

Manufacturer	Models
Alexander Schleicher .....	ASK21, ASK23, ASW12, ASW15, ASW15B, ASW17, ASW19, ASW19B, ASW24, ASW24B, AS12, AS-K13, AS-K13, Ka 6, Ka 6 B, Ka 6 BR, Ka 6 C, Ka 6 CR, Ka 6 CR-Pe, Ka 6 E, K7, Ka2B, K 8, K 8 B, and Rhonlerche II.
Centrair, S.N .....	101, 101A, 101P, 101AP, and 201B.
Eiravion .....	PIK 20, PIK 20B, and PIK 20D.
Glaser Dirks .....	DG100, DG400, and DG-500M.
Burkhart Grob .....	G102 Astir CS, G102 Club Astir III, G102 Club Astir IIIb, G102 Standard Astir III, G102, G103 Twin Astir, G103 Twin II, G103A Twin II Acro, G103C Twin III Acro, G103C Twin III SL, G109, and G109B.
Intreprinderea ICA (Lark) ....	IS-28B2 and IS-29D2.
Rolladen Schneider .....	LS1-f and LS3-a.
Schempp-Hirth .....	Cirrus, Std Cirrus, Nimbus 2, Nimbus 2B, Mini-Nimbus HS-7, Mini-Nimbus B, Janus, Discus a, Duo-Discus, Standard Austria-S, Standard Austria-SH, Standard Austria-SH1, Ventus, Ventus-a, and Ventus-a/16.6.
Schweizer .....	2-33 and 1-26.

**Note 1:** This AD applies to the product identified in the preceding applicability provision, regardless of whether it has been modified, altered, or repaired in the area subject to the requirements of this AD. For the product that has been modified, altered, or repaired so that the performance of the requirements of this AD is affected, the owner/operator must request approval for an alternative method of compliance in accordance with paragraph (d) of this AD. The request should include an assessment of the effect of the modification, alteration, or repair on the unsafe condition addressed by this AD; and, if the unsafe condition has not been eliminated, the request should include specific proposed actions to address it.

**Compliance:** Required within the next 30 calendar days after the effective date of this AD, or upon installation of the quick connectors, whichever occurs later, unless already accomplished.

To prevent the quick connectors from becoming inadvertently disconnected, which could result in loss of control of the sailplane or glider, accomplish the following:

(a) For quick connectors that have a safety pin guide hole, enlarge the hole in the lock plate to a minimum diameter of 1.2 mm (0.05 in.) to accommodate a safety wire or pin.

(b) Fabricate and install a placard (using 1/8 inch letters) in the glider or sailplane, within the pilot's clear view, with the following words: "All L'Hotellier control system connectors must be secured with safety wire, pins, or safety sleeves, as applicable, prior to operation."

(c) Fabricating and installing the placard as required by paragraph (b) of this AD may be performed by the owner/operator holding at least a private pilot certificate as authorized by section 43.7 of the Federal Aviation Regulations (14 CFR 43.7), and must be entered into the sailplane's or glider's records showing compliance with this AD in accordance with section 43.9 of the Federal Aviation Regulations.

(d) An alternative method of compliance or adjustment of the compliance times that provides an equivalent level of safety may be approved by the Manager, Small Airplane Directorate, Aircraft Certification Service, FAA, 1201 Walnut, suite 900, Kansas City, Missouri 64106. The request shall be forwarded through an appropriate FAA Maintenance Inspector, who may add comments and then send it to the Manager, Small Airplane Directorate.

**Note 2:** Information concerning the existence of approved alternative methods of compliance with this AD, if any, may be obtained from Small Airplane Directorate.

(e) Copies of this AD may be inspected at the FAA, Central Region, Office of the Assistant Chief Counsel, Room 1558, 601 E. 12th Street, Kansas City, Missouri, or at the Office of the Federal Register, 800 North Capitol Street, NW., suite 700, Washington, DC.

(f) This amendment (39-9994) becomes effective on June 2, 1997.

Issued in Kansas City, Missouri, on April 2, 1997.

**Michael Gallagher,**

*Manager, Small Airplane Directorate, Aircraft Certification Service.*

[FR Doc. 97-9164 Filed 4-9-97; 8:45 am]

BILLING CODE 4910-13-U

## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### 14 CFR Part 97

[Docket No. 28882; Amdt. No. 1792]

RIN 2120-AA65

#### 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 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, U.S. Government Printing Office, Washington, DC 20402.

