

compliance with this AD, if any, may be obtained from the Small Airplane Directorate.

(g) Questions or technical information related to Piaggio Service Bulletin (Mandatory) No.: SB-80-0072, Revision No. 1, dated September 9, 1998, should be directed to I.A.M. Rinaldo Piaggio S.p.A., Via Cibrario, 4 16154 Genoa, Italy. 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 64106.

(h) The inspections, replacement, and modification required by this AD shall be done in accordance with Piaggio Service Bulletin (Mandatory) No.: SB-80-0072, Revision No. 1, dated September 9, 1998. 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 I.A.M. Rinaldo Piaggio S.p.A., Via Cibrario, 4 16154 Genoa, Italy. 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 4: The subject of this AD is addressed in Italian AD 98-329, dated September 18, 1998.

(i) This amendment becomes effective on July 5, 1999.

Issued in Kansas City, Missouri, on May 13, 1999.

Marvin R. Nuss,

Acting Manager, Small Airplane Directorate, Aircraft Certification Service.

[FR Doc. 99-12828 Filed 5-20-99; 8:45 am]

BILLING CODE 4910-13-U

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 97

[Docket No. 29570; Amdt. No. 1930]

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:

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 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 (NFDC) 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 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.

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.

List of Subjects in 14 CFR Part 97

Air traffic control, Airports, Navigation (air).

Issued in Washington, DC, on May 14, 1999.

L. Nicholas Lacey,

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 1.49(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 SIAPs, identified as follows:

* * * *Effective June 17, 1999*

Bradford, PA, Bradford Regional, NDB RWY 32, Amdt 13, CANCELLED
Pittsburgh, PA, Pittsburgh International, ILS RWY 10C, Orig, CANCELLED
Pittsburgh, PA, Pittsburgh International, ILS RWY 28C, Orig, CANCELLED
Suffolk, VA, Suffolk Muni, NDB RWY 7, Amdt 1B, CANCELLED
Ravenswood, WV, Jackson County, VOR/DME RWY 4, Amdt 2A, CANCELLED

* * * *Effective July 15, 1999*

Barter Island, AK, Barter Island LRRS, NDB RWY 6, Orig
Barter Island, AK, Barter Island LRRS, GPS RWY 6, Orig
Barter Island, AK, Barter Island LRRS, GPS RWY 24, Orig
Chico, CA, Chico Muni, GPS RWY 13L, Orig
Chico, CA, Chico Muni, GPS RWY 31R, Orig
Marysville, CA, Yuba County, GPS RWY 14, Orig
Marysville, CA, Yuba County, GPS RWY 32, Orig

San Francisco, CA, San Francisco Intl, GPS RWY 19L, Orig
Santa Rosa, CA, Sonoma County, GPS RWY 14, Orig
Santa Rosa, CA, Sonoma County, GPS RWY 32, Orig
Danbury, CT, Danbury Muni, LOC RWY 8, Amdt 3
Danbury, CT, Danbury Muni, VOR/DME RNAV RWY 8, Amdt 5
Danbury, CT, Danbury Muni, VOR/DME RNAV OR GPS RWY 26, Amdt 6
Danbury, CT, Danbury Muni, VOR OR GPS-A, Amdt 9
Danbury, CT, Danbury Muni, GPS RWY 8, Amdt 1
Groton/New London, CT, Groton-New London, VOR OR GPS RWY 5, Amdt 7
Groton/New London, CT, Groton-New London, VOR OR GPS RWY 23, Amdt 9
Groton/New London, CT, Groton-New London, GPS RWY 33, Amdt 1
Laurel, DE, Laurel, VOR/DME OR GPS RWY 32, Orig, CANCELLED
Laurel, DE, Laurel, GPS-A, Orig
El Dorado, KS, Capt Jack Thomas/El Dorado, NDB RWY 4, Amdt 3
El Dorado, KS, Capt Jack Thomas/El Dorado, GPS RWY 4, Orig
El Dorado, KS, Capt Jack Thomas/El Dorado, GPS RWY 15, Orig
El Dorado, KS, Capt Jack Thomas/El Dorado, GPS RWY 22, Orig
El Dorado, KS, Capt Jack Thomas/El Dorado, GPS RWY 33, Orig
Newton, KS, Newton-City-County, NDB RWY 17, Amdt 4
Newton, KS, Newton-City-County, ILS RWY 17, Amdt 3
Newton, KS, Newton-City-County, VOR/DME-A, Amdt 1
Newton, KS, Newton-City-County, VOR/DME RNAV RWY 17, Amdt 2
Newton, KS, Newton-City-County, VOR/DME RNAV RWY 35, Amdt 2
Newton, KS, Newton-City-County, GPS RWY 17, Orig
Newton, KS, Newton-City-County, GPS RWY 35, Orig
Ithaca, NY, Tompkins County, VOR OR GPS RWY 14, Amdt 13
Burlington, NC, Burlington-Alamance Regional, VOR/DME-A, Amdt 1
Burlington, NC, Burlington-Alamance Regional, LOC RWY 6, Amdt 2
Burlington, NC, Burlington-Alamance Regional, NDB RWY 6, Amdt 1
Burlington, NC, Burlington-Alamance Regional, GPS RWY 6, Amdt 1
Burlington, NC, Burlington-Alamance Regional, GPS RWY 24, Amdt 1
Lumberton, NC, Lumberton Muni, GPS RWY 5, Orig
Lumberton, NC, Lumberton Muni, GPS RWY 13, Orig
Fremont, OH, Sandusky County Regional, GPS RWY 6, Orig
Fremont, OH, Sandusky County Regional, GPS RWY 24, Orig
Guymon, OK, Guymon Muni, GPS RWY 18, Orig
Ponca City, OK, Ponca City Muni, GPS RWY 17, Orig
Seminole, OK, Seminole Muni, GPS RWY 16, Orig
Stillwater, OK, Stillwater Muni, GPS RWY 17, Orig

Stillwater, OK, Stillwater Muni, GPS RWY 35, Orig
Tulsa, OK, Tulsa Intl, GPS RWY 36L, Orig
Langhorne, PA, Buehl Field, VOR OR GPS-A, Orig, CANCELLED
Fayetteville, TN, Fayetteville Muni, GPS RWY 2, Orig
Fayetteville, TN, Fayetteville Muni, GPS RWY 20, Orig
Newport, VT, Newport State, NDB-A, Amdt 3
Newport, VT, Newport State, GPS RWY 36, Orig
Winchester, VA, Winchester Regional, VOR/DME OR GPS-A, Amdt 4
Winchester, VA, Winchester Regional, NDB OR GPS-B, Amdt 1
Winchester, VA, Winchester Regional, ILS RWY 32, Amdt 1
Winchester, VA, Winchester Regional, GPS RWY 14, Orig
Milton, WV, Ona Airpark, VOR-A, Amdt 2
Milton, WV, Ona Airpark, GPS RWY 7, Orig
Morgantown, WV, Morgantown Muni-Walter L. Bill Hart Field, GPS RWY 18, Orig
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BILLING CODE 4910-13-M

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 97

[Docket No. 29571; Amdt. No. 1931]

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