

assessment of the effect of the changed configuration on the unsafe condition addressed by this AD. In no case does the presence of any modification, alteration, or repair remove any airplane from the applicability of this AD.

**Compliance:** Required as indicated, unless accomplished previously.

Note 2: Inspections and replacement of the rod ends in accordance with British Aerospace Campaign Wire 27-CW-PM6034, dated May 18, 1995, are considered to be acceptable for compliance with the actions specified in this AD.

To prevent asymmetric deployment and subsequent lateral control problems, particularly at low speeds with the flaps extended, due to cracking of either pair of aft rod ends of the lift dumper operating mechanism, accomplish the following:

(a) Within 100 flight hours or 30 days after the effective date of this AD, whichever occurs first: Perform a visual inspection to detect drill holes for a grease nipple in the housing of the rod ends of the lift dumper, in accordance with British Aerospace Alert Service Bulletin 27-A-PM6034, Issue 1, dated October 6, 1995.

(b) If no drill holes for a grease nipple are found, no further action is required by this AD.

(c) If any drill hole for a grease nipple is found, prior to further flight, perform a dye penetrant inspection to detect cracking of the rod eye-end, in accordance with British Aerospace Alert Service Bulletin 27-A-PM6034, Issue 1, dated October 6, 1995. Pay particular attention to the area surrounding the grease nipple hole.

(1) If no cracking is found, accomplish the requirements of paragraphs (c)(1)(i) and (c)(1)(ii) of this AD.

(i) Repeat the inspection required by paragraph (c) of this AD thereafter at intervals not to exceed 100 flight hours until the rod ends are replaced in accordance with paragraph (c)(1)(ii) of this AD.

(ii) Within 60 days after the effective date of this AD, replace the drilled rod end with an undrilled rod end, in accordance with the alert service bulletin. Accomplishment of this replacement constitutes terminating action for the inspections required by paragraph (c)(1)(i) of this AD.

(2) If any cracking is found, prior to further flight, replace the rod end with an undrilled rod end, in accordance with British Aerospace Alert Service Bulletin 27-A-PM6034, Issue 1, dated October 6, 1995.

(d) As of the effective date of this AD, no person shall install on any airplane a rod end, part number RMX 7GUE, having any holes drilled for a grease nipple; nor shall any person drill any holes for a grease nipple in a rod end having part number RMX 7GUE on any airplane.

(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, Standardization Branch, ANM-113, FAA, Transport 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, Standardization Branch, ANM-113.

Note 3: Information concerning the existence of approved alternative methods of compliance with this AD, if any, may be obtained from the Standardization Branch, ANM-113.

(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) The inspections and replacement of the rod ends shall be done in accordance with British Aerospace Alert Service Bulletin 27-A-PM6034, Issue 1, dated October 6, 1995. 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 British Aerospace, Airbus Limited, P.O. Box 77, Bristol BS99 7AR, England. 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 November 28, 1995.

Issued in Renton, Washington, on November 3, 1995.

Darrell M. Pederson,

*Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.*

[FR Doc. 95-27786 Filed 11-9-95; 8:45 am]

**BILLING CODE 4910-13-U**

#### 14 CFR Part 39

[Docket No. 95-ANE-34; Amendment 39-9402, AD 95-21-15]

#### Airworthiness Directives; Teledyne Continental Motors Reciprocating Engines

**AGENCY:** Federal Aviation Administration, DOT.

**ACTION:** Final rule; request for comments.

**SUMMARY:** This amendment adopts a new airworthiness directive (AD) that is applicable to certain Teledyne Continental Motors (TCM) reciprocating engines installed on certain aircraft identified by registration numbers. This action supersedes priority letter AD 94-14-12 that currently requires engines certified to operate on 91 octane or higher aviation gasoline (avgas) to undergo a teardown and analytical inspection for detonation damage, and engines certified to operate on 80 octane avgas to undergo inspection for evidence of possible internal engine damage. This action revises incorrect engine model numbers and aircraft registration numbers listed in the priority letter AD. This amendment is

prompted by the Federal Aviation Administration (FAA) receiving more accurate information concerning which aircraft were fueled with the contaminated mixture at the affected airports. The actions specified by this AD are intended to prevent detonation due to low octane, which can result in severe engine damage and subsequent failure.

**DATES:** Effective November 28, 1995.

The incorporation by reference of certain publications listed in the regulations is approved by the Director of the Federal Register as of November 28, 1995. Comments for inclusion in the Rules Docket must be received on or before January 12, 1996.

**ADDRESSES:** Submit comments in triplicate to the Federal Aviation Administration (FAA), New England Region, Office of the Assistant Chief Counsel, Attention: Rules Docket No. 95-ANE-34, 12 New England Executive Park, Burlington, MA 01803-5299.

The service information referenced in this AD may be obtained from Teledyne Continental Motors, P.O. Box 90, Mobile, AL 36601; telephone (334) 438-3411. This information may be examined 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.

**FOR FURTHER INFORMATION CONTACT:** Locke Easton, Aerospace Engineer, Engine and Propeller Standards Staff, FAA, Engine and Propeller Directorate, 12 New England Executive Park; telephone (617) 238-7113, fax (617) 238-7199.

**SUPPLEMENTARY INFORMATION:** On June 23, 1994, the Federal Aviation Administration (FAA) issued priority letter airworthiness directive (AD) 94-14-12, applicable to Teledyne Continental Motors (TCM) A-65-8, C-85-12, E-185-11, O-200, O-300-D, GO-300, IO-360-G, IO-360-K, TSIO-360, O-470-L, O-470-R, O-470-U, IO-470-C, IO-470-E, IO-470-F, IO-470-L, IO-470-N, IO-470-S, IO-470-V, IO-520-A, IO-520-B, IO-520-C, IO-520-D, IO-520-F, IO-520-K, IO-520-M, TSIO-520, TSIO-520-C, TSIO-520-M, TSIO-520-N, TSIO-520-UB, GTSIO-520, IO-550-C, and R-670 reciprocating engines, installed on the following U.S. registered aircraft: N101G, N101JB, N101PQ, N1077B, N11PT, N111MK, N114R, N1162D, N1167J, N1208U, N121LG, N124WN, N13159, N1344V, N1360L, N140NL, N1503S, N1556T, N1584V, N16165, N166AU, N1672R, N1680R, N172CB, N1724T, N17793, N179SV, N1806F, N1818L, N182MC,

N186Q, N19193, N19346, N207X, N200BD, N2051S, N2083S, N210KC, N21179, N2168N, N22FG, N2248Z, N2281T, N231KQ, N24FG, N2616N, N26560, N27G, N27326, N2841W, N2854W, N2881M, N2928B, N2995F, N3DX, N30C, N30CA, N300RS, N3097D, N31CU, N313TM, N3145Y, N3153B, N323K, N3397Q, N340VV, N3499G, N35MX, N35840, N35964, N3599L, N3603L, N36319, N3639D, N3700J, N39545, N4008F, N4088V, N41CU, N41032, N4105C, N4154Y, N421CW, N421EM, N421SM, N4218L, N4259B, N46GS, N4302L, N4354K, N4354W, N444BJ, N4562D, N4568D, N4591S, N4598S, N4672B, N476KE, N4761K, N47964, N4812F, N4884B, N4895E, N5089V, N51EN, N5204C, N5314T, N5357A, N5377J, N5453J, N550DF, N5517A, N555YT, N5591D, N57032, N5732X, N58BS, N5808F, N58689, N60DM, N60062, N619B, N6108F, N6158R, N6169N, N6193X, N62121, N6222F, N6278V, N6281F, N6285H, N6341X, N6363K, N6421P, N65WW, N65031, N6527P, N6579M, N6664L, N6669X, N6670G, N66909, N6706G, N67249, N677PC, N6789R, N6800R, N6822R, N6837Q, N68937, N6915F, N6951M, N6952M, N6992E, N704GY, N704NQ, N7125E, N714BD, N7208V, N721X, N724BE, N7248H, N7303Y, N7309Q, N732DD, N735DV, N739JG, N7405S, N758JF, N777E, N7981D, N800WB, N8103Z, N8107D, N8150Q, N8160Q, N8168U, N8210, N8241N, N8307D, N8308Z, N836BQ, N8426S, N8432Z, N8465L, N8491S, N85WB, N8501S, N8532R, N8579H, N8579M, N85797, N86VS, N8660M, N8669A, N8867T, N9099G, N9114A, N9124U, N9151M, N9157S, N91603, N91860, N922DK, N92465, N9410S, N9434N, N9435U, N9516Y, N9547U, N9597T, N9606Y, N96134, N9613Y, N9673L, N96761, N9764E, N9777R, N97799, N9833H, N984BC, and N9992G. That action requires teardown and analytical inspection for engines certified to operate on 91 or higher octane aviation gasoline (avgas), and differential compression test and examination of the oil filter for engines certified to operate on 80 octane avgas. That action was prompted by reports of aviation gasoline (avgas) being contaminated by Jet A fuel. After investigation, the source of the contamination has been determined to be the refiner of the avgas. Through its distribution system, the refiner inadvertently caused Jet A fuel to be loaded into distribution tanks intended for avgas. Contaminated avgas from these distribution tanks was then shipped to local fuel distributors. The FAA has determined that aircraft with certain TCM engines installed were

