

airplane to accomplish the required action, and that the average labor rate is approximately \$60 an hour. Parts cost approximately \$200 per airplane. Based on these figures, the total cost impact of this AD on U.S. operators is estimated to be \$66,640, or \$980 per airplane.

Regulatory Impact

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.

For the reasons discussed above, I certify that this action (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) will not have a significant economic impact, positive or negative, on a substantial number of small entities under the criteria of the Regulatory Flexibility Act. A copy of the final evaluation prepared for this action is contained in the Rules Docket. A copy of it may be obtained by contacting 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 U.S.C. 106(g), 40113, 44701.

§ 39.13 [Amended]

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

98-03-14 Extra Flugzeugbau GMBH:
Amendment 39-10307; Docket No. 97-CE-85-AD.

Applicability: The following models and serial number airplanes, certificated in any category:

Model	Serial numbers
EA-300	V1 and 01 through 50.
EA-300/S	01 through 17.

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 (d) 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 in the body of this AD, unless already accomplished.

To prevent structural damage to the fuselage caused by cracks in the upper longeron cutout bridge, which, if not detected and corrected, could result in loss of control of the airplane, accomplish the following:

(a) Upon accumulating 1,000 hours time-in-service (TIS) on the upper longeron or within the next 100 hours TIS after the effective date of this AD, whichever occurs later, inspect the upper longeron cutout bridge for cracks in accordance with the *Instructions* section of EXTRA Service Bulletin No. 300-3-93, dated January 12, 1994.

(b) Prior to further flight after the inspection required by paragraph (a) of this AD, accomplish the following in accordance with the *Instructions* section of EXTRA Service Bulletin No. 300-3-93, dated January 12, 1994:

(1) Repair any cracks found in the upper longeron cut-out bridge; and

(2) Modify the upper longeron cut-out bridge.

(c) 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.

(d) An alternative method of compliance or adjustment of the compliance time that provides an equivalent level of safety may be approved by the Manager, Small Airplane Directorate, FAA, 1201 Walnut, suite 900, Kansas City, Missouri 64106. The request shall be forwarded through an appropriate FAA Maintenance Inspector, who may add comments and then send it to the Manager, Small Airplane Directorate.

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

(e) Questions or technical information related to EXTRA Service Bulletin No. 300-3-93, dated January 12, 1994, should be directed to EXTRA Flugzeugbau GmbH,

Flugplatz Dinslaken, 46569 Hünxe, Germany. This service information may be examined at the FAA, Central Region, Office of the Regional Counsel, Room 1558, 601 E. 12th Street, Kansas City, Missouri.

(f) The inspections, repairs, and modifications required by this AD shall be done in accordance with EXTRA Service Bulletin No. 300-3-93, dated January 12, 1994. 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 EXTRA Flugzeugbau GmbH, Flugplatz Dinslaken, 46569 Hünxe, Germany. Copies may be inspected at the FAA, Central Region, Office of the Regional 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.

Note 3: The subject of this AD is addressed in German AD No. 94-043, dated October 21, 1994.

(g) This amendment (39-10307) becomes effective on March 16, 1998.

Issued in Kansas City, Missouri, on January 28, 1998.

Terry L. Chasteen,

Acting Manager, Small Airplane Directorate, Aircraft Certification Service.

[FR Doc. 98-2775 Filed 2-4-98; 8:45 am]

BILLING CODE 4910-13-U

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 95

[Docket No. 29123; Amdt. No. 407]

IFR Altitudes; Miscellaneous Amendments

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Final rule.

SUMMARY: This amendment adopts miscellaneous amendments to the required IFR (instrument flight rules) altitudes and changeover points for certain Federal airways, jet routes, or direct routes for which a minimum or maximum en route authorized IFR altitude is prescribed. This regulatory action is needed because of changes occurring in the National Airspace System. These changes are designed to provide for the safe and efficient use of the navigable airspace under instrument conditions in the affected areas.

EFFECTIVE DATE: 0901 UTC, February 26, 1998.

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 95 of the Federal Aviation Regulations (14 CFR part 95) amends, suspends, or revokes IFR altitudes governing the operation of all aircraft in flight over a specified route or any portion of that route, as well as the changeover points (COPs) for Federal airways, jet routes, or direct routes as prescribed in part 95.

The Rule

The specified IFR altitudes, when used in conjunction with the prescribed changeover points for those routes, ensure navigation aid coverage that is adequate for safe flight operations and free of frequency interference. The reasons and circumstances that create the need for this amendment involve matters of flight safety and operational efficiency in the National Airspace System, are related to published aeronautical charts that are essential to the user, and provide for the safe and efficient use of the navigable airspace. In addition, those various reasons or

circumstances require making this amendment effective before the next scheduled charting and publication date of the flight information to assure its timely availability to the user. The effective date of this amendment reflects those considerations. In view of the close and immediate relationship between these regulatory changes and safety in air commerce, I find that notice and public procedure before adopting this amendment are impracticable and contrary to the public interest and that good cause exists for making the amendment 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 95

Airspace, Navigation (air).

