviation Administration

## 14 CFR Part 97

[Docket No. 29683; Amdt. No. 1944]

**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 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 effective 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; 2. 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 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 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 § 97.20 of the Federal Aviation Regulations (FAR). The applicable FAA Forms are identified as FAA Forms 8260-3, 8260-4, and 8260-5. 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 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 (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 is effective upon publication of each separate SIAP as contained in the transmittal. Some

SIAP amendments may have been previously issued by the FAA in a National Flight Data Center (NFDC) 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 some SIAP amendments may require making them effective in less than 30 days. For the remaining SIAPs, an effective date at least 30 days after publication is provided.

Further, 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 SIAPs, the TERPS criteria were applied to the conditions existing or anticipated at the affected airports. 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 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 August 6, 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:

**Authority:** 49 U.S.C. 106(g), 40103, 40113, 40120, 44701; 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 September 9, 1999*

Jacksonville, FL, Cecil Field, GPS RWY 9R, Orig  
Jacksonville, FL, Cecil Field, GPS RWY 18L, Orig  
Jacksonville, FL, Cecil Field, GPS RWY 27L, Orig  
Jacksonville, FL, Cecil Field, GPS RWY 36R, Orig  
Emporia, KS, Emporia Muni, GPS RWY 1, Orig  
Corpus Christi, TX, Corpus Christi Intl, NDB RWY 13, Amdt 25  
Corpus Christi, TX, Corpus Christi Intl, VOR OR TACAN RWY 17, Amdt 27  
Corpus Christi, TX, Corpus Christi Intl, LOC RWY 31, Amdt 6  
Corpus Christi, TX, Corpus Christi Intl, ILS RWY 13, Amdt 26  
Corpus Christi, TX, Corpus Christi Intl, ILS RWY 35, Amdt 11  
Corpus Christi, TX, Corpus Christi Intl, GPS RWY 13, Orig  
Corpus Christi, TX, Corpus Christi Intl, GPS RWY 17, Orig  
Corpus Christi, TX, Corpus Christi Intl, GPS RWY 31, Orig  
Corpus Christi, TX, Corpus Christi Intl, GPS RWY 35, Orig  
Falfurrias, TX, Brooks County, NDB RWY 35, Amdt 1  
Falfurrias, TX, Brooks County, GPS RWY 17, Orig  
Falfurrias, TX, Brooks County, GPS RWY 35, Orig  
Hebbronville, TX, Jim Hogg County, NDB RWY 13, Amdt 3  
Hebbronville, TX, Jim Hogg County, GPS RWY 13, Amdt 1  
Kingsville, TX, Kleberg County, NDB RWY 13, Amdt 5  
Kingsville, TX, Kleberg County, GPS RWY 13, Orig  
Robstown, TX, Nueces County, VOR/DME-A, Amdt 3  
Robstown, TX, Nueces County, GPS RWY 13, Orig

Sinton, TX, San Patricio County, VOR/DME RWY 14, Amdt 1  
 Sinton, TX, San Patricio County, VOR RWY 32, Amdt 8  
 Sinton, TX, San Patricio County, GPS RWY 14, Orig  
 Sinton, TX, San Patricio County, GPS RWY 32, Orig

. . . *Effective October 7, 1999*

Gainesville, FL, Gainesville Regional, RADAR-1, Orig  
 Leesburg, FL, Leesburg Regional, GPS RWY 13, Amdt 1  
 Leesburg, FL, Leesburg Regional, GPS RWY 31, Amdt 1  
 Punta Gorda, FL, Charlotte County, GPS RWY 3, Orig  
 Punta Gorda, FL, Charlotte County, GPS RWY 15, Orig  
 Punta Gorda, FL, Charlotte County, GPS RWY 21, Orig  
 Punta Gorda, FL, Charlotte County, GPS RWY 33, Orig  
 Punta Gorda, FL, Charlotte County, VOR/DME RNAV or GPS RWY 27, Orig, CANCELLED  
 Baltimore, MD, Baltimore-Washington Intl, GPS RWY 4, Orig  
 Baltimore, MD, Baltimore-Washington Intl, GPS RWY 15L, Orig  
 Baltimore, MD, Baltimore-Washington Intl, GPS RWY 22, Orig  
 Duluth, MN, Duluth Intl, VOR OR TACAN OR GPS RWY 3, Amdt 19  
 Duluth, MN, Duluth Intl, VOR/DME OR TACAN RWY 21, Amdt 14  
 Duluth, MN, Duluth Intl, ILS RWY 9, Amdt 19  
 Duluth, MN, Duluth Intl, ILS RWY 27, Amdt 8  
 Duluth, MN, Duluth Intl, RADAR-1, Amdt 20  
 Perryville, MO, Perryville Muni, GPS RWY 2, Orig  
 Perryville, MO, Perryville Muni, GPS RWY 20, Orig  
 Seward, NE, Seward Municipal, GPS RWY 16, Orig  
 Seward, NE, Seward Municipal, GPS RWY 34, Orig  
 Solon Springs, WI, Solon Springs Muni, NDB OR GPS RWY 19, Amdt 2

