

these special conditions effective upon issuance.

Conclusion

This action affects only certain novel or unusual design features on the previously identified airplane models. It is not a rule of general applicability, and it affects only the applicant who applied to the FAA for approval of these features on these airplanes.

List of Subjects in 14 CFR Part 23

Aircraft, Aviation safety, Signs and symbols.

Citation

The authority citation for these special conditions is as follows:

Authority: 49 U.S.C. 106(g), 40113 and 44701; 14 CFR 21.16 and 21.101; and 14 CFR 11.38 and 11.19.

The Special Conditions

The FAA has determined that this project will be accomplished on the basis of not lowering the current level of safety of the occupant restraint system for the airplane models listed in these Special Conditions. Accordingly, pursuant to the authority delegated to me by the Administrator, the following special conditions are issued as part of the type certification basis for the airplane models listed in these special conditions, modified by AmSafe, Incorporated. Inflatable Two-, Three-, Four-, or Five-Point Restraint Safety Belt with an Integrated Airbag Device installed in an airplane model.

1a. It must be shown that the inflatable restraint will provide restraint protection under the emergency landing conditions specified in the original certification basis of the airplane. Compliance will be demonstrated using the static test conditions specified in the original certification basis for each airplane.

1b. It must be shown that the crash sensor will trigger when exposed to a rapidly applied deceleration, like an actual emergency landing event. Therefore, compliance may be demonstrated using the deceleration pulse specified in paragraph 23.562, which may be modified as follows:

I. The peak longitudinal deceleration may be reduced, however the onset rate of the deceleration must be equal to or greater than the emergency landing pulse identified in paragraph 23.562.

II. The peak longitudinal deceleration must be above the deployment threshold of the sensor, and equal or greater than the forward static design longitudinal load factor required by the original certification basis of the airplane.

2. The inflatable restraint must provide adequate protection for each occupant. In addition, unoccupied seats that have an active restraint must not constitute a hazard to any occupant.

3. The design must prevent the inflatable restraint from being incorrectly buckled and/or incorrectly installed such that the airbag would not properly deploy. Alternatively, it must be shown that such deployment is not hazardous to the occupant and will provide the required protection.

4. It must be shown that the inflatable restraint system is not susceptible to inadvertent deployment as a result of wear and tear or the inertial loads resulting from in-flight or ground maneuvers (including gusts and hard landings) that are likely to be experienced in service.

5. It must be extremely improbable for an inadvertent deployment of the restraint system to occur, or an inadvertent deployment must not impede the pilot's ability to maintain control of the airplane or cause an unsafe condition (or hazard to the airplane). In addition, a deployed inflatable restraint must be at least as strong as a Technical Standard Order (C22g or C114) restraint.

6. It must be shown that deployment of the inflatable restraint system is not hazardous to the occupant or result in injuries that could impede rapid egress. This assessment should include occupants whose restraint is loosely fastened.

7. It must be shown that an inadvertent deployment that could cause injury to a sitting person is improbable. In addition, the restraint must also provide suitable visual warnings that would alert rescue personnel to the presence of an inflatable restraint system.

8. It must be shown that the inflatable restraint will not impede rapid egress of the occupants 10 seconds after its deployment.

9. For the purposes of complying with HIRF and lightning requirements, the inflatable restraint system is considered a critical system since its deployment could have a hazardous effect on the airplane.

10. It must be shown that the inflatable restraints will not release hazardous quantities of gas or particulate matter into the cabin.

11. The inflatable restraint system installation must be protected from the effects of fire such that no hazard to occupants will result.

12. There must be a means to verify the integrity of the inflatable restraint activation system before each flight or it

must be demonstrated to reliably operate between inspection intervals.

13. A life limit must be established for appropriate system components.

14. Qualification testing of the internal firing mechanism must be performed at vibration levels appropriate for a general aviation airplane.

15. The installation of the AmSafe Aviation Inflatable Restraint (AAIR) system is prohibited in agricultural airplanes type certificated under the Restricted Category.

Issued in Kansas City, Missouri, on June 6, 2006.

David R. Showers,

Acting Manager, Small Airplane Directorate, Aircraft Certification Service.

[FR Doc. E6-9226 Filed 6-13-06; 8:45 am]

BILLING CODE 4910-13-P

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 97

[Docket No. 30499; Amdt. No. 3171]

Standard Instrument Approach Procedures; Miscellaneous Amendments

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Final rule.

