

Accomplishment Instructions of GE Service Bulletin (SB) No. 79-011, dated April 9, 1997, as follows:

(1) For aircraft that have two engines installed incorporating AGBs, P/N 1650M71G03 or 1650M71G04, accomplish the following:

(i) Perform an initial visual check on one of the engines installed on the aircraft within 24 clock hours after the effective date of this AD, and thereafter, visually check that engine every other day, at intervals not to exceed 48 clock hours since last visual check.

(ii) Perform an initial visual check on the engine not inspected in accordance with paragraph (a)(1)(i) of this AD installed on the same aircraft on the following day, not to exceed 24 clock hours after the visual check of the engine checked in paragraph (a)(1)(i) of this AD; thereafter, visually check this engine every other day at intervals not to exceed 48 clock hours since last visual check.

(iii) The visual checks for both engines must be staggered at one day intervals for each engine.

(2) For aircraft that have one of the two engines installed incorporating AGBs, P/N 1650M71G03 or 1650M71G04, perform the initial visual check on that engine within 24 clock hours after the effective date of this AD, and thereafter, visually check that engine every other day at intervals not to exceed 48 clock hours since last visual check.

(3) If the visual check indicates that debris is present, perform additional maintenance actions in accordance with paragraph 2(c) of the Accomplishment Instructions of GE SB No. 79-011, dated April 9, 1997, prior to further flight.

(b) For engines that contain VSCF gearshaft flange ball bearings that may incorporate rivets manufactured from improper material, identified by serial numbers: 900-147, 900-149, 900-151, 900-106, and 900-153, within 7 days after the effective date of this AD, and for engines identified by serial numbers: 900-150, 900-156, 900-157, 900-158, prior to entry into revenue service, accomplish one of the following:

(1) Remove from service VSCF gearshaft flange ball bearings and replace with serviceable bearings in accordance with the Accomplishment Instructions of GE SB No. 72-280, Revision 3, dated April 15, 1997; or

(2) Remove and replace the 4,500 pound inches VSCF gearshaft assembly with the 3,500 pound inches gearshaft assembly installed in AGB, P/N 1650M71G02, in accordance with the Accomplishment Instructions of GE SB No. 72-283, Revision 4, dated April 17, 1997. Accomplishment of this option constitutes terminating action to the inspection requirements of paragraph (a) of this AD; or

(3) Remove and replace the 4,500 pound inches VSCF gearshaft assembly with the 4,500 pound inches gearshaft assembly containing select fit internal radial clearance flange ball bearings, in accordance with the Accomplishment Instructions of GE SB No. 72-286, dated April 14, 1997.

(c) 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, Engine Certification Office. Operators shall submit

their requests through an appropriate FAA Principal Maintenance Inspector, who may add comments and then send it to the Manager, Engine Certification Office.

**Note 2:** Information concerning the existence of approved alternative methods of compliance with this airworthiness directive, if any, may be obtained from the Engine Certification Office.

(d) 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 aircraft to a location where the requirements of this AD can be accomplished.

(e) The actions required by this AD shall be accomplished in accordance with the following GE SBs:

Document No.	Page	Revision	Date
72-283 .....	1, 2	4	April 17, 1997.
	3-10	Original	March 12, 1997.
	11, 12	1	March 20, 1997.
	13	Original	March 12, 1997.
Total Pages: 13.			
72-280 .....	1, 2	3	April 15, 1997.
	3-12	2	March 19, 1997.
Total Pages: 12.			
72-286 .....	1-15	Original	April 14, 1997.
Total Pages: 15.			
79-011 .....	1-6	Original	April 9, 1997.
Total Pages: 6.			

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 General Electric Technical Services, Attention: Leader For Distribution/Microfilm, 10525 Chester Road, Cincinnati, OH 45215; fax (513) 672-8422, telephone (513) 672-8400 Ext. 114. Copies may be inspected at the FAA, New England Region, Office of the Assistant Chief Counsel, 12 New England Executive Park, Burlington, MA; or at the Office of the Federal Register, 800 North Capitol Street, NW., suite 700, Washington, DC.

(f) This amendment supersedes Telegraphic AD T97-09-51, issued April 22, 1997.

(g) This amendment becomes effective on June 27, 1997.

Issued in Burlington, Mass., on June 2, 1997.

**Thomas A. Boudreau,**

*Acting Manager, Engine and Propeller Directorate, Aircraft Certification Service.*

[FR Doc. 97-14956 Filed 6-11-97; 8:45 am]

BILLING CODE 4910-13-U

**DEPARTMENT OF TRANSPORTATION**

**Federal Aviation Administration**

**14 CFR Part 97**

[Docket No. 28923; Amdt. No. 1802]

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 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, 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 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 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 NOTAM 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 cancelled.