fueled with this contaminated mixture between May 22 and June 2, 1994, at Sacramento Executive (SAC) airport, or between May 18 and June 2, 1994, at Sacramento Metro (SMF) airport. The list of U.S. registered aircraft specified in the applicability paragraph of this AD is based on investigation of fueling records secured from the two affected airports, which the FAA has determined to represent the population of affected engines. That condition, if not corrected, could result in detonation due to low octane, which can result in severe engine damage and subsequent failure.

This AD requires engines certified to operate on 91 octane or higher avgas to undergo a teardown and analytical inspection for detonation damage, and engines certified to operate on 80 octane avgas to undergo inspection for evidence of possible internal engine damage. Engineering analysis of operating these engines with avgas contaminated with Jet A fuel indicates that actual damage to the engine may range from unnoticeable to very severe, according to the duration of run, engine power level, and level of contamination. Damage may be characterized by increased operating temperatures resulting in damaged intake valves and burned pistons, and excessive loads imposed by detonation. Since internal damage may not be assessed by any other method, engines certified to operate on 91 octane or higher avgas must undergo a teardown and analytical inspection and any parts showing signs of detonation damage must be replaced. Investigation revealed the lowest octane level of the contaminated fuel to be 83 octane, therefore engines certified to operate on 80 octane avgas need not undergo a teardown and analytical inspection unless evidence of internal engine damage is present by the required differential compression test and examination of the oil filter for metal particles. The refiner has advised the FAA that it may pay for any reasonable expense associated with the inspection and/or disassembly in accordance with the mechanic's and manufacturer's recommendations.

Since the issuance of that priority letter AD, the FAA has received more accurate information concerning which aircraft were fueled with the contaminated mixture at the affected airports. This AD therefore corrects certain engine model numbers and aircraft registration numbers for aircraft that were fueled with the contaminated mixture.

The FAA has reviewed and approved the technical contents of TCM Service Bulletin (SB) No. M88-10, dated August

24, 1988, that specifies that reciprocating engines operated with lower octane than that approved for the engine or contaminated with Jet A fuel should undergo a teardown and analytical inspection as the engine could sustain damage that cannot be assessed by any other method; and TCM SB No. M84-15, dated December 21, 1984, that describes procedures for differential compression tests.

Since an unsafe condition has been identified that is likely to exist or develop on other engines of this same type design, this AD supersedes priority letter AD 94-14-12 to revise incorrect engine model numbers and aircraft registration numbers listed in the priority letter AD. The actions are required to be accomplished in accordance with the SB's described previously.

Since a situation exists that requires the immediate adoption of this regulation, it is found that notice and opportunity for prior public comment hereon are impracticable, and that good cause exists for making this amendment effective in less than 30 days.

#### Comments Invited

Although this action is in the form of a final rule that involves requirements affecting flight safety and, thus, was not preceded by notice and an opportunity for public comment, comments are invited on this rule. Interested persons are invited to comment on this rule by submitting such written data, views, or arguments as they may desire. Communications should identify the Rules Docket number and be submitted in triplicate to the address specified under the caption **ADDRESSES**. All communications received on or before the closing date for comments will be considered, and this rule may be amended in light of the comments received. Factual information that supports the commenter's ideas and suggestions is extremely helpful in evaluating the effectiveness of the AD action and determining whether additional rulemaking action would be needed.

