

REVISIONS TO IFR ALTITUDE & CHANGEOVER POINTS—Continued  
 [Amendment 416, effective July 15, 1999]

From	To	MEA
*1000—MRA **7700—MOCA Gashe, OR FIX ..... *8000—MOCA	Kimberly, OR VORTAC .....	*9200
<b>§ 95.6595 VOR Federal Airway 595 Is Amended To Read in Part</b>		
Jefsn, OR FIX ..... NW BND ..... SE BND ..... *9300—MCA Harzl FIX SE BND *7200—MRA	*Harzl, OR FIX ..... .....	8000 12600

From	To	MEA	MAA
<b>§ 95.7001 JET ROUTES</b>			
<b>§ 95.7012 Jet Route No. 12 Is Amended To Read in Part</b>			
Twin Falls, ID VORTAC .....	Salt Lake City, UT VORTAC .....	22000	45000
<b>§ 95.7015 Jet Route No. 15 Is Amended To Read in Part</b>			
Salt Lake City, UT VORTAC .....	Twin Falls, ID VORTAC .....	22000	45000

From	To	Changeover Points	
		Distance	From
<b>§ 95.8003 VOR FEDERAL AIRWAY CHANGEOVER POINTS AIRWAY SEGMENT Is Amended To Modify Changeover Point (V-13)</b>			
Lufkin, TX VORTAC .....	Belcher, LA VORTAC .....	64	Lufkin.
<b>Is Amended To Modify Changeover Point (V-15)</b>			
Pulaski, VA VORTAC .....	Bluefield, WV VORTAC .....	10	Pulaski.
<b>Is Amended To Modify Changeover Point (V-59)</b>			
Pulaski, VA VORTAC .....	Beckley, WV VORTAC .....	10	Pulaski.
<b>Is Amended To Modify Changeover Point (V-214)</b>			
Bellaire, OH VOR/DME .....	Grantsville, MD VOR/DME .....	39	Bellaire.
<b>Is Amended To Modify Changeover Point (V-273)</b>			
Hancock, NY VOR/DME .....	Georgetown NY VORTAC .....	31	Hancock.
<b>Is Amended To Modify Changeover Point (V-465)</b>			
Dunoir, WY VOR/DME VORTAC .....	Billings, MT VORTAC .....	45	Dunoir.
<b>Is Amended To Modify Changeover Point (V-500)</b>			
Newberg, OR VORTAC .....	Kimberly, OR VORTAC .....	79	Newberg.
<b>Is Amended To Modify Changeover Point (V-505)</b>			
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
- 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