

dated April 3, 1996, Revised November 12, 1996; or Aviat SB No. 25, dated April 3, 1996.

(b) If any cracked aft lower fuselage wing attach fitting is found during any inspection required by this AD, prior to further flight, modify the cracked aft lower fuselage wing attach fitting in accordance with the ACCOMPLISHMENT INSTRUCTIONS section of Aviat SB No. 25, dated April 3, 1996, Revised November 12, 1996; or Aviat SB No. 25, dated April 3, 1996. Repetitive inspections are no longer necessary on an aft lower fuselage wing attachment fitting that was found cracked and has the referenced modification incorporated.

(c) Modifying the aft lower fuselage wing attach fitting on both wings in accordance with the ACCOMPLISHMENT INSTRUCTIONS section of Aviat SB No. 25, dated April 3, 1996, Revised November 12, 1996; or Aviat SB No. 25, dated April 3, 1996, is considered terminating action for the repetitive inspection requirement of this AD.

(d) Special flight permits may be issued in accordance with §§ 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.

(e) An alternative method of compliance or adjustment of the initial or repetitive compliance times that provides an equivalent level of safety may be approved by the Manager, Denver Aircraft Certification Office, 26805 E. 68th Avenue, Room 214, Denver, Colorado 80249. The request shall be forwarded through an appropriate FAA Maintenance Inspector, who may add comments and then send it to the Manager, Denver ACO. Alternative methods of compliance approved in accordance with AD 96-12-03 are considered approved for this AD.

Note 2: Information concerning the existence of approved alternative methods of compliance with this AD, if any, may be obtained from the Denver ACO.

(f) The inspections and modification required by this AD shall be done in accordance with Aviat Service Bulletin No. 25, dated April 3, 1996, Revised November 12, 1996; or Aviat Service Bulletin No. 25, dated April 3, 1996.

(1) The incorporation by reference of Aviat Service Bulletin No. 25, dated April 3, 1996, Revised November 12, 1996, was approved by the Director of the Federal Register in accordance with 5 U.S.C. 552(a) and 1 CFR part 51.

(2) The incorporation by reference of Aviat Service Bulletin No. 25, dated April 3, 1996, was previously approved by the Director of the Federal Register in accordance with 5 U.S.C. 552(a) and 1 CFR part 51 as of June 6, 1996 (61 FR 28730).

(3) Copies of these service bulletins may be obtained from Aviat Aircraft, Inc., P.O. Box 1240 (postal service delivery), 672 South Washington Street (express mail), Afton, Wyoming 83110. Copies 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.

(g) This amendment (39-10109) revises AD 96-12-03, Amendment 39-9645.

(h) This amendment (39-10109) becomes effective on October 3, 1997.

Issued in Kansas City, Missouri, on August 13, 1997.

Michael Gallagher,

Manager, Small Airplane Directorate, Aircraft Certification Service.

[FR Doc. 97-22046 Filed 8-21-97; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 97

[Docket No. 28993; Amdt. No. 1814]

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 August 8, 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

1. 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, and 97.33 [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
07/24/97	IA	Boone	Boone Muni	FDC 7/4845	NDB Rwy 14, Amdt 9...
07/24/97	KS	Lyons	Lyons-Rice County Muni	FDC 7/4839	NDB or GPS Rwy 17R, Amdt 5...
07/24/97	KS	Lyons	Lyons-Rice County Muni	FDC 7/4840	VOR/DME or GPS-A, Amdt 2...
07/24/97	KS	Smith Center	Smith Center Muni	FDC 7/4841	VOR/DME or GPS-A, Amdt 1...
07/24/97	OH	Marysville	Union County	FDC 7/4848	NDB Rwy 27, Amdt 5. Delete note...
07/24/97	OH	Marysville	Union County	FDC 7/4849	GPS Rwy 27, Orig. Delete note...
07/24/97	OH	Marysville	Union County	FDC 7/4850	GPS Rwy 9, Orig. Delete note...
07/25/97	IL	Peoria	Greater Peoria Regional	FDC 7/4885	Radar-1, Amdt 12A...
07/25/97	SC	Hartsville	Hartsville Muni	FDC 7/4879	NDB or GPS Rwy 21, Amdt 3A...
07/28/97	IL	Peoria	Greater Peoria Regional	FDC 7/4929	VOR/DME or TACAN Rwy 31, Amdt 8...
07/28/97	IL	Peoria	Greater Peoria Regional	FDC 7/4934	ILS Rwy 31, Amdt 5...
07/28/97	IL	Peoria	Greater Peoria Regional	FDC 7/4938	VOR or TACAN or GPS Rwy 13, Amdt 23...
07/28/97	IN	Indianapolis	Eagle Creek Airpark	FDC 7/4950	LOC Rwy 21, Amdt 3...
07/28/97	IN	Indianapolis	Eagle Creek Airpark	FDC 7/4951	NDB or GPS Rwy 21, Amdt 3...
07/28/97	IN	Indianapolis	Eagle Creek Airpark	FDC 7/4954	VOR or GPS-A, Amdt 6...
07/29/97	AK	Bethel	Bethel	FDC 7/4974	VOR/DME Rwy 36, Orig...
07/29/97	AK	Bethel	Bethel	FDC 7/4976	VOR or GPS Rwy 18, Amdt 8A...
07/29/97	AK	Bethel	Bethel	FDC 7/4977	NDB Rwy 18, Amdt 8A...
07/29/97	MD	Cumberland	Greater Cumberland Regional	FDC 7/4960	LOC/DME Rwy 23, Amdt 5A...
07/30/97	AK	Bethel	Bethel	FDC 7/4984	VOR or GPS Rwy 36, Amdt 7...
07/30/97	CO	Telluride	Telluride Regional	FDC 7/5017	LOC/DME Rwy 9, Orig...
07/30/97	GA	Dublin	W.H. 'Bud' Barron	FDC 7/4998	VOR or GPS-A, Amdt 3A...
07/30/97	GA	Marietta	Cobb County—McCullum Field	FDC 7/4991	ILS Rwy 27, Orig. A...
07/30/97	MI	Marquette	Marquette County	FDC 7/4986	LOC BC Rwy 26, Amdt 9...
07/31/97	CT	New Haven	Tweed-New Haven	FDC 7/5049	ILS Rwy 2, Amdt 15A...
07/31/97	CT	New Haven	Tweed-New Haven	FDC 7/5050	VOR or GPS Rwy 2, Amdt 22A...
07/31/97	VA	Petersburg	Petersburg	FDC 7/5037	LOC Rwy 5, Orig. A...
08/01/97	GA	Jekyll Island	Jekyll Island	FDC 7/5067	VOR or GPS-A, Amdt 9...