Issued in Washington, DC, on January 30, 1998.

Richard O. Gordon,

Deputy Director, Flight Standards Service.

Adoption of the Amendment

Accordingly, pursuant to the authority delegated to me by the Administrator, part 95 of the Federal Aviation Regulations (14 CFR part 95) is amended as follows effective at 0901 UTC.

1. The authority citation for part 95 continues to read as follows:

Authority: 49 U.S.C. 106(g), 40103, 40106, 40113, 40114, 40120, 44502, 44514, 44719, 44721.

2. Part 95 is amended to read as follows:

REVISIONS TO MINIMUM ENROUTE IFR ALTITUDES & CHANGEOVER POINTS
[Amendment 407 effective date, February 26, 1998]

From	To	MEA
§ 95.6016 VOR Federal Airway 16 Is Amended To Read in Part		
GOMIT, TX FIX *4400—MOCA	PIZON, TX FIX	*5000
PIZON, TX FIX *4200—MOCA	MERGE, TX FIX	*7000
TEXARKANA, AR VORTAC *3000—MRA	*HOSES, AR FIX	2000
SPARO, AR FIX *1900—MOCA	BUNNS, AR FIX	*6000
BUNNS, AR FIX	PINE BLUFF, AR VOR/DME	2000
§ 95.6017 VOR Federal Airway 17 Is Amended To Read in Part		
ALEX, OK FIX	WILL ROGERS, OK VORTAC	3000
§ 95.6066 VOR Federal Airway 66 Is Amended To Read in Part		
BARET, CA FIX *6700—MCA KUMBA FIX, W BND	*KUMBA, CA FIX	8000
KUMBA, CA FIX *3600—MOCA	IMPERIAL, CA VORTAC	*4100
§ 95.6070 VOR Federal Airway 70 Is Amended To Read in Part		
VIENNA, GA VORTAC *3000—MRA **2000—MOCA	*OCONE, GA FAX	**3000
§ 95.6140 VOR Federal Airway 140 Is Amended To Read in Part		
SAYRE, OK VORTAC *5000—MRA	*WAXEY, OK FIX	4000
ODINS, OK FIX	KINGFISHER, OK VORTAC	*3500

REVISIONS TO MINIMUM ENROUTE IFR ALTITUDES & CHANGEOVER POINTS—Continued

[Amendment 407 effective date, February 26, 1998]

From		To		MEA	MAA
*3100—MOCA					
§ 95.6163 VOR Federal Airway 163 Is Amended To Read in Part					
ARDMORE, OK VORTAC		WILL ROGERS, OK VORTAC		3000	
§ 95.6165 VOR Federal Airway 165 Is Amended To Read in Part					
SHAFTER, CA VORTAC		TULE, CA VOR/DME		3000	
TULE, CA VOR/DME		DINUB, CA FIX		3500	
§ 95.6210 VOR Federal Airway 210 Is Amended To Read in Part					
ROLLS, OK FIX		*WAXEY, OK FIX		**8400	
*5000—MRA					
**3500—MOCA					
§ 95.6305 VOR Federal Airway 305 Is Amended To Read in Part					
EL DORADO, AR VORTAC		BUNNS, AR FIX		2200	
BUNNS, AR FIX		HERID, AR FIX		2000	
§ 95.6358 VOR Federal Airway 358 Is Amended To Read in Part					
ALEXX, OK FIX		WILL ROGERS, OK VORTAC		3000	
§ 95.6458 VOR Federal Airway 458 Is Amended To Read in Part					
JULIAN, CA VORTAC		*KUMBA, CA FIX		**8000	
*5600—MCA KUMBA FIX, NW BND					
**7000—MOCA					
KUMBA, CA FIX		IMPERIAL, CA VORTAC		*4100	
*3600—MOCA					
§ 95.6459 VOR Federal Airway 459 Is Amended To Read in Part					
WRING, CA FIX		TULE, CA VOR/DME		5000	
TULE, CA VOR/DME		EXTRA, CA FIX		3500	
§ 95.6507 VOR Federal Airway 507 Is Amended To Read in Part					
WILL ROGERS, OK VORTAC		*WAXEY, OK FIX		**4000	
*5000—MRA					
**3200—MOCA					
From		To		MEA	MAA
§ 95.7004 Jet Route No. 4 Is Amended To Read in Part					
ABILENE, TX VORTAC		RANGER, TX VORTAC		18000	45000
RANGER, TX VORTAC		BELCHER, LA VORTAC		18000	45000
§ 95.7021 Jet Route No. 21 Is Amended To Read in Part					
WACO, TX VORTAC		RANGER, TX VORTAC		18000	45000
RANGER, TX VORTAC		ARDMORE, OK VORTAC		18000	45000
ARDMORE, OK VORTAC		WILL ROGERS, OK VORTAC		18000	45000
§ 95.7025 Jet Route No. 25 Is Amended To Read in Part					
WACO, TX VORTAC		RANGER, TX VORTAC		18000	45000
RANGER, TX VORTAC		TULSA, OK VORTAC		18000	45000
§ 95.7033 Jet Route No. 33 Is Amended To Read in Part					
HUMBLE, TX VORTAC		DONIE, TX FIX		18000	45000
DONIE, TX FIX		RANGER TX VORTAC		18000	45000
§ 95.7042 Jet Route No. 42 Is Amended To Read in Part					
ABILENE, TX VORTAC		RANGER, TX VORTAC		18000	45000