. . . *Effective November 4, 1999*

Red Bluff, CA, Red Bluff Muni, GPS RWY 15, Orig  
 Red Bluff, CA, Red Bluff Muni, GPS RWY 33, Orig  
 Miami, FL, Opa Locka, VOR/DME RNAV RWY 9L, Orig, CANCELLED  
 Miami, FL, Opa Locka, VOR/DME RNAV RWY 27R, Orig, CANCELLED  
 Monroe, LA, Monroe Regional, VOR/DME RWY 4, Amdt 1  
 Monroe, LA, Monroe Regional, VOR RWY 22, Amdt 4  
 Monroe, LA, Monroe Regional, ILS RWY 4, Amdt 21

Monroe, LA, Monroe Regional, GPS RWY 4, Orig  
 Monroe, LA, Monroe Regional, GPS RWY 22, Orig  
 Fairfield, IL, Fairfield Muni, NDB RWY 9, Amdt 3  
 Fairfield, IL, Fairfield Muni, GPS RWY 9, Orig  
 French Lick, IN, French Lick Muni, GPS RWY 8, Orig  
 French Lick, IN, French Lick Muni, GPS RWY 26, Orig  
 Logansport, IN, Logansport Muni, GPS RWY 9, Orig  
 Logansport, IN, Logansport Muni, GPS RWY 27, Orig  
 Clarinda, IA, Schenck Field, NDB-A, Amdt 5  
 Clarinda, IA, Schenck Field, GPS RWY 2, Orig  
 Clarinda, IA, Schenck Field, GPS RWY 20, Orig  
 Jackson, MN, Jackson Muni, NDB OR GPS RWY 13, Amdt 9  
 Jackson, MN, Jackson Muni, GPS RWY 31, Amdt 1  
 Macon, MO, Macon-Fower Meml, VOR RWY 2, Amdt 1  
 Macon, MO, Macon-Fower Meml, VOR/DME OR GPS RWY 20, Amdt 1  
 Macon, MO, Macon-Fower Meml, GPS RWY 2, Orig  
 Albuquerque, NM, Albuquerque/Double Eagle II, GPS RWY 22, Orig  
 London, OH, Madison County, NDB RWY 9, Amdt 8  
 London, OH, Madison County, GPS RWY 9, Amdt 1  
 London, OH, Madison County, GPS RWY 27, Orig  
 Guthrie, OK, Guthrie Muni, GPS RWY 16, Orig  
 McAlester, OK, McAlester Regional, GPS RWY 1, Orig  
 McAlester, OK, McAlester Regional, GPS RWY 19, Orig  
 Oklahoma City, OK, Wiley Post, GPS RWY 17L, Orig  
 Oklahoma City, OK, Wiley Post, GPS RWY 35R, Orig  
 Columbia-Mt. Pleasant, TN, Maury County, GPS RWY 24, Orig  
 Millington, TN, Millington Muni, GPS RWY 4, Orig  
 Portland, TN, Portland Muni, GPS RWY 19, Orig  
 Llano, TX, Llano Muni, GPS RWY 17, Amdt 1  
 Llano, TX, Llano Muni, GPS RWY 35, Amdt 1  
 San Antonio, TX, San Antonio Intl, GPS RWY 21, Orig  
 Cable, WI, Cable Union, VOR/DME OR GPS-A, Amdt 5, CANCELLED  
 Cable, WI, Cable Union, NDB OR GPS-B, Amdt 10  
 Cable, WI, Cable Union, VOR/DME RNAV OR GPS RWY 34, Amdt 4, CANCELLED

Cable, WI, Cable Union, GPS RWY 34, Orig  
 Hayward, WI, Sawyer County, VOR/DME OR GPS RWY 2, Amdt 1, CANCELLED  
 Hayward, WI, Sawyer County, VOR RWY 20, Amdt 6, CANCELLED  
 Hayward, WI, Sawyer County, NDB RWY 20, Amdt 13  
 Hayward, WI, Sawyer County, GPS RWY 2, Orig  
 Hayward, WI, Sawyer County, GPS RWY 20, Orig  
 Logan, WV, Logan County, GPS RWY 6, Orig  
 Logan, WV, Logan County, GPS RWY 24, Orig

[FR Doc. 99-21031 Filed 8-12-99; 8:45 am]

BILLING CODE 4910-13-M

## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### 14 CFR Part 97

[Docket No. 29684; Amdt. No. 1945]

#### 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.