SUMMARY: This amendment amends 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: This rule is effective June 14, 2006. The compliance date for each SIAP is specified in the amendatory provisions.

The incorporation by reference of certain publications listed in the regulations is approved by the Director of the Federal Register as of June 14, 2006.

ADDRESSES: Availability of matter incorporated by reference in the amendment is as follows:

For Examination—

1. FAA Rules Docket, FAA Headquarters Building, 800

Independence Ave., SW., Washington, DC 20591;

2. The FAA Regional Office of the region in which affected airport is located; or

3. The National Flight Procedures Office, 6500 South MacArthur Blvd., Oklahoma City, OK 73169 or,

4. The National Archives and Records Administration (NARA). For information on the availability of this material at NARA, call 202-741-6030, or go to: http://www.archives.gov/federal_register/code_of_federal_regulations/ibr_locations.html.

For Purchase—Individual SIAP copies may be obtained from:

1. FAA Public Inquiry Center (APA-200), FAA Headquarters Building, 800 Independence Ave., 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 (AFS-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 Title 14, Code of Federal Regulations, part 97 (14 CFR part 97) amends Standard Instrument Approach Procedures (SIAPs). The complete regulatory description of each SIAP is contained in the appropriate FAA Form 8260, as modified by the National Flight Data Center (FDC)/Permanent Notice to Airmen (P-NOTAM), which is incorporated by reference in the amendment under 5 U.S.C. 552(a), 1 CFR part 51, and § 97.20 of the Code of Federal Regulations. 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 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 14 CFR part 97 is effective upon publication of each separate SIAP as amended in the transmittal. For safety and timeliness of change considerations, this amendment incorporates only specific changes contained for each SIAP as modified by FDC/P-NOTAMs.

The SIAPs, as modified by FDC P-NOTAM, and 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, 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 FDC 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 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, Incorporation by reference, and Navigation (Air).

Issued in Washington, DC on June 2, 2006.

James J. Ballough,

Director, Flight Standards Service.

Adoption of the Amendment

■ Accordingly, pursuant to the authority delegated to me, Title 14, Code of Federal Regulations, part 97, 14 CFR part 97, is amended by amending 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 continues to read as follows:

Authority: 49 U.S.C. 106(g), 40103, 40106, 40113, 40114, 40120, 44502, 44514, 44701, 44719, 44721–44722.

■ 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/DME, MLS/RNAV; § 97.31 RADAR SIAPs; § 97.33 RNAV SIAPs; and § 97.35 COPTER SIAPs, Identified as follows:

* * * *Effective Upon Publication*

| FDC date | State | City | Airport | FDC No. | Subject |
|----------------|-------|-------------------|----------------------------------|---------|---------------------------|
| 05/19/06 | AL | Mobile | Mobile Regional | 6/7965 | RADAR-1, AMDT 4. |
| 05/22/06 | TX | Lubbock | Lubbock Preston Smith Intl | 6/8064 | LOC BR RWY 35L, AMDT 18A. |
| 05/22/06 | TX | Atlanta | Hall Miller Municipal | 6/8070 | RNAV (GPS) RWY 5, ORIG-A. |
| 05/23/06 | TX | Gainesville | Gainesville Municipal | 6/8088 | NDB RWY 17, AMDT 9. |