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 Approach 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 30, 1997.

**Thomas E. Stuckey,**

*Acting 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**

The authority citation for part 97 is revised to read as follows:

**Authority:** 49 U.S.C. 40103, 40113, 40120, 44701; 49 U.S.C. 106(g); 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 upon publication.

FDC date	State	City	Airport	FDC No.	SIAP
05/13/97 .....	TN	Oneida .....	Scott Muni .....	7/2732	NDB or GPS Rwy 23, Amdt 4...
05/14/97 .....	AZ	Grand Canyon .....	Valle .....	7/2774	GPS Rwy 1 Orig...
05/15/97 .....	MI	Detroit .....	Detroit Metropolitan Wayne County .....	7/2818	ILS Rwy 3L, Amdt 14...
05/15/97 .....	MI	Detroit .....	Detroit Metropolitan Wayne County .....	7/2819	NDB or GPS Rwy 3C, Amdt 12...
05/15/97 .....	MI	Detroit .....	Detroit Metropolitan Wayne County .....	7/2821	NDB or GPS Rwy 3L, Amdt 10...
05/15/97 .....	MI	Detroit .....	Detroit Metropolitan Wayne County .....	7/2825	ILS Rwy 21L, Amdt 8...
05/15/97 .....	MI	Detroit .....	Detroit Metropolitan Wayne County .....	7/2826	ILS Rwy 21R, Amdt 26...
05/15/97 .....	MI	Detroit .....	Detroit Metropolitan Wayne County .....	7/2829	ILS Rwy 27R, Amdt 10...
05/15/97 .....	MI	Detroit .....	Detroit Metropolitan Wayne County .....	7/2832	NDB or GPS Rwy 27R, Amdt 10...
05/15/97 .....	TX	Beeville .....	Beeville Muni .....	7/2822	NDB or GPS Rwy 30, Amdt 2...
05/15/97 .....	TX	Beeville .....	Beeville Muni .....	7/2823	VOR/DME or GPS Rwy 12, Amdt 5...
05/16/97 .....	OH	Youngstown .....	Youngstown-Warren Regional .....	7/2862	VOR or GPS, Rwy 19, Amdt 18...
05/20/97 .....	ME	Belfast .....	Belfast Muni .....	7/2937	NDB Rwy 15 Amdt 2A...

FDC date	State	City	Airport	FDC No.	SIAP
05/21/97	KY	Covington	Covington/Cincinnati/Northern Kentucky Intl.	7/2993	ILS Rwy 36L (CAT II and III), Amdt 37A...
05/21/97	KY	Covington	Covington/Cincinnati/Northern Kentucky Intl.	7/2998	ILS Rwy 18R, Amdt 18...
05/21/97	KY	Covington	Covington/Cincinnati/Northern Kentucky Intl.	7/2999	ILS Rwy 18L, Amdt 3...
05/21/97	KY	Covington	Covington/Cincinnati/Northern Kentucky Intl.	7/3000	ILS Rwy 36R (CAT II and III), Amdt 4...
05/21/97	KY	Covington	Covington/Cincinnati/Northern Kentucky Intl.	7/3001	ILS Rwy 9, Amdt 15A...
05/21/97	KY	Covington	Covington/Cincinnati/Northern Kentucky Intl.	7/3002	NDB or GPS Rwy 9, Amdt 13A...
05/21/97	KY	Covington	Covington/Cincinnati/Northern Kentucky Intl.	7/3003	ILS Rwy 27, Amdt 15...
05/22/97	LA	Marksville	Marksville Muni	7/3065	VOR/DME or GPS-A, Amdt 3...
05/26/97	FL	Leesburg	Leesburg Muni	7/3083	NDB Rwy 31, Orig...
05/26/97	FL	Leesburg	Leesburg Muni	7/3084	GPS Rwy 31, Orig...
05/26/97	MN	Orr	Orr Regional	7/3103	NDB or GPS Rwy 13, Amdt 7...
05/26/97	SC	Greer	Greenville-Spartanburg	7/3086	ILS Rwy 21, Amdt 2B...
05/27/97	AR	El Dorado	South Arkansas Regional at Goodwin Field.	7/3151	VOR Rwy 22, Amdt 13A...
05/27/97	AR	Mountain Home	Baxter County Regional	7/3150	GPS Rwy 5, Orig...

[FR Doc. 97-15430 Filed 6-11-97; 8:45 am]  
 BILLING CODE 4910-13-M

**DEPARTMENT OF TRANSPORTATION**

**Federal Aviation Administration**

**14 CFR Part 97**

[Docket No. 28922; Amdt. No. 1801]

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 Regulation (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