From	To	MEA	MAA
RANGER, TX VORTAC	TEXARKANA, AR VORTAC	18000	45000
§ 95.7046 Jet Route No. 46 Is Amended To Read in Part			
VOLUNTEER, TN VORTAC	ATHENS, GA VORTAC	18000	45000
ATHENS, GA VORTAC	ALMA, GA VORTAC	18000	45000
§ 95.7052 Jet Route No. 52 Is Amended To Read in Part			
ARDMORE, OK VORTAC	TEXARKANA, AR VORTAC	18000	45000
§ 95.7058 Jet Route No. 58 Is Amended To Read in Part			
WICHITA FALLS, TX VORTAC	RANGER, TX VORTAC	18000	45000
RANGER, TX VORTAC	ALEXANDRIA, LA VORTAC	18000	45000
§ 95.7066 Jet Route No. 66 Is Amended To Read in Part			
NEWMAN, TX VORTAC	BIG SPRING, TX VORTAC	19000	45000
MEA IS ESTABLISHED WITH A GAP IN NAVIGATION SIGNAL COVERAGE.			
BIG SPRING, TX VORTAC	ABILENE, TX VORTAC	18000	45000
ABILENE, TX VORTAC	RANGER, TX VORTAC	18000	45000
RANGER, TX VORTAC	BONHAM, TX VORTAC	18000	45000
§ 95.7072 Jet Route No. 72 Is Amended To Delete			
WICHITA FALLS, TX VORTAC	DALLAS/FORT WORTH, TX VORTAC	18000	45000
§ 95.7076 Jet Route No. 76 Is Amended To Delete			
WICHITA FALLS, TX VORTAC	DALLAS/FORT WORTH, TX VORTAC	18000	45000
§ 95.7087 Jet Route No. 87 Is Amended To Read in Part			
NAVASOTA, TX VORTAC	TORNN, TX FIX	18000	45000
TORNN, TX FIX	COWBOY, TX VOR/DME	18000	45000
COWBOY, TX VOR/DME	TULSA, OK VORTAC	18000	45000
§ 95.7105 Jet Route No. 105 Is Amended To Read in Part			
RANGER, TX VORTAC	MC ALESTER, OK VORTAC	18000	45000
MC ALESTER, OK VORTAC	RAZORBACK, AR VORTAC	18000	45000
§ 95.7131 Jet Route No. 131 Is Amended To Read in Part			
SAN ANTONIO, TX VORTAC	EDNAS, TX FIX	18000	45000
EDNAS, TX FIX	RANGER, TX VORTAC	18000	45000
RANGER, TX VORTAC	TEXARKANA, AR VORTAC	18000	45000
§ 95.7181 Jet Route No. 181 Is Amended To Read in Part			
RANGER, TX VORTAC	OKMULGEE, OK VOR/DME	18000	45000
From	To	Changeover points	
		Distance	From
§ 95.8003 VOR Federal Airways Changeover Points Airway Segment V-16			
Is amended to delete: PINE BLUFF, AR VOR/DME	HOLLY SPRINGS, MS VORTAC	35	PINE BLUFF
Is amended to read in part: TEXARKANA, AR VORTAC	PINE BLUFF, AR VOR/DME	62	TEX-ARKANA
§ 95.8005 Jet Routes Changeover Points Airway Segment J-181			
Is amended to delete: RANGER, TX VORTAC	OKMULGEE, OK VOR/DME	139	RANGER

[FR Doc. 98-2584 Filed 2-4-98; 8:45 am]

BILLING CODE 4910-13-M

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 97

[Docket No. 29121; Amdt. No. 1848]

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 mandatory 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 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 January 23, 1998.

Richard O. Gordon,

Deputy 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: