

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), 40113, 44701.

§ 39.13 [Amended]

2. Section 39.13 is amended by adding a new airworthiness directive (AD) to read as follows:

97-02-01 The New Piper Aircraft, Inc.: Amendment 39-9885; Docket No. 95-CE-21-AD.

Applicability: Model PA31T2 airplanes (serial numbers 31T-8166001 through 31T-8166062), certificated in any category, that have a Parker Hannifin Wheel and Brake Conversion Kit 199-111 incorporated in accordance with Supplemental Type Certificate (STC) SA599GL.

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 (c) 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 within the next 100 hours time-in-service after the effective date of this AD, unless already accomplished.

To prevent the brake cylinder from chafing against the landing gear emergency extension air line when the gear is in the up and locked position, which could result in damage to the air line and subsequent loss of emergency gear extension capability, accomplish the following:

(a) Reroute the landing gear emergency extension air line in accordance with the ACCOMPLISHMENT INSTRUCTIONS section of Parker Hannifin Service Bulletin SB7034, Revision B, dated December 19, 1995.

(b) 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.

(c) An alternative method of compliance or adjustment of the compliance time that provides an equivalent level of safety may be approved by the Manager, Chicago Aircraft Certification Office (ACO), FAA, 2300 East Devon Avenue, Des Plaines, Illinois 60018. The request shall be forwarded through an appropriate FAA Maintenance Inspector, who may add comments and then send it to the Manager, Chicago ACO.

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

(d) The rerouting required by this AD shall be done in accordance with Parker Hannifin Service Bulletin SB7034, Revision B, dated December 19, 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 the Parker Hannifin Corporation, Aircraft Wheel & Brake, 1160 Center Road, P.O. Box 158, Avon, Ohio 44011. 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.

(e) This amendment (39-9885) becomes effective on February 14, 1997.

Issued in Kansas City, Missouri, on January 6, 1997.

Henry A. Armstrong,

Acting Manager, Small Airplane Directorate, Aircraft Certification Service.

[FR Doc. 97-880 Filed 1-22-97; 8:45 am]

BILLING CODE 4910-13-U

14 CFR Part 97

[Docket No. 28777; Amdt. No. 1776]

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, 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 routing 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 January 10, 1997.

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:

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/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 ISAPs, identified as follows:

...Effective January 30, 1997

Fayetteville, AR, Drake Field, LDA/DME Rwy 34, Orig
Burlington, CO, Kit Carson County, LOC Rwy 33, Orig
Suffolk, VA, Suffolk Muni, LOC Rwy 4, Orig
Suffolk, VA, Suffolk Muni, NDB Rwy 4, Orig

...Effective February 27, 1997

Unalakleet, AK, Unalakleet, MLS Rwy 14, Orig
Frankfort, IL, Frankfort, VOR or GPS Rwy 27, Amdt 4
Youngstown, OH, Youngstown Elser Metro, VOR or GPS-C, Amdt 1
Miller, SD, Miller Muni, NDB or GPS Rwy 13, Amdt 2, CANCELLED
Miller, SD, Miller Muni, NDB Rwy 15, Orig

...Effective March 27, 1997

Port Heiden, AK, Port Heiden, VOR/DME Rwy 13, Orig
St Mary's, AK, St Mary's, LOC/DME Rwy 16, Amdt 2
St Mary's, AK, St Mary's, NDB Rwy 16, Amdt 1
Benton, AR, Saline County, GPS Rwy 17, Orig
Benton, AR, Saline County, GPS Rwy 35, Orig
Hope, AR, Hope Muni, VOR/DME Rwy 4, Amdt 7
Hope, AR, Hope Muni, NDB Rwy 16, Amdt 4
Hope, AR, Hope Muni, GPS Rwy 4, Orig
Hope, AR, Hope Muni, GPS Rwy 16, Orig

Grass Valley, CA, Nevada County Air Park, GPS Rwy 7, Orig
Telluride, CO, Telluride Regional, GPS Rwy 9, Amdt 1
Oxford, CT, Waterbury-Oxford, NDB Rwy 36, Amdt 7
Oxford, CT, Waterbury-Oxford, GPS Rwy 18, Orig
Oxford, CT, Waterbury-Oxford, GPS Rwy 36, Orig
Brooksville, FL, Hernando County, NDB Rwy 9, Amdt 5
Brooksville, FL, Hernando County, GPS Rwy 9, Orig
Brooksville, FL, Hernando County, GPS Rwy 20, Orig
Claxton GA, Claxton-Evans County, NDB Rwy 9, Orig, CANCELLED
Claxton, GA, Claxton-Evans County, NDB Rwy 9, Orig
Muscatine, IA, Muscatine Muni, GPS Rwy 23, Amdt 1
Frankfort, IN, Frankfort Muni, NDB or GPS Rwy 9, Amdt 1
Frankfort, IN, Frankfort Muni, GPS Rwy 27, Orig
Menominee, MI, Menominee-Marinette Twin County, GPS Rwy 32, Orig
Ely, MN, Ely Muni, VOR/DME Rwy 30, Amdt 4
ELY, MN, Ely Muni, VOR/DME Rwy 12, Amdt 4
Ely, MN, Ely Muni, VOR or GPS Rwy 30, Amdt 6
Ely, MN, Ely Muni, VOR or GPS Rwy 12, Amdt 6
St Paul, MN, St Paul Downtown Holman Fld, GPS Rwy 14, Orig
Sidney, MT, Sidney-Richland Muni, GPS Rwy 1, Orig
Sidney, MT, Sidney-Richland Muni, GPS Rwy 19, Orig
York, NE, York Muni, GPS Rwy 17, Orig
York, NE, York Muni, GPS Rwy 35, Orig
West Milford, NJ, Greenwood Lake, GPS Rwy 6, Orig
Columbus, OH, Ohio State University, LORAN RNAV Rwy 9R, Orig, CANCELLED
Columbus, OH, Ohio State University, LORAN RNAV Rwy 27L, Orig, CANCELLED
Columbus, OH, Ohio State University, GPS Rwy 9R, Orig
Columbus, OH, Ohio State University, GPS Rwy 27L, Orig
Newberry, SC, Newberry Muni, GPS Rwy 22, Orig
Houston, TX, Houston Intercontinental, GPS Rwy 14L, Orig
Marfa, TX, Marfa Muni, GPS Rwy 30, Orig
Galax/Hillsville, VA, Twin County, NDB OR GPS-A, Amdt 6
Galax/Hillsville, VA, Twin County, GPS Rwy 36, Orig
Leesburg, VA Leesburg Muni/Godfrey Field, VOR OR GPS-A, Amdt 1
Leesburg, VA Leesburg Muni/Godfrey Field, LOC Rwy 17, Amdt 2
Leesburg, VA Leesburg Muni/Godfrey Field, GPS Rwy 17, Orig
Orange, VA, Orange County, GPS Rwy 7, Orig
Portsmouth, VA, Hampton Roads, NDB OR GPS Rwy 2, Amdt 6
Portsmouth, VA, Hampton Roads, GPS Rwy 10, Orig

Portsmouth, VA, Hampton Roads, GPS RWY 28, Orig
 Richmond/Ashland, VA, Hanover County Muni, LOC RWY 16, Amdt 1
 Staunton/Waynesboro/Harrisonburg, VA, Shenandoah Valley Regional, GPS RWY 23, Orig
 Charlotte Amalie, VI, Cyril E King, GPS RWY 10, Orig
 Phillips, WI, Price County, GPS RWY 1, Orig
 Phillips, WI, Price County, GPS RWY 19, Orig

Note: The FAA published two amendments of the Federal Aviation Regulations (Vol 61, No. 248, page 67704, dated Tuesday, December 24, 1996) under Sections 97.29 and 97.33 in Docket No. 28765, Amdt. No. 1770 to Part 97, with an effective publication date of January 30, 1997, which is hereby amended to read as follows:

Baltimore, MD, Baltimore-Washington Intl, ILS/DME RWY 15L, Amdt 4
 Wilmington, DE, New Castle County, VOR/DME RNAV OR GPS RWY 9, Orig

[FR Doc. 97-1579 Filed 1-22-97; 8:45 am]
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14 CFR Part 97

[Docket No. 28778; Amdt. No. 1777]

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 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

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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), 14 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.