#### FOR FURTHER INFORMATION CONTACT:

Paul J. Best, Flight Procedures Standards Branch (AFS-420), Technical Programs Division, Flight Standards Service, Federal Aviation Administration, 800 Independence Avenue, SW., Washington, DC 20591; telephone (202) 267-8277.

**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. Material 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 (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 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 Approach 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.

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 April 4, 1997.

**David R. Harrington,**  
*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 and 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 April 24, 1997*

Minneapolis, MN, Minneapolis-St Paul Intl (Wold-Chamberlain), ILS PRM RWY 29R, Orig

Minneapolis, MN, Minneapolis-St Paul Intl (Wold-Chamberlain), ILS PRM RWY 29L, Orig

\* \* \* *Effective May 22, 1997*

Atqasuk, AK, Atqasuk, GPS RWY 6, Orig  
Atqasuk, AK, Atqasuk, GPS RWY 24, Orig  
Kake, AK, Kake, NDB/DME RWY 10, Orig  
Clarksville, AR, Clarksville Muni, NDB OR  
GSP-A, Amdt 5

Clarksville, AR, Clarksville Muni, GPS RWY 9, Orig  
Clarksville, AR, Clarksville Muni, GPS RWY 27, Orig  
Lake Village, AR, Lake Village Muni, VOR OR GPS-A, Amdt 7  
Lake Village, AR, Lake Village Muni, VOR/DME OR GPS-B, Amdt 5  
French Lick, IN, French Lick Muni, NDB RWY 26, Orig, CANCELLED  
Fort Leavenworth, KS, Sherman AAF, VOR-A, Amdt 3, CANCELLED  
Hazard, KY, Wendell H Ford, VOR/DME RWY 14, Orig  
Hazard, KY, Wendell H Ford, GPS RWY 14, Orig  
Northampton, MA, Northampton, VOR OR GPS-A, Amdt 4  
Northampton, MA, Northampton, VOR/DME-B, Amdt 4  
Drummond Island, MI, Drummond Island, GPS RWY 8, Orig  
Drummond Island, MI, Drummond Island, GPS RWY 26, Orig  
Dodge Center, MN, Dodge Center, GPS RWY 34, Orig  
St Paul, MN, Lake Elmo, GPS RWY 31, Orig  
Newark, NJ, Newark Intl, ILS RWY 11, Amdt 1  
Montgomery, NY, Orange County, ILS RWY 3, Orig  
Hazen, ND, Mercer County Regional, NDB RWY 32, Orig  
Norwalk-Huron, OH, Norwalk-Huron County, GPS RWY 28, Orig  
Hobart, OK, Hobart Muni, VOR RWY 35, Amdt 8  
Hobart, OK, Hobart Muni, GPS RWY 17, Orig  
Hobart, OK, Hobart Muni, GPS RWY 35, Orig  
Gregory, SD, Gregory Muni, GPS RWY 31, Orig  
Hot Springs, SD, Hot Springs Muni, GPS RWY 19, Orig  
Weslaco, TX, Mid Valley, RNAV OR GPS RWY 13, Orig, CANCELLED  
Weslaco, TX, Mid Valley, GPS RWY 13, Orig  
Tomahawk, WI, Tomahawk Regional, VOR/DME-A, Orig

\* \* \* *Effective July 17, 1997*

Kake, AK, Kake, GPS RWY 10, Orig  
Willimantic, CT, Windham, GPS RWY 9, Orig  
Deming, NM, Deming Muni, VOR RWY 26, Amdt 9  
Deming, NM, Deming Muni, GPS RWY 4, Orig  
Deming, NM, Deming Muni, GPS RWY 26, Orig  
Marysville, OH, Union County, GPS RWY 9, Orig  
Marysville, OH, Union County, GPS RWY 27, Orig

**Note:** The FAA published the following procedure in Docket No. 28838, Amdt. No. 1787 to Part 97 of the Federal Aviation Regulations (Vol 62, No. 58) Page 14297 dated Wednesday, March 26, 1997 under section 97.29 effective April 24, 1997 which is hereby amended to read \* \* \*  
Wilmington, DE, New Castle County, MLS RWY 9, Orig.

[FR Doc. 97-9245 Filed 4-9-97; 8:45 am]

BILLING CODE 4910-13-M