

(b) Within 90 days or 700 flight cycles after the effective date of this AD, whichever occurs later, perform a detailed visual inspection to detect deformation or fatigue damage of the bolt at the upper inboard attachment of the FEMS fitting; perform a torque check to detect any bolt that is under- or over-torqued; and perform an ultrasonic inspection to detect any cracking of the bolt; in accordance with the Accomplishment Instructions of Boeing Service Bulletin 737-54-1007, Revision 1, dated March 26, 1998.

(1) If no bolt deformation or fatigue damage, under- or over-torqued nut, or fatigue cracking is found: Thereafter, repeat the detailed visual inspection and torque check required by paragraph (b) of this AD at intervals not to exceed 700 flight cycles. Additionally, repeat the ultrasonic inspection two more times at intervals not to exceed 700 flight cycles, but no earlier than 600 flight cycles.

(2) If any deformation, fatigue damage, or fatigue cracking of the inboard attachment bolt is found during any inspection required by this paragraph: Prior to further flight, replace the inboard attachment bolt and nut with a new Nickel Alloy 718 bolt and associated nut in accordance with the service bulletin. Replacement of the inboard attachment bolt and nut in accordance with the service bulletin constitutes terminating action for the repetitive inspection requirements of paragraphs (b)(1), (b)(2), and (b)(3) of this AD.

(3) If the torque check shows that a nut is torqued to any value outside the limits of 440 to 650 pound-inches, prior to further flight, accomplish paragraphs (b)(3)(i) and (b)(3)(ii) of this AD.

(i) Loosen the affected nut enough to demonstrate that a minimum run-on torque value of 18 pound-inches can be achieved. If this value cannot be achieved, install a new nut in accordance with the service bulletin, and repeat the run-on torque check prior to tightening the nut to 440-650 inch pounds. If a run-on torque value of 18 pound-inches still cannot be achieved, prior to further flight, replace the inboard attachment bolt and nut with a new Nickel Alloy 718 bolt and associated nut in accordance with the service bulletin.

(ii) Tighten the affected nut to 440-650 pound-inches in accordance with the service bulletin.

(c) Within 90 days or 700 flight cycles after the effective date of this AD, whichever occurs later, perform a detailed visual inspection to detect any cracked or severed lug of the outboard support link attachment of the FEMS fitting, in accordance with the Accomplishment Instructions of Boeing Service Bulletin 737-54-1009, Revision 1, dated March 26, 1998.

(1) If no cracked or severed lug is detected: Repeat the detailed visual inspection required by paragraph (c) thereafter at intervals not to exceed 700 flight cycles, or perform the optional terminating modification, in accordance with Part II of the Accomplishment Instructions of the service bulletin. Where the service bulletin specifies that the manufacturer may be contacted for disposition of certain repair conditions, repair in accordance with a

method approved by the Manager, Seattle ACO. Accomplishment of this modification constitutes terminating action for the repetitive inspection requirements of paragraph (c) of this AD.

(2) If any cracked or severed lug is found, prior to further flight, accomplish the requirements of paragraphs (c)(2)(i) and (c)(2)(ii) of this AD.

(i) Replace the FEMS fitting with a "serviceable" or a "newer-type" FEMS fitting in accordance with Accomplishment Instructions of Boeing Service Bulletin 737-54A1012, Revision 4, dated March 26, 1998. Replacement of the FEMS fitting with a "newer-type" FEMS fitting in accordance with the service bulletin constitutes terminating action for the repetitive inspection requirements of paragraph (a) of this AD.

(ii) Install a new bearing, which is inserted into the lug of the replacement FEMS fitting, in accordance with the Accomplishment Instructions of Boeing Service Bulletin 737-54-1009, Revision 1, dated March 26, 1998. Replacement of the existing bearing with an improved bearing constitutes terminating action for the repetitive inspection requirements of the lug that are specified in paragraph (c) of this AD.

