

**Compliance:** Required as indicated, unless accomplished previously.

To detect and correct corrosion and consequent fatigue cracking of the upper deck floor beam at station 980, which could cause the floor beam to break and, consequently, result in extensive damage to adjacent structure and possible rapid decompression of the airplane, accomplish the following:

(a) Perform a one-time detailed visual inspection to detect corrosion and/or fatigue cracking of the upper deck floor beam at station 980 with the cart lift threshold removed, then reinstall; in accordance with Boeing Alert Service Bulletin 747-53A2400, dated December 21, 1995, at the time specified in paragraph (a)(1), (a)(2), or (a)(3) of this AD, as applicable.

**Note 2:** Boeing Alert Service Bulletin 747-53A2400, dated December 21, 1995, specifies that the inspection described in the alert service bulletin need not be accomplished on airplanes on which the actions described in Boeing Service Bulletin 747-53-2327 have been accomplished. However, this AD requires that, for airplanes on which the actions described in Boeing Service Bulletin 747-53-2327 have been accomplished, the initial inspection required by this AD (in accordance with Boeing Alert Service Bulletin 747-53A2400) may be accomplished within 6 years after the accomplishment of those actions specified in Boeing Service Bulletin 747-53-2327. Where there are differences between this AD and the alert service bulletin, the requirements of the AD prevail.

(1) For airplanes that, as of the effective date of this AD, have accumulated less than 6 years since date of delivery of the airplane, or since installation of a stretched upper deck (SUD), or since the accomplishment of Boeing Service Bulletin 747-53-2327: Accomplish the inspection at the later of the times specified in paragraphs (a)(1)(i) and (a)(1)(ii) of this AD.

(i) Within 6 years since date of delivery of the airplane, or since installation of a SUD, or within 6 years since the accomplishment of Boeing Service Bulletin 747-53-2327; whichever occurs later. Or

(ii) Within 1,500 flight cycles after the effective date of this AD.

(2) For airplanes that, as of the effective date of this AD, have accumulated 6 or more years, but less than 10 years, since date of delivery of the airplane or since installation of a SUD: Accomplish the inspection within 1,500 flight cycles or 18 months after the effective date of this AD, whichever occurs first.

(3) For airplanes that, as of the effective date of this AD, have accumulated 10 or more years of service since the time of initial delivery, or since the time of installation of the SUD: Except as provided by paragraph (c) of this AD, accomplish the inspection within 9 months or within 750 flight cycles after the effective date of this AD, whichever occurs first.

(b) If any corrosion or cracking is detected during the inspection required by paragraph (a) of this AD: Prior to further flight, repair the corrosion and/or cracking, and apply sealant between the threshold and the upper

deck floor beam at station 980, in accordance with Boeing Alert Service Bulletin 747-53A2400, dated December 21, 1995.

(c) For airplanes that, as of the effective date of this AD, have accumulated 10 or more years of service since the time of initial delivery, or 10 or more years of service since the installation of a SUD: In lieu of accomplishing the requirements of paragraph (a) of this AD, within 9 months after the effective date of this AD, perform a one-time detailed visual inspection to detect corrosion of the upper deck floor beam at station 980 with the cart lift threshold installed, in accordance with Boeing Alert Service Bulletin 747-53A2400, dated December 21, 1995.

(1) If no corrosion or cracking is detected: Within 18 months or 1,500 flight cycles after the effective date of this AD, whichever occurs first, remove the cart lift threshold, perform a visual inspection to detect any corrosion or cracking of the upper deck floor beam at station 980, and reinstall; in accordance with the alert service bulletin. If any corrosion or cracking is detected, prior to further flight, repair the corrosion and/or cracking, and apply sealant between the threshold and the upper deck floor beam at station 980; in accordance with the alert service bulletin.

(2) If any corrosion or cracking is detected: Prior to further flight, remove the cart lift threshold and perform a detailed visual inspection to detect any corrosion or cracking of the upper deck floor beam at station 980; repair any corrosion and/or cracking detected; and apply sealant between the threshold and the upper deck floor beam at station 980; in accordance with the alert service bulletin.