| FDC date | State | City | Airport | FDC No. | Subject |
|----------|-------|------------------------|---|---------|--------------------------------|
| 05/23/06 | IA | Dubuque | Dubuque Regional | 6/8099 | ILS RWY 36, ORIG-B. |
| 05/23/06 | IA | Dubuque | Dubuque Regional | 6/8100 | LOC RWY 31, ORIG-B. |
| 05/23/06 | IA | Dubuque | Dubuque Regional | 6/8101 | LOC/DME BC RWY 13, AMDT 5B. |
| 05/23/06 | MN | Faribault | Faribault Municipal | 6/8103 | GPS RWY 30, ORIG. |
| 05/23/06 | TX | Mesquite | Mesquite Metro | 6/8104 | ILS RWY 17, AMDT 1A. |
| 05/23/06 | TX | Mesquite | Mesquite Metro | 6/8105 | LOC BC RWY 35, AMDT 2A. |
| 05/23/06 | MD | Westminster | Carroll County Regional/Jack B. Poage Field | 6/8121 | RNAV (GPS) RWY 34, ORIG. |
| 05/23/06 | TX | Rockwall | Rockwall Municipal | 6/8133 | RNAV (GPS) RWY 35, ORIG. |
| 05/23/06 | TX | Victoria | Victoria Regional | 6/8134 | ILS RWY 12L, AMDT 9A. |
| 05/23/06 | TX | Pecos | Pecos Municipal | 6/8135 | GPS RWY 14, ORIG-A. |
| 05/23/06 | TX | Victoria | Victoria Regional | 6/8136 | NDB RWY 12L, AMDT 4B. |
| 05/23/06 | TX | Rockwall | Rockwall Municipal | 6/8138 | NDB A, ORIG-A. |
| 05/23/06 | TX | Port Lavaca | Calhoun County | 6/8139 | NDB RWY 14, AMDT 4A. |
| 05/23/06 | TX | Pecos | Pecos Municipal | 6/8140 | VOR RWY 14, AMDT 7B. |
| 05/23/06 | TX | Rockwall | Rockwall Municipal | 6/8141 | RNAV (GPS) RWY 17, ORIG. |
| 05/23/06 | TX | Canadian | Hemphill County | 6/8147 | GPS RWY 22, ORIG. |
| 05/23/06 | WI | Shawano | Shawano Municipal | 6/8153 | GPS RWY 29, ORIG. |
| 05/23/06 | WI | Madison | Dane County Regional-Traux Field | 6/8154 | ILS OR LOC/DME RWY 36, ORIG. |
| 05/23/06 | WI | Green Bay | Austin Straubel International | 6/8160 | RADAR-1, AMDT 9B. |
| 05/23/06 | WI | Appleton | Outagamie County Regional | 6/8161 | ILS RWY 3, AMDT 16E. |
| 05/23/06 | WI | Rhineland | Rhineland-Oneida County | 6/8162 | ILS RWY 9, AMDT 6B. |
| 05/23/06 | WI | Appleton | Outagamie County Regional | 6/8163 | VOR/DME RWY 3, AMDT 8D. |
| 05/23/06 | WI | Oshkosh | Wittman Regional | 6/8164 | VOR RWY 27, AMDT 4A. |
| 05/24/06 | PA | Philadelphia | Philadelphia International | 6/8201 | Converging ILS RWY 17, AMDT 4. |
| 05/24/06 | PA | Philadelphia | Philadelphia International | 6/8202 | ILS RWY 17, AMDT 6. |
| 05/24/06 | MD | Baltimore | Baltimore/Washington International Thurgood Marshall. | 6/8203 | VOR/DME RWY 4, AMDT 3. |
| 05/24/06 | MD | Baltimore | Baltimore/Washington International Thurgood Marshall. | 6/8204 | RNAV (GPS) RWY 4, ORIG. |
| 05/25/06 | AL | Andalusia-OPP | Andalusia-OPP | 6/8343 | RNAV (GPS) RWY 29, AMDT 1. |
| 05/25/06 | OH | Port Clinton | Carl R Keller Field | 6/8344 | GPS RWY 27, AMDT 1. |
| 05/25/06 | MO | Jefferson City | Jefferson City Memorial | 6/8358 | ILS OR LOC RWY 30, AMDT 5. |
| 05/30/06 | MI | Muskegon | Muskegon County | 6/8525 | RNAV (GPS) RWY 24, ORIG. |
| 05/30/06 | IA | Clarinda | Schenck Field | 6/8531 | GPS RWY 20, ORIG. |
| 05/30/06 | IL | Coles County Memorial. | Mattoon/Charleston | 6/8532 | ILS RWY 29, AMDT 5B. |
| 05/31/06 | MO | St Joseph | Rosecrans Memorial | 6/8595 | ILS OR LOC RWY 35, AMDT 31. |

[FR Doc. 06-5320 Filed 6-13-05; 8:45am]

BILLING CODE 4910-13-P

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 97

[Docket No. 30498; Amdt. No. 3170]

Standard Instrument Approach Procedures, Weather Takeoff Minimums; Miscellaneous Amendments

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Final rule.

SUMMARY: This amendment establishes, amends, suspends, or revokes Standard Instrument Approach Procedures (SIAPs) and/or Weather Takeoff Minimums 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: This rule is effective June 14, 2006. The compliance date for each SIAP and/or Weather Takeoff Minimums is specified in the amendatory provisions.

The incorporation by reference of certain publications listed in the regulations is approved by the Director of the Federal Register as of June 14, 2006.

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;