(d) Within 20 days after accomplishing the initial inspections required by paragraphs (a), (b), and (c) of this AD, or within 20 days after the effective date of this AD, whichever occurs later, submit a report of the inspection results (adverse findings only) to the Manager, Seattle ACO, FAA, Transport Airplane Directorate, 1601 Lind Avenue, SW., Renton, Washington 98055-4056; fax (425) 227-1181. Required information for each report must include the following: A description of the adverse finding, airplane serial number and total flight cycles and flight hours accumulated, number of flight cycles and flight hours accumulated since the last engine change, and the number of flight cycles and flight hours accumulated since the last inspection of the affected part. Information collection requirements contained in this regulation have been approved by the Office of Management and Budget (OMB) under the provisions of the Paperwork Reduction Act of 1980 (44 U.S.C. 3501 *et seq.*) and have been assigned OMB Control Number 2120-0056.

(e) 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 ACO. 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 4: Information concerning the existence of approved alternative methods of compliance with this AD, if any, may be obtained from the Seattle ACO.

(f) 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.

(g) Except as provided in paragraph (c)(1) of this AD, the actions shall be done in

accordance with Boeing Service Bulletin 737-54A1012, Revision 4, dated March 26, 1998; Boeing Service Bulletin 737-54-1007, Revision 1, dated March 26, 1998; and Boeing Service Bulletin 737-54-1009, Revision 1, dated March 26, 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 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.

(h) This amendment becomes effective on July 17, 1998.

Issued in Renton, Washington, on June 25, 1998.

John J. Hickey,

Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.

[FR Doc. 98-17523 Filed 7-1-98; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 71

[Airspace Docket No. 98-ASO-6]

Amendment of Class E Airspace; Daytona Beach, FL; Correction

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Final rule; correction.

SUMMARY: This action corrects an error in the geographic position coordinates of a final rule that was published in the **Federal Register** on June 19, 1998, (63 FR 33544) Airspace Docket No. 98-ASO-6. The final rule modified Class E airspace at Daytona Beach, FL.

EFFECTIVE DATE: 0901 UTC, August 13, 1998.

FOR FURTHER INFORMATION CONTACT:

Nancy B. Shelton, Manager, Airspace Branch, Air Traffic Division, Federal Aviation Administration, P.O. Box 20636, Atlanta, Georgia 30320; telephone (404) 305-5586.

SUPPLEMENTARY INFORMATION:

History

Federal Register Document 98-16355, Airspace Docket No. 98-ASO-6, published on June 19, 1998 (63 FR 33544), amended the Class E surface area airspace at Daytona Beach, FL. A VHF Omnidirectional Range (VOR) or Global Positioning System (GPS) Runway (RWY) 17 Standard Instrument Approach Procedure (SIAP) has been developed for Ormond Beach Municipal

Aiport. The geographic position coordinates as published in the **Federal Register** on June 19, 1998, for the Daytona Beach, FL, Spruce Creek Airport are incorrect. This action corrects that error.

Correction to Final Rule

Accordingly, pursuant to the authority delegated to me, the geographic position coordinates at Daytona Beach, FL, as published in the **Federal Register** on June 19, 1998 (63 FR 33544), (FR 98-16355) and the description in FAA Order 7400.9E, which is incorporated by reference in 14 CFR 71.1, are corrected as follows:

§ 71.1 [Corrected]

ASO FL E5 Daytona Beach, FL [Corrected]

On page 33544, in column 3, in the Daytona Beach, FL, airspace, under Spruce Creek Airport, correct "(Lat. 20°04'49"N., long. 81°03'27"W.)" to read "(Lat. 29°04'49"N., long. 81°02'48"W.)".

Issued in College Park, Georgia, on June 22, 1998.

Nancy B. Shelton,

Acting Manager, Air Traffic Division, Southern Region.

[FR Doc. 98-17489 Filed 7-1-98; 8:45 am]

BILLING CODE 4910-13-M

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 97

[Docket No. 29262; Amdt. No. 1877]

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 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), 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 SIAP's, 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 SIAP's. 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 SIAP's, 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" without otherwise reviewing or modifying the SIAP's.

Because of the close and immediate relationship between these SIAP's and safety in air commerce, I find that notice and public procedure before adopting these SIAP's are impracticable and contrary to the public interest and, where applicable, that good cause exists for making some SIAP's effective in less than 30 days.