

Detailed Visual Inspection, Corrective Action, and Installation

(i) Perform a detailed visual inspection of the in-tank fuel boost pump wire bundles, and applicable corrective actions; and, except as provided in paragraph (j) of this AD, install sleeving over the wire bundles; in accordance with Boeing Alert Service Bulletin 727-28A0126, dated May 24, 1999.

Note 2: For the purposes of this AD, a detailed visual inspection is defined as an intensive visual examination of a specific structural area, system, installation, or assembly to detect damage, failure, or irregularity. Available lighting is normally supplemented with a direct source of good lighting at intensity deemed appropriate by the inspector. Inspection aids such as mirrors, magnifying lenses, etc. may be used. Surface cleaning and elaborate access procedures may be required.

Installation: Possible Deferral

(j) Installation of sleeving over the wire bundles, as required by paragraph (i) of this AD, may be deferred if, within 18 months or 6,000 flight hours, whichever occurs first, after accomplishment of the inspection and applicable corrective actions required by paragraph (i), the following actions are accomplished: Perform a detailed visual inspection of the in-tank fuel boost pump wire bