

FDC Date	State	City	Airport	FDC No.	SIAP
02/18/99	CA	CONCORD	BUCHANAN FIELD	9/0981	NDB OR GPS RWY 19R ORIG...
02/18/99	MT	LIBBY	LIBBY	9/0970	GPS-A, ORIG...
02/18/99	NC	ASHEVILLE	ASHEVILLE REGIONAL	9/0991	NDB OR GPS RWY 34 AMDT 18A...
02/18/99	NC	ASHEVILLE	ASHEVILLE REGIONAL	9/0992	ILS RWY 34 AMDT 23B...
02/18/99	OK	TULSA	TULSA INTL	9/0966	ILS RWY 18L, AMDT 13B...
02/19/99	MI	LAKEVIEW	LAKEVIEW AIRPORT-GRIFFITH FIELD.	9/0994	VOR/DME RWY 9, ORIG...
02/22/99	SC	COLUMBIA	COLUMBIA METROPOLITAN	9/1023	RADAR 1 AMDT 9...
02/22/99	SC	COLUMBIA	COLUMBIA METROPOLITAN	9/1024	ILS RWY 5 ORIG...
02/22/99	SC	COLUMBIA	COLUMBIA METROPOLITAN	9/1034	VOR/DME RNAV OR GPS RWY 5 ORIG-A...
02/25/99	AR	LITTLE ROCK	ADAMS FIELD	9/1112	GPS RWY 18, ORIG...
02/25/99	AR	PINE BLUFF	GRIDER FIELD	9/1111	VOR/DME RWY 35, AMDT 11...
02/25/99	CA	LINCOLN	LINCOLN REGIONAL/KARL HARDER FIELD.	9/1116	GPS RWY 15 ORIG...
02/25/99	FL	JACKSONVILLE	CRAIG MUNI	9/1123	ILS RWY 32, AMDT 3B...
02/25/99	FL	JACKSONVILLE	CRAIG MUNI	9/1124	VOR/DME OR GPS RWY 32, ORIG...
02/25/99	KY	ASHLAND	ASHLAND-BOYD COUNTY	9/1133	SDF RWY 10 AMDT 6...
02/25/99	MT	HAVRE	HAVRE-CITY-COUNTY	9/1100	VOR OR GPS RWY 7
02/25/99	MT	HAVRE	HAVRE-CITY-COUNTY	9/1101	VOR OR GPS RWY 25, AMDT 8A...
02/25/99	PA	WELLSBORO	GRAND CANYON STATE	9/1102	VOR OR GPS-A AMDT 5...
02/25/99	PA	WELLSBORO	GRAND CANYON STATE	9/1103	GPS RWY 28 ORIG...
02/25/99	VI	(CHRISTIANSTED)	HENRY E. ROHLSSEN	9/1079	ROIX, VI NDB RWY 9 AMDT 12...
03/01/99	CA	FULLERTON	FULLERTON MUNI	9/1184	VOR OR-GPS A AMDT 6B...
03/01/99	CA	FULLERTON	FULLERTON MUNI	9/1185	LOC RWY 24 AMDT 3B...
03/02/99	KY	ASHLAND	ASHLAND-BOYD COUNTY	9/1196	VOR OR GPS RWY 10 AMDT 10...
03/03/99	AK	NENANA	NENANA	9/1216	NDB OR GPS RWY 3L, AMDT 1A...

[FR Doc. 99-6636 Filed 3-17-99; 8:45 am]

BILLING CODE 4910-13-M

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 97

[Docket No. 29487; Amdt. No. 1919]

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 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 Headquarter 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,

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 Standards 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 (FAA). 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 March 5, 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 March 25, 1999*

Jasper, AL, Walker County-Bevill Field, LOC/DME RWY 27, Orig, CANCELLED

Jasper, AL, Walker County-Bevill Field, ILS/DME RWY 27, Orig

Indianapolis, IN, Indianapolis Intl, ILS RWY 5R, Amdt 2

Indianapolis, IN, Indianapolis Intl, ILS RWY 23L, Amdt 2

. . . *Effective April 22, 1999*

Ruston, LA, Ruston Regional, GPS RWY 18, Amdt 1

Ruston, LA, Ruston Regional, GPS RWY 36, Orig

Sault Ste. Marie, MI, Sault Ste. Marie Muni/Sanderson Field, VOR OR GPS RWY 32, Amdt 2