Comments are specifically invited on the overall regulatory, economic, environmental, and energy aspects of the rule that might suggest a need to modify the rule. All comments submitted will be available, both before and after the closing date for comments, in the Rules Docket for examination by interested persons. A report that summarizes each FAA-public contact concerned with the substance of this AD will be filed in the Rules Docket.

Commenters wishing the FAA to acknowledge receipt of their comments

submitted in response to this notice must submit a self-addressed, stamped postcard on which the following statement is made: "Comments to Docket Number 95-ANE-34." The postcard will be date stamped and returned to the commenter.

The regulations adopted herein will not have substantial direct effects on the States, on the relationship between the national government and the States, or on the distribution of power and responsibilities among the various levels of government. Therefore, in accordance with Executive Order 12612, it is determined that this final rule does not have sufficient federalism implications to warrant the preparation of a Federalism Assessment.

The FAA has determined that this regulation is an emergency regulation that must be issued immediately to correct an unsafe condition in aircraft, and is not a "significant regulatory action" under Executive Order 12866. It has been determined further that this action involves an emergency regulation under DOT Regulatory Policies and Procedures (44 FR 11034, February 26, 1979). If it is determined that this emergency regulation otherwise would be significant under DOT Regulatory Policies and Procedures, a final regulatory evaluation will be prepared and placed in the Rules Docket. A copy of it, if filed, may be obtained from the Rules Docket at the location provided under the caption ADDRESSES.

List of Subjects in 14 CFR Part 39

Air transportation, Aircraft, Aviation safety, Incorporation by reference, Safety.

Adoption of the Amendment

Accordingly, pursuant to the authority delegated to me by the Administrator, the Federal Aviation Administration amends part 39 of the Federal Aviation Regulations (14 CFR part 39) as follows:

**PART 39—AIRWORTHINESS DIRECTIVES**

1. The authority citation for part 39 continues to read as follows:

Authority: 49 USC 106(g), 40101, 40113, 44701.

**§ 39.13 [Amended]**

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

95-21-15 Teledyne Continental Motors: Amendment 39-9402. Docket No. 95-ANE-34.

*Applicability:* Teledyne Continental Motors (TCM) A-65-8, C-85-12, E-185-11,

O-200, O-300-D, GO-300, IO-360-G, IO-360-K, TSIO-360, O-470-L, O-470-R, O-470-U, IO-470-C, IO-470-E, IO-470-F, IO-470-L, IO-470-N, IO-470-S, IO-470-V, IO-520-A, IO-520-B, IO-520-C, IO-520-D, IO-520-F, IO-520-K, IO-520-M, TSIO-520, TSIO-520-C, TSIO-520-M, TSIO-520-N, TSIO-520-UB, GTSIO-520, IO-550-C, and R-670 reciprocating engines, installed on the following U.S. registered aircraft: N101G, N101JB, N101PQ, N1077B, N11PT, N111MK, N114R, N1162D, N1167J, N1208U, N121LG, N124WN, N13159, N1344V, N1360L, N140NL, N1503S, N1556T, N1584V, N16165, N166AU, N1672R, N1680R, N172CB, N1724T, N17793, N179SV, N1806F, N1818L, N182MC, N186Q, N19193, N19346, N207X, N200BD, N2051S, N2083S, N210KC, N21179, N2168N, N22FG, N2248Z, N2281T, N231KQ, N24FG, N2616N, N26560, N27G, N27326, N2841W, N2854W, N2881M, N2928B, N2995F, N3DX, N30C, N30CA, N300RS, N3097D, N31CU, N313TM, N3145Y, N3153B, N323K, N3397Q, N340VV, N3499G, N35MX, N35840, N35964, N3599L, N3603L, N36319, N3639D, N3700J, N39545, N4008F, N4088V, N41CU, N41032, N4105C, N4154Y, N421CW, N421EM, N421SM, N4218L, N4259B, N46GS, N4302L, N4354K, N4354W, N444BJ, N4562D, N4568D, N4591S, N4598S, N4672B, N476KE, N4761K, N47964, N4812F, N4884B, N4895E, N5089V, N51EN, N5204C, N5314T, N5357A, N5377J, N5453J, N550DF, N5517A, N555YT, N5591D, N57032, N5732X, N58BS, N5808F, N58689, N60DM, N60062, N619B, N6108F, N6158R, N6169N, N6193X, N62121, N6222F, N6278V, N6281F, N6285H, N6341X, N6363K, N6421P, N65WW, N65031, N6527P, N6579M, N6664L, N6669X, N6670G, N66909, N6706G, N67249, N677PC, N6789R, N6800R, N6822R, N6837Q, N68937, N6915F, N6951M, N6952M, N6992E, N704GY, N704NQ, N7125E, N714BD, N7208V, N721X, N724BE, N7248H, N7303Y, N7309Q, N732DD, N735DV, N739JG, N7405S, N758JF, N777E, N7981D, N800WB, N8103Z, N8107D, N8150Q, N8160Q, N8168U, N8210, N8241N, N8307D, N8308Z, N836BQ, N8426S, N8432Z, N8465L, N8491S, N85WB, N8501S, N8532R, N8579H, N8579M, N85797, N86VS, N8660M, N8669A, N8867T, N9099G, N9114A, N9124U, N9151M, N9157S, N91603, N91860, N922DK, N92465, N9410S, N9434N, N9435U, N9516Y, N9547U, N9597T, N9606Y, N96134, N9613Y, N9673L, N96761, N9764E, N9777R, N97799, N9833H, N984BC, and N9992G.

