

§ 39.13 [Amended]

2. Section 39.13 is amended by adding the following new airworthiness directive:

98-11-13 Raytheon Aircraft Company
(Formerly Beech): Amendment 39-10540. Docket 98-NM-165-AD.

Applicability: Model Hawker 800XP series airplanes and Hawker 800 (U-125A military derivative) airplanes, as listed in Raytheon Service Bulletin SB.26-3197, dated April 1998; certificated in any category.

Note 1: This AD applies to each airplane identified in the preceding applicability provision, regardless of whether it has been modified, altered, or repaired in the area subject to the requirements of this AD. For airplanes that have been modified, altered, or repaired so that the performance of the requirements of this AD is affected, the owner/operator must request approval for an alternative method of compliance in accordance with paragraph (b) of this AD. The request should include an assessment of the effect of the modification, alteration, or repair on the unsafe condition addressed by this AD; and, if the unsafe condition has not been eliminated, the request should include specific proposed actions to address it.

Compliance: Required as indicated, unless accomplished previously.

To prevent obstructions of the discharge tubes of the fire extinguisher assemblies, which could result in improper distribution of the fire extinguishing agent within the nacelle in the event of a fire, accomplish the following:

(a) Within 25 days after the effective date of this AD, accomplish paragraphs (a)(1), (a)(2), (a)(3), and (a)(4) of this AD, in accordance with Raytheon Service Bulletin SB.26-3197, dated April 1998.

(1) Remove the sealant from the firewall mounting flanges and mounting points of the fire extinguisher assemblies;

(2) Remove all sealant obstructing the discharge tubes of the fire extinguisher assemblies;

(3) Clean and flush the mounting flanges, mounting points, and discharge tubes with solvent; and

(4) Install new gaskets on the firewall mounting flanges and mounting points.

(b) 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, Wichita Aircraft Certification Office (ACO), FAA, Small 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, Wichita ACO.

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

(c) 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.

(d) The actions shall be done in accordance with Raytheon Service Bulletin SB.26-3197,

dated April 1998. 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 Raytheon Aircraft Company, Manager Service Engineering, Hawker Customer Support Department, P.O. Box 85, Wichita, Kansas 67201-0085. Copies may be inspected at the FAA, Transport Airplane Directorate, 1601 Lind Avenue, SW., Renton, Washington; or at the FAA, Small Airplane Directorate, Wichita Aircraft Certification Office, 1801 Airport Road, Room 100, Mid-Continent Airport, Wichita, Kansas; or at the Office of the Federal Register, 800 North Capitol Street, NW., suite 700, Washington, DC.

(e) This amendment becomes effective on June 8, 1998.

Issued in Renton, Washington, on May 15, 1998.

John J. Hickey,

Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.

[FR Doc. 98-13684 Filed 5-21-98; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 97

[Docket No. 29226; Amdt. No. 1869]

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, US Government Printing Office, Washington, DC 20402.

FOR FURTHER INFORMATION CONTACT:

Donald P. Pate, Flight Procedure Standards Branch (AMCAFS-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 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 8620 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's 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 canceled.

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 15, 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. 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, 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
04/29/98	MA	Bedford	Laurence G. Hanscom Field	8/2601	VOR Rwy 23 Amdt 8A...
04/29/98	MA	Beverly	Beverly Muni	8/2593	NDB or GPS-A Amdt 12...
04/29/98	MA	Beverly	Beverly Muni	8/2594	VOR Rwy 16 Amdt 4...
04/29/98	MA	Beverly	Beverly Muni	8/2595	LOC Rwy 16 Amdt 5...
04/29/98	ME	Augusta	Augusta State	8/2600	ILS Rwy 17 Amdt 2...
04/29/98	ME	Bangor	Bangor Intl	8/2599	ILS Rwy 33 Amdt 10...
04/29/98	ME	Bar Harbor	Hancock County-Bar Harbor	8/2598	LOC/DME BC Rwy 4 Amdt 1...
04/29/98	ME	Presque Isle	Northern Maine Regional Airport at Presque Isle.	8/2597	ILS Rwy 1 Amdt 5...
04/30/98	IN	Bloomington	Bloomington/Monroe County	8/2619	VOR or GPS Rwy 6, Amdt 16A...
04/30/98	IN	Bloomington	Bloomington/Monroe County	8/2620	VOR or GPS Rwy 17, Amdt 11A...
04/30/98	IN	Bloomington	Bloomington/Monroe County	8/2621	VOR or GPS Rwy 24, Amdt 10A...
04/30/98	IN	Bloomington	Bloomington/Monroe County	8/2622	VOR/DME Rwy 35, Amdt 14A...
04/30/98	IN	Bloomington	Bloomington/Monroe County	8/2623	ILS Rwy 35, Amdt 4A...
05/01/98	CT	Hartford	Hartford-Brainard	8/2646	GPS Rwy 2 Orig...
05/01/98	CT	Hartford	Hartford-Brainard	8/2657	VOR or GPS-A Amdt 9A...
05/01/98	CT	Hartford	Hartford-Brainard	8/2658	NDB Rwy 2 Amdt 2...
05/01/98	CT	Hartford	Hartford-Brainard	8/2660	LDA Rwy 2 Amdt 1A...
05/01/98	IL	Chicago	Chicago O'Hare Intl	8/2652	VOR Rwy 22R Amdt 8A...
05/01/98	NC	Asheboro	Asheboro Muni	8/2664	NDB or GPA Rwy 21 Amdt 2A...
05/04/98	ME	Eastport	Eastport Muni	8/2699	GPS Rwy 15 Orig-A...
05/05/98	FL	Sarasota (Bradenton)	Sarasota/Bradenton Intl	8/2750	ILS Rwy 14, Amdt 3...
05/05/98	FL	Sarasota (Bradenton)	Sarasota/Bradenton Intl	8/2751	VOR or GPS Rwy 32, Amdt 8A...
05/05/98	FL	Sarasota (Bradenton)	Sarasota/Bradenton Intl	8/2752	ILS Rwy 32, Amdt 4A...
05/05/98	FL	Sarasota (Bradenton)	Sarasota/Bradenton Intl	8/2754	VOR or GPS Rwy 14, Amdt 16...
05/05/98	FL	Sarasota (Bradenton)	Sarasota/Bradenton Intl	8/2755	NDB Rwy 32, Amdt 6...
05/05/98	FL	Sarasota (Bradenton)	Sarasota/Bradenton Intl	8/2756	Radar-1, Amdt 5A...
05/05/98	FL	Sarasota (Bradenton)	Sarasota/Bradenton Intl	8/2761	VOR or GPS Rwy 22, Amdt 10...
05/05/98	WI	Fort Atkinson	Fort Atkinson Muni	8/2749	VOR or GPS-A, Orig...

FDC date	State	City	Airport	FDC No.	SIAP
05/07/98	FL	St. Petersburg	St. Petersburg-Clearwater Intl	8/2786	ILS Rwy 17L, Amdt 19B...
05/07/98	MS	Greenville	Mid Delta Regional	8/2788	ILS Rwy 18L Amdt 9...
05/07/98	NC	Kenansville	Duplin County	8/2795	LOC Rwy 22 Orig-A...
05/07/98	NC	Kenansville	Duplin County	8/2796	NDB or GPS Rwy 22 Amdt 5A...
05/07/98	OH	Lorain/Elyria	Lorain County Regional	8/2783	VOR or GPS-A, Amdt 2...
05/07/98	OH	Lorain/Elyria	Lorain County Regional	8/2785	ILS Rwy 7, Amdt 6...
05/08/98	FL	Marco Island	Marco Island	8/2824	VOR/DME Rwy 17, Amdt 6...
05/08/98	FL	Marco Island	Marco Island	8/2825	GPS Rwy 17, Orig...
05/08/98	FL	Marco Island	Marco Island	8/2832	LOC Rwy 17, Orig...
05/08/98	FL	Tallahassee	Tallahassee Regional	8/2827	VOR or GPS Rwy 18, Amdt 9...
05/08/98	FL	Tallahassee	Tallahassee Regional	8/2828	Radar-1, Amdt 4...
05/08/98	SC	Clemson	Clemson-Oconee County	8/2817	NDB or GPS-A Amdt 5...
05/13/98	IN	Bloomington	Bloomington/Monroe County	8/2899	NDB or GPS Rwy 35, Amdt 4A...

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 97

[Docket No. 29227; Admt. No. 1870]

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: Donald P. Pate, Flight Procedure Standards Branch (AMCAFS-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 part 97 of the Federal Aviation Regulations (14 CFR part 97) establishes, amends, suspends, or revoke 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), 1 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.

This 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.

The FAA has determined through testing that current non-localizer type, non-precision instrument approaches developed using the TERPS criteria can be flown by aircraft equipped with a Global Positioning System (GPS) and or Flight Management System (FMS) equipment. In consideration of the above, the applicable SIAP's will be altered to include "or GPS or FMS" in the title without otherwise reviewing or modifying the procedure. (Once a stand alone GPS or FMS procedure is developed, the procedure title will be altered to remove "or GPS or FMS" from these non-localizer, non-precision instrument approach procedure titles.)

The FAA has determined through extensive analysis that current SIAP's intended for use by Area Navigation (RNAV) equipped aircraft can be flown by aircraft utilizing various other types of navigational equipment. In consideration of the above, those SIAP's currently designated as "RNAV" will be redesignated as "VOR/DME RNAV"