

(d) Accomplishment of internal detailed visual and high frequency eddy current (HFEC) inspections to detect cracking in the lower skin panels at the lower row of fasteners of the fuselage lap joints, at the associated body stations specified in Table 1. of paragraph (a) of this AD; in accordance with the Boeing Document, constitutes terminating action for the repetitive inspection requirements of paragraphs (a) and (c) of this AD, provided that the internal detailed visual and HFEC inspections are repeated thereafter at intervals not to exceed 7,000 flight cycles.

**Note 4:** Accomplishment of the internal HFEC inspection prior to the effective date of this AD in accordance with the HFEC inspection specified in the Boeing Document is considered acceptable for compliance with the initial HFEC inspection specified in paragraph (d) of this AD, provided that the repetitive inspections in paragraph (d) of this AD are accomplished as specified.

(e) Airplanes on which the inspection required by paragraph (c) or (d) of this AD is performed within the compliance time specified in paragraph (a) of this AD are not required to accomplish the inspection required by paragraph (a).

(f) If any crack is detected during any inspection required by this AD, prior to further flight, perform internal detailed visual and HFEC inspections to detect additional cracking in the entire lap joint of the lower skin panel where the crack was found, in accordance with the Boeing Document, and repair any crack detected in accordance with a method approved by the Manager, Seattle Aircraft Certification Office (ACO), FAA, Transport Airplane Directorate; or in accordance with data meeting the type certification basis of the airplane approved by a Boeing Company Designated Engineering Representative who has been authorized by the Manager, Seattle ACO, to make such findings.

(g) 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 5:** Information concerning the existence of approved alternative methods of compliance with this AD, if any, may be obtained from the Seattle ACO.

(h) 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.

(i) The inspections shall be done in accordance with Boeing Document No. D6-48040-1, Volumes 1 and 2, "Supplemental Structural Inspection Document" (SSID), Revision H, dated June 1994, which contains the following list of effective pages:

Page No. shown on page	Revision level shown on page
List of Active Pages: Pages 1 thru 17.2 .....	H

(Note: The issue date of Revision H is indicated only on the title page; no other page of the document is dated.) This incorporation by reference was approved previously by the Director of the Federal Register, in accordance with 5 U.S.C. 552(a) and 1 CFR part 51, as of June 23, 1998 (63 FR 27455, May 19, 1998). 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.

(j) This amendment becomes effective on March 4, 1999.

Issued in Renton, Washington, on February 10, 1999.

**Ronald T. Wojnar,**

*Acting Manager,*

*Transport Airplane Directorate, Aircraft Certification Service.*

[FR Doc. 99-3750 Filed 2-16-99; 8:45 am]

**BILLING CODE 4910-13-U**

**DEPARTMENT OF TRANSPORTATION**

**Federal Aviation Administration**

**14 CFR Part 73**

**[Airspace Docket No. 98-AWP-27]**

**RIN 2120-AA66**

**Revocation and Establishment of Restricted Areas; NV**

**AGENCY:** Federal Aviation Administration (FAA), DOT.

**ACTION:** Final rule.

**SUMMARY:** This action revokes Restricted Areas R-4803N and R-4803S, and establishes R-4803, Fallon, Nevada (NV). The FAA is taking this action in response to a request from the United States Navy (USN) to eliminate R-4803N, and to redefine the arc of R-4803S as a complete circle and rename it R-4803. This action reduces restricted airspace at Fallon, NV, and improves access to Fallon Municipal Airport, NV.

**EFFECTIVE DATE:** 0901 UTC, May 20, 1999.

**FOR FURTHER INFORMATION CONTACT:** Ken McElroy, Airspace and Rules Division, ATA-400, Office of Air Traffic Airspace Management, Federal Aviation Administration, 800 Independence

Avenue, SW., Washington, DC 20591; telephone: (202) 267-8783.

**SUPPLEMENTARY INFORMATION:**

**Background**

Residential development in the vicinity of R-4803N and R-4803S has led to an increasing number of noise complaints and perceived safety concerns by the local community. In 1997, USN personnel at Fallon Naval Air Station began a comprehensive review of restricted area operations in the Fallon area. As a result of the review, public meetings, over-flight tests, and a survey of local residents, the USN requested the FAA disestablish the restricted airspace that overlies what were formerly farmlands bordering the city of Fallon, NV. This is an administrative change which reduces the size of the restricted airspace and eliminates a portion of restricted airspace no longer needed by the USN. It does not alter the type of activities conducted within the remaining restricted airspace.

**The Rule**

This amendment to 14 CFR part 73 revokes Restricted Areas R-4803N and R-4803S, and establishes R-4803, Fallon, NV. The FAA is taking this action in response to a request from the USN to eliminate R-4803N and redefine the arc R-4803S as a complete circle and rename it R-4803. This action reduces restricted airspace at Fallon, NV, and improves access to Fallon Municipal Airport, NV. As the solicitation of comments would not offer any meaningful right or benefit to any segment of the public, notice and public procedure under 5 U.S.C. 553(b) are unnecessary.

The FAA has determined that this action only involves an established body of technical regulations for which frequent and routine amendments are necessary to keep them operationally current. Therefore, this regulation: (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. Since this is a routine matter that will only affect air traffic procedures and air navigation, it is certified that this rule, when promulgated, will not have a significant economic impact on a substantial number of small entities under the criteria of the Regulatory Flexibility Act.

**Environmental Review**

This action reduces the size of the restricted airspace. In accordance with FAA Order 1050.1D, "Polices and Procedures for Considering Environmental Impacts," this action is categorically excluded.

**List of Subjects in 14 CFR Part 73**

Airspace, Incorporation by reference, Navigation (air).

**Adoption of the Amendment**

In consideration of the foregoing, the Federal Aviation Administration amends 14 CFR part 73 as follows:

**PART 73—SPECIAL USE AIRSPACE**

1. The authority citation for part 73 continues to read as follows:

**Authority:** 49 U.S.C. 106(g), 40103, 40113, 40120; E.O. 10854, 24 FR 9565, 3 CFR, 1959–1963 Comp., p. 389.

**§ 73.48 [Amended]**

2. § 73.48 is amended as follows:

\* \* \* \* \*

**R-4803N Fallon, NV [Revoked]****R-4803S Fallon, NV [Revoked]****R-4803 Fallon, NV [New]**

Boundaries: A 3-NM radius circle centered at lat. 39°20'40" N., long. 118°52'19" W. Designated Altitudes. Surface to but not including FL 180.

Time of designation. 0715 to 2330 daily. Controlling agency. FAA Oakland ARTCC. Using agency. Naval Strike and Air Warfare Center, Fallon, NV.

\* \* \* \* \*

Issued in Washington, DC, on February 10, 1999.

**Reginald C. Matthews,**

*Acting Program Director for Air Traffic Airspace Management.*

[FR Doc. 99-3803 Filed 2-16-99; 8:45 am]

BILLING CODE 4910-13-P

**DEPARTMENT OF TRANSPORTATION****Federal Aviation Administration****14 CFR Part 97**

[Docket No. 29465; Amdt. No. 1916]

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 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-localized, 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"