FDC date	State	City	Airport	FDC No.	SIAP
08/01/97	GA	Jekyll Island	Jekyll Island	FDC 7/5069	GPS Rwy 36, Orig...
08/01/97	NC	Salisbury	Rowan County	FDC 7/5079	VOR or GPS Rwy 20, Amdt 1...
08/01/97	SC	Rock Hill	Rock Hill/York County/Bryant Field	FDC 7/5074	VOR/DME RNAV Rwy 2, Amdt 4B...
08/01/97	SC	Rock Hill	Rock Hill/York County/Bryant Field	FDC 7/5075	GPS Rwy 20, Orig...
08/01/97	SC	Rock Hill	Rock Hill/York County/Bryant Field	FDC 7/5076	VOR/DME or GPS-B, Amdt 5...
08/01/97	SC	Rock Hill	Rock Hill/York County/Bryant Field	FDC 7/5077	GPS Rwy 2, Orig...
08/01/97	SC	Rock Hill	Rock Hill/York County/Bryant Field	FDC 7/5078	VOR or GPS-A, Amdt 9...
08/01/97	TX	San Antonio	San Antonio Intl	FDC 7/5082	ILS Rwy 3, Amdt 17...
08/01/97	TX	San Antonio	San Antonio Intl	FDC 7/5084	NDB or GPS Rwy 3, Amdt 37A...
08/04/97	DC	Washington	Washington Dulles Intl	FDC 7/5152	Converging ILS Rwy 12, Amdt 3...
08/04/97	DC	Washington	Washington Dulles Intl	FDC 7/5153	Converging ILS Rwy 19L, Amdt 4...
08/04/97	DC	Washington	Washington Dulles Intl	FDC 7/5154	ILS Rwy 19L, Amdt 10...
08/04/97	DC	Washington	Washington Dulles Intl	FDC 7/5155	Converging ILS Rwy 19R, Amdt 4...
08/04/97	DC	Washington	Washington Dulles Intl	FDC 7/5156	ILS Rwy 19R, Amdt 21A...
08/04/97	DC	Washington	Washington National	FDC 7/5157	RNAV or GPS Rwy 33, Amdt 5...
08/06/97	FL	Lake City	Lake City Muni	FDC 7/5186	GPS Rwy 10, Orig...
08/06/97	OH	Batavia	Clermont County	FDC 7/5215	NDB or GPS Rwy 22, Orig...
08/06/97	OH	Batavia	Clermont County	FDC 7/5216	GPS Rwy 4, Orig...

[FR Doc. 97-22356 Filed 8-21-97; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 97

[Docket No. 28994; Amdt. No. 1815]

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 (SIAP's) 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 SIAP's, 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 SIAP's. 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), 14 CFR part 51, and 14 CFR 97.20 of the Federal Aviation Regulations (FAR). The applicable FAA Forms are identified as FAA Form 8260-5. Materials incorporated by reference are available for examination or purchase as stated above.

The large number of SIAP's, 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 amendment to part 97 is effective upon publication of each separate SIAP as contained in the transmittal. The SIAP's contained in this amendment are based on the criteria contained in the United States 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.