(d) An alternative method of compliance or adjustment of the compliance time that provides an acceptable level of safety may be used if approved by the Manager, Seattle Aircraft Certification Office (ACO), FAA, Transport Airplane Directorate. Operators shall submit their requests through an appropriate FAA Principal Maintenance Inspector, who may add comments and then send it to the Manager, Seattle ACO.

**Note 3:** Information concerning the existence of approved alternative methods of compliance with this AD, if any, may be obtained from the Seattle ACO.

(e) Special flight permits may be issued in accordance with sections 21.197 and 21.199 of the Federal Aviation Regulations (14 CFR 21.197 and 21.199) to operate the airplane to a location where the requirements of this AD can be accomplished.

(f) The actions shall be done in accordance with Boeing Alert Service Bulletin 747-53A2400, dated December 21, 1995. This incorporation by reference was approved by the Director of the Federal Register in accordance with 5 U.S.C. 552(a) and 1 CFR part 51. Copies may be obtained from Boeing Commercial Airplane Group, P.O. Box 3707, Seattle, Washington 98124-2207. Copies may be inspected at the FAA, Transport Airplane Directorate, 1601 Lind Avenue, SW., Renton, Washington; or at the Office of the Federal Register, 800 North Capitol Street, NW., suite 700, Washington, DC.

(g) This amendment becomes effective on June 6, 1997.

Issued in Renton, Washington, on April 24, 1997.

**Neil D. Schalekamp,**

*Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.*

[FR Doc. 97-11199 Filed 5-1-97; 8:45 am]

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## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### 14 CFR Part 71

[Airspace Docket No. 95-AWP-26]

#### Amendment of Class D Airspace; Victorville, CA; Correction

**AGENCY:** Federal Aviation Administration (FAA), DOT.

**ACTION:** Final rule; correction.

**SUMMARY:** This action corrects an error in the geographic coordinates of a Final Rule that was published in the **Federal Register** on February 25, 1997 (62 FR 8368), Airspace Docket No. 95-AWP-26. The Final Rule established Class D airspace at Victorville, CA.

**EFFECTIVE DATE:** 0901 UTC May 22, 1997.

**FOR FURTHER INFORMATION CONTACT:** William Buck, Airspace Specialist, Operations Branch, AWP-530, Air Traffic Division, Western-Pacific Region, Federal Aviation Administration, 15000 Aviation Boulevard, Lawndale, California 90261, telephone (310) 725-6556.

#### SUPPLEMENTARY INFORMATION:

##### History

**Federal Register** Document 97-4576, Airspace Docket No. 95-AWP-26, published on February 25, 1997 (62 FR 8368), established Class D airspace area at Victorville, CA. An error was discovered in the geographic coordinates for the Victorville, CA, Class D airspace area. This action corrects that error.

##### Correction to Final Rule

Accordingly, pursuant to the authority delegated to me, the geographic coordinates for the Class D airspace area at Victorville, CA, as published in the **Federal Register** on February 25, 1997 (62 FR 8368), (**Federal Register** Document 97-4576; page 8368, column 3), are corrected as follows:

##### 71.1 [Corrected]

On page 8368, in the third column, the airspace description for Victorville, Southern California International

Airport, CA is corrected to read as follows:

\* \* \* \* \*

**AWP CA D Victorville, CA [Corrected]**

Victorville, Southern California International Airport, CA  
(Lat. 34°35'40" N, long. 117°22'56" W)

That airspace extending upward the surface to 5,400 feet MSL within a 6-mile radius of the Victorville, Southern California International Airport, CA. This Class D airspace area is effective during the specific dates and times established in advance by a Notice to Airmen. The effective date and time will thereafter be continuously published in the Airport/Facility Directory.

\* \* \* \* \*

Issued in Los Angeles, California, on April 17, 1997.

**Sabra W. Kaulia,**

*Acting Manager, Air Traffic Division,  
Western-Pacific Region.*

[FR Doc. 97-11486 Filed 5-1-97; 8:45 am]

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**DEPARTMENT OF TRANSPORTATION**

**Federal Aviation Administration**

**14 CFR Part 97**

[Docket No. 28897; Amdt. No. 1794]

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. 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 (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 18, 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