Memphis, TN, Memphis Intl, ILS RWY 36R, Amdt 2

Arlington, TX, Arlington Muni, VOR/DME RWY 34, Orig

Arlington, TX, Arlington Muni, VOR/DME RWY 34, Orig-A, CANCELLED

. . . *Effective May 20, 1999*

King Salmon, AK, King Salmon, AK, GPS RWY 11, Orig

King Salmon, AK, King Salmon, AK, GPS RWY 29, Orig

Fort Huachuca-Sierra Vista, AZ, Libby AAF-Sierra Vista Muni, VOR RWY 26, Amdt 3

Fort Huachuca-Sierra Vista, AZ, Libby AAF-Sierra Vista Muni, NDB RWY 26, Amdt 3

Fort Huachuca-Sierra Vista, AZ, Libby AAF-Sierra Vista Muni, ILS RWY 26, Amdt 2

For Huachuca-Sierra Vista, AZ, Libby AAF-Sierra Vista Muni, GPS RWY 26, Orig

Crescent City, CA, Jack McNamara Field, GPS RWY 11, Orig

Crescent City, CA, Jack McNamara Field, GPS RWY 35, Orig

Hollister, CA, Hollister Muni, GPS RWY 31, Amdt 1

Orlando, FL, Orlando Intl, ILS RWY 17, Amdt 2

Orlando, FL, Orlando Intl, ILS RWY 18R, Amdt 5

Orlando, FL, Orlando Intl, ILS RWY 35, Amdt 3

Orlando, FL, Orlando Intl, ILS RWY 36R, Amdt 6

Orlando, FL, Orlando Intl, GPS RWY 36L, Amdt 1

St. Augustine, FL, St. Augustine, GPS RWY 31, Orig

Lanai City, HI, Lanai, ILS RWY 3, Orig

Dodge Center, MN, Dodge Center, VOR OR GPS-A, Amdt 2

Dodge Center, MN, Dodge Center, GPS RWY 34, Amdt 1

Columbia, SC, Columbia Metropolitan, GPS RWY 5, Orig

Columbia, SC, Columbia Metropolitan, GPS RWY 23, Orig

Provo, UT, Provo Muni, ILS RWY 13, Orig

Provo, UT, Provo Muni, ILS RWY 13, Amdt 4, CANCELLED

Wise, VA, Lonesome Pine, GPS RWY 6, Orig

Wise, VA, Lonesome Pine, GPS RWY 24, Orig

Wise, VA, Lonesome Pine, VOR/DME RNAV OR GPS RWY 24, Amdt 2, CANCELLED

The FAA published the following amendment in Docket No. 29454, Amdt No. 1911 to Part 97 of the Federal Aviation Regulations (Vol 64, No. 23 Page 5595; dated Thursday, February 4, 1999), under Section 97.23 effective 25 February 1999 is hereby rescinded:

Victorville, CA, VOR/DME RWY 17, Orig

The FAA published the following amendment in Docket No. 29454, Amdt No. 1911 to Part 97 of the Federal Aviation Regulations (Vol 64, No. 23, Page 5595; dated Thursday, February 4, 1999), under Section 97.23 effective 25 February 1999 is hereby corrected to read as follows:

Philadelphia, PA, Philadelphia Intl, VOR/DME RNAV RWY 17, Amdt 4, CANCELLED

The FAA published the following amendment in Docket No. 29474, Amdt No. 1917 to Part 97 of the Federal Aviation Regulations (Vol 64, No. 39, Page 9915; dated Monday, March 1, 1999), under Section 97.27

effective 22 April 1999 is hereby corrected to read as follows:

Shirley, NY, Brookhaven, NDB-A, Amdt 5, CANCELLED

The FAA published the following amendment in Docket No. 29475, Amdt No. 1918 to Part 97 of the Federal Aviation Regulations (Vol 64, FR No. 39, Page 9915; dated March 1, 1999) under Section 97.23 effective 20 May 1999, which is hereby amended as follows:

Grand Junction, CO, Walker Field, VOR OR GPS RWY 11, Amdt 1, CANCELLED, IS HEREBY RESCINDED. Amdt 1 remains in effect.

[FR Doc. 99-6635 Filed 3-17-99; 8:45 am]

BILLING CODE 4910-13-M

DEPARTMENT OF COMMERCE

Bureau of Export Administration

15 CFR parts 734, 740, 742, 752, 772, and 774.

[Docket No. 990311067-9067-01]

RIN: 0694-AB84

Removal of Commercial Communications Satellites and Related Items from the Department of Commerce's Commerce Control List for Retransfer to the Department of State's United States Munitions List

AGENCY: Bureau of Export Administration, Commerce.

ACTION: Final rule.

SUMMARY: The Bureau of Export Administration (BXA) is amending the Export Administration Regulations (EAR) by removing commercial communications satellites and related items from the Commerce Control List (CCL) and retransferring these items to the United States Munitions List (USML). This regulation shall not apply to any export license issued by the Department of Commerce before March 15, 1999, or to any export license application filed under the Export Administration Regulations on or before March 14, 1999, and subsequently issued by the Department of Commerce.

DATES: This rule is effective March 15, 1999.

FOR FURTHER INFORMATION CONTACT: James A. Lewis, Office of Strategic Trade and Foreign Policy Controls, Bureau of Export Administration, Telephone: (202) 482-4196.

SUPPLEMENTARY INFORMATION:

Background

On October 17, 1998, the President signed the Strom Thurmond National Defense Authorization Act for Fiscal

Year 1999 (Pub. L. 105-261), which requires all satellites and related items on the Commerce Control List of the EAR be retransferred to the USML and controlled under Section 38 of the Arms Export Control Act. The Act defined "related items" to mean, "satellite fuel, ground support equipment, test equipment, payload adapter or interface hardware, replacement parts, and non-embedded solid propellant orbit transfer engines." This retransfer reverses Presidential decisions shifting commercial communications satellites (COMSATS) from the jurisdiction of the Department of State to the Department of Commerce. Further, section 1514(a)(3) of the Act mandates that in the event of the failure of a launch from a foreign country of a satellite of United States origin, the activities of United States persons or entities in connection with any subsequent investigation of the failure are subject to the controls established under section 38 of the Arms Export Control Act, including requirements for licenses issued by the Secretary of State for participation in that investigation.

In accordance with the FY 1999 National Defense Authorization Act, this regulation returns COMSATS and related items to the jurisdiction of the Department of State. However, the international space station, which is controlled under the same entry on the CCL as COMSATS, remains subject to the jurisdiction of the Department of Commerce. Items specific to the international space station transferred to the Department of Commerce by commodity jurisdiction action and controlled under ECCN 9A004 also remain subject to Department of Commerce jurisdiction. All other commodities and software for "spacecraft" previously transferred by commodity jurisdiction will be reviewed in light of this rule. BXA will be contacting persons who have received commodity classifications that are affected by this change. In addition, entries on the CCL containing items that are "space-qualified" will be reviewed within 30 days of this retransfer to determine the appropriate jurisdiction and may result in a rule change.

The effective date for the retransfer of jurisdiction of COMSATS from the Department of Commerce to the Department of State is March 15, 1999. In accordance with the FY 1999 National Defense Authorization Act, this retransfer shall not affect any export license issued before March 15, 1999, or any export license application filed under the Export Administration Regulations on or before March 14, 1999, and subsequently issued by the

Department of Commerce. COMSATS licensed by the Department of Commerce, including those already exported, remain subject to the EAR and all terms and conditions of issued export licenses until their stated expiration date. Although this rule eliminates SI controls for items listed in ECCN 9A004, all Department of Commerce issued COMSAT licenses, including licenses issued after March 15, 1999, remain subject to SI controls throughout the validity of the license.

Although the Export Administration Act (EAA) expired on August 20, 1994, the President invoked the International Emergency Economic Powers Act and continued in effect the EAR, and to the extent permitted by law, the provisions of the EAA, as amended, in Executive Order 12924 of August 19, 1994, as extended by the President's notices of August 15, 1995 (60 FR 42767), August 14, 1996 (61 FR 42527) August 13, 1997 (62 FR 43629) and August 13, 1998 (63 FR 44121).

Rule Making Requirements

1. This final rule has been determined to be significant for purposes of E.O. 12866.

2. Notwithstanding any other provision of law, no person is required to respond to nor be subject to a penalty for failure to comply with a collection of information subject to the requirements of the Paperwork Reduction Act unless that collection of information displays a current valid OMB Control Number. This regulation involves collections previously approved by the Office of Management and Budget under control numbers 0694-0088, "Multi-Purpose Application," which carries a burden hour estimate of 45 minutes per manual submission and 40 minutes per electronic submission. In addition, miscellaneous and recordkeeping activities account for 12 minutes per submission. In Fiscal Year 1997, there were 12 applications submitted for exports of commercial communications satellites. As a result, the paper work burden on the public is reduced by 11 hours on an annual basis.

3. This rule does not contain policies with Federalism implications sufficient to warrant preparation of a Federalism assessment under Executive Order 12612.

4. The provisions of the Administrative Procedure Act requiring notice of proposed rule making, the opportunity for public participation, and a delay in effective date, are inapplicable because this regulation involves a military or foreign affairs function of the United States (see 5