Note: This airworthiness directive applies to each engine 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 engines that have been modified, altered, or repaired so that the performance of the requirements of this AD is affected, the owner/operator must use the authority provided in paragraph (c) to request approval from the Federal Aviation Administration (FAA). This approval may address either no action, if the current configuration eliminates the unsafe condition, or different actions necessary to address the unsafe condition described in this AD. Such a request should include an assessment of the effect of the changed configuration on the unsafe condition addressed by this AD. In no case

does the presence of any modification, alteration, or repair remove any engine from the applicability of this AD.

*Compliance:* Required as indicated, unless accomplished previously.

To prevent detonation due to low octane, which can result in severe engine damage and subsequent failure, accomplish the following:

(a) For engines that are certified to operate on only 91 or higher octane aviation gasoline (avgas) within the next 2 hours time in service (TIS) after the effective date of this AD perform an engine teardown and analytical inspection, and replace with serviceable parts as necessary in accordance with TCM Service Bulletin (SB) No. M88-10, dated August 24, 1988.

(b) For engines that are certified to operate on 80 octane avgas, within the next 2 hours TIS after the effective date of this AD conduct a differential compression test on all cylinders in accordance with TCM SB No. M84-15, dated December 21, 1984, and examine the oil filter by cutting the oil filter apart and spreading the filter paper out to look for metal particles. If metal particles are present, or if one or more cylinders shows unacceptable compression as specified in TCM SB No. M84-15, dated December 21, 1984, perform an engine teardown and analytical inspection, and replace with serviceable parts as necessary in accordance with TCM SB No. M88-10, dated August 24, 1988.

(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 and Propeller Standards Staff. The request should be forwarded through an appropriate FAA Maintenance Inspector, who may add comments and then send it to the Manager, Engine and Propeller Standards Staff.

Note: Information concerning the existence of approved alternative methods of compliance with this airworthiness directive, if any, may be obtained from the Engine and Propeller 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 aircraft to a location where the requirements of this AD can be accomplished.

(e) The actions required by this AD shall be done in accordance with the following SB's:

Document No.	Page	Date
TCM SB No. M88-10.	1 .....	August 24, 1988.
Total Pages: 1		
TCM SB No. M84-15.	1-6 .	December 21, 1984.
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 Teledyne Continental Motors, P.O. Box 90, Mobile, AL 36601; telephone (334) 438-3411. 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 priority letter AD 94-14-12, issued June 23, 1994.

(g) This amendment becomes effective on November 28, 1995.

Issued in Burlington, Massachusetts, on October 30, 1995.

James C. Jones,

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

[FR Doc. 95-27887 Filed 11-9-95; 8:45 am]

BILLING CODE 4910-13-U

## 14 CFR Part 97

[Docket No. 28378; Amdt. No. 1693]

### 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, 8260-4, 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 November 3, 1995.

Thomas C. Accardi,  
*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: