

(4) For LF507-1H series engines, in accordance with AlliedSignal SB No. LF507-1H-79-5, Revision 1, dated November 27, 1996.

(c) An alternative method of compliance or adjustment of the initial compliance time that provides an acceptable level of safety may be used if approved by the Manager, Los Angeles Aircraft Certification Office. Operators shall submit their requests through

an appropriate FAA Principal Maintenance Inspector, who may add comments and then send it to the Manager, Los Angeles Aircraft Certification Office.

Note 3: Information concerning the existence of approved alternative methods of compliance with this AD, if any, may be obtained from the Los Angeles Aircraft Certification Office.

(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 accomplishment instructions paragraphs of the following documents:

Document No.	Pages	Revision	Date
Avco Lycoming Textron SB No. ALF 502R-72-0160 Total Pages: 7.	1-7	2	May 26, 1987.
Avco Lycoming Textron SB No. ALF 502R-72-0160 Total Pages: 7.	1-7	1	March 23, 1987.
Avco Lycoming Textron SB No. ALF 502R-79-0162 Total Pages: 5.	1-5	2	September 8, 1987.
Avco Lycoming Textron SB No. ALF 502R-79-0162 Total Pages: 4.	1-4	1	May 26, 1987.
Avco Lycoming Textron SB No. ALF 502R-79-0162 Total Pages: 6.	1-6	Original	March 23, 1987.
AlliedSignal Inc. SB No. ALF502R 79-9	1 2 3-7 8 9-12 13,14	1 Original 1 Original 1 Original	November 27, 1996. June 29, 1995. November 27, 1996. June 29, 1995. November 27, 1996. June 29, 1995.
Total Pages: 14. AlliedSignal Inc. SB No. LF507-1F 79-5	1 2 3-7 8 9-12 13,14	1 Original 1 Original 1 Original	November 27, 1996. June 29, 1995. November 27, 1996. June 29, 1995. November 27, 1996. June 29, 1995.
Total Pages: 14. AlliedSignal Inc. SB No. LF507-1H 79-5	1 2 3-7 8 9-12 13,14	1 Original 1 Original 1 Original	November 27, 1996. June 29, 1995. November 27, 1996. June 29, 1995. November 27, 1996. June 29, 1995.
Total Pages: 14. AlliedSignal Inc. SB ALF502L 79-0171	1 2 3-7 8 9-12 13,14	1 Original 1 Original 1 Original	November 27, 1996. November 3, 1995. November 27, 1996. November 3, 1995. November 27, 1996. November 3, 1995.

Total Pages: 14
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 AlliedSignal Aerospace, Attn: Data Distribution, M/S 64-3/2101-201, P.O. Box 29003, Phoenix, AZ 85038-9003; telephone (602) 365-2493, fax (602) 365-5577. 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 becomes effective on August 18, 1997.

Issued in Burlington, Massachusetts, on July 23, 1997.
Jay J. Pardee,
Manager, Engine and Propeller Directorate, Aircraft Certification Service.
[FR Doc. 97-20192 Filed 7-31-97; 8:45 am]
BILLING CODE 4910-13-U

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 71

[Airspace Docket No. 94-ASW-8]

RIN 2120-AA66

Alteration of Jet Route

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Final rule.

SUMMARY: This rule extends Jet Route 231 (J-231) from the St. Johns, AZ, Very High Frequency Omnidirectional Range/Tactical Air Navigation (VORTAC) west to the Twentynine Palms, CA, VORTAC. This action enhances air safety, simplifies routings, and reduces controller workload.

DATE: Effective 0901 UTC, November 6, 1997.

FOR FURTHER INFORMATION CONTACT: Steve Brown, 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:**History**

On October 11, 1994, the FAA proposed to amend part 71 of the Federal Aviation Regulations (14 CFR part 71) to realign J-10 and extend J-231 (59 FR 51394). Interested parties were invited to participate in this rulemaking effort by submitting written comments on the proposal to the FAA. No comments objecting to the proposal were received. The J-231 extension is adopted.

Prior to establishing or altering any airway, the FAA conducts an in-flight aeronautical evaluation (flight check) to ensure that each segment of the proposed airway meets certain navigational and safety design criteria. A flight check of J-10, as proposed, revealed that the realigned airway would not meet FAA design criteria. The FAA will, therefore, not adopt the proposed realignment of J-10.

Jet routes are published in paragraph 2004 of FAA Order 7400.9D, dated September 4, 1996, and effective September 16, 1996, which is incorporated by reference in 14 CFR 71.1. The jet route listed in this document will be published subsequently in the Order.

The Rule

This amendment to Part 71 of the Federal Aviation Regulations (14 CFR part 71) extends J-231 from the St. Johns, AZ, VORTAC west to the Twentynine Palms, CA, VORTAC. The extension of J-231 will provide simplified routing for aircraft overflying the St. Johns, AZ, VORTAC destined for Los Angeles International Airport (LAX). It will reduce sector complexity northeast of the Phoenix Sky Harbor International Airport (PHX) by increasing lateral separation between PHX arrivals and LAX arrivals, resulting in increased maneuvering airspace for sequencing PHX arrivals. This action enhances air safety and reduces controller workload.

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. 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.

List of Subjects in 14 CFR Part 71

Airspace, Incorporation by reference, Navigation (air).

Adoption of the Amendment

In consideration of the foregoing, the Federal Aviation Administration amends 14 CFR part 71 as follows:

PART 71—[AMENDED]

1. The authority citation for part 71 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; 14 CFR 11.69.

§ 71.1 [Amended]

2. The incorporation by reference in 14 CFR 71.1 of the Federal Aviation Administration Order 7400.9D, Airspace Designations and Reporting Points, dated September 4, 1996, and effective September 16, 1996, is amended as follows:

Paragraph 2004—Jet Routes

* * * * *

J-231 [Revised]

From Twentynine Palms, CA; INT Twentynine Palms 075° and Drake, AZ, 262° radials; Drake; INT Drake 111° and St. Johns, AZ, 268° radials; St. Johns; Anton Chico, NM; to Liberal, KS.

* * * * *

Issued in Washington, DC, on July 21, 1997.

Reginald C. Matthews,

Acting Program Director for Air Traffic Airspace Management.

[FR Doc. 97-20293 Filed 7-31-97; 8:45 am]

BILLING CODE 4910-13-P

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

[Docket No. 28982; Amdt. No. 1811]

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 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 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, US 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 on each SIAP is contained in the appropriate FAA Form 8260 and the National Flight Data