

an FAA Principal Maintenance Inspector, who may concur or comment and then send it to the Manager, Rotorcraft Standards Staff.

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

(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 helicopter to a location where the requirements of this AD can be accomplished.

(e) The inspections and replacement, if necessary, shall be done in accordance with Eurocopter France Service Bulletin 05.00.34, Revision 3, dated November 14, 1996. 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 American Eurocopter Corporation, 2701 Forum Drive, Grand Prairie, Texas 75053-4005, telephone (972) 641-3460, fax (972) 641-3527. Copies may be inspected at the FAA, Office of the Regional Counsel, Southwest Region, 2601 Meacham Blvd., Room 663, Fort Worth, Texas; or at the Office of the Federal Register, 800 North Capitol Street, NW., suite 700, Washington, DC.

(f) This amendment becomes effective on June 11, 1998.

**Note 3:** The subject of this AD is addressed in Direction Generale De L'Aviation Civile (France) AD 92-185-033(B)R4 dated December 4, 1996.

Issued in Fort Worth, Texas, on April 30, 1998.

**Eric Bries,**

*Acting Manager, Rotorcraft Directorate,  
Aircraft Certification Service.*

[FR Doc. 98-12114 Filed 5-6-98; 8:45 am]

BILLING CODE 4910-13-P

## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### 14 CFR Part 97

[Docket No. 29214; Amdt. No. 1866]

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, and 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 May 1, 1998.

**Tom 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. 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, 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/DMA, 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 June 18, 1998

Anchorage, AK, Anchorage Intl, RADAR-1, Amdt 9A, CANCELLED  
McGrath, AK, McGrath, GPS RWY 16, Orig  
Albertville, AL, The Albertville Muni-Thomas J Brumlik Fld, GPS RWY 5, Orig  
Greenville, AL, Greenville Muni, GPS RWY 14, Orig  
Greenville, AL, Greenville Muni, GPS RWY 32, Orig  
McCall, ID, McCall, GPS RWY 34, Orig  
McCall, ID, McCall, NDB RWY 34, Orig  
McCall, ID, McCall, NDB OR GPS-A, Orig, CANCELLED  
Osceola, IA, Osceola Muni, GPS RWY 18, Orig  
Osceola, IA, Osceola Muni, GPS RWY 36, Orig  
Vinton, IA, Vinton Veterans Meml Arpk, NDB RWY 27, Amdt 4  
Vinton, IA, Vinton Veterans Meml Arpk, GPS RWY 9 Orig

Vinton, IA, Vinton Veterans Meml Arpk, GPS RWY 27, Orig  
Atchison, KS, Amelia Earhart, VOR/DME OR GPS-A, Amdt 3, CANCELLED  
Atchison, KS, Amelia Earhart, VOR/DME RNAV OR GPS RWY 16, Amdt 4  
Atchison, KS, Amelia Earhart, VOR/DME RWY 16, Orig  
Hagerstown, MD Washington County Regional, ILS RWY 27, Amdt 8  
Newberry, MI, Luce County, VOR OR GPS RWY 11, Amdt 11  
Newberry, MI, Luce County, VOR OR GPS RWY 29, Amdt 11  
Minneapolis, MN, Minneapolis-St. Paul Intl/Wold Chamberlain, ILS PRM RWY 12L, (Simultaneous Close Parallel), Amdt 2  
Minneapolis, MN, Minneapolis-St. Paul Intl/Wold Chamberlain, ILS PRM RWY 12R, (Simultaneous Close Parallel), Amdt 2  
Minneapolis, MN, Minneapolis-St. Paul Intl/Wold Chamberlain, ILS PRM RWY 30L, (Simultaneous Close Parallel), Amdt 3  
Minneapolis, MN, Minneapolis-St. Paul Intl/Wold Chamberlain, ILS PRM RWY 30R, (Simultaneous Close Parallel), Amdt 3  
Perryville, MO, Perryville Muni, VOR/DME RNAV OR GPS RWY 20, Amdt 3  
Burwell, NE, Cram Field, NDB RWY 15, Orig  
Burwell, NE, Cram Field, NDB OR GPS RWY 15, Amdt 4, CANCELLED  
Burwell, NE, Cram Field, GPS RWY 33, Orig  
Batavia, NY, Genesee County, VOR/DME OR GPS-A, Amdt 5  
Batavia, NY, Genesee County, ILS RWY 28, Amdt 4  
Fulton, NY, Oswego County, GPS RWY 24, Orig  
Palmyra, NY, Palmyra Airpark, VOR OR GPS-A, Amdt 1  
Philadelphia, PA, Northeast Philadelphia, GPS RWY 15, Orig  
Philadelphia, PA, Northeast Philadelphia, GPS RWY 33, Orig  
Pittsburgh, PA, Pittsburgh Intl, ILS RWY 10L, Amdt 23  
Providence, RI, Theodore Francis Green State, ILS RWY 5, Amdt 16  
Providence, RI, Theodore Francis Green State, ILS RWY 23, Amdt 4  
Fort Worth, TX, Fort Worth Meacham Intl, NDB OR GPS RWY 34R, Amdt 6, CANCELLED  
Fort Worth, TX, Fort Worth Meacham Intl, GPS RWY 34R, Orig  
Fort Atkinson, WI, Fort Atkinson, GPS RWY 3, Orig  
Ravenswood, WV, Jackson County, GPS RWY 4, Orig  
Ravenswood, WV, Jackson County, GPS RWY 22, Orig

\* \* \* Effective AUGUST 13, 1998

Helena/West Helena, AR, Thompson-Robbins, NDB RWY 17, Amdt 5

[FR Doc. 98-12135 Filed 5-6-98; 8:45 am]

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#### DEPARTMENT OF TRANSPORTATION

#### Federal Aviation Administration

#### 14 CFR Part 97

[Docket No. 29215; Amdt. No. 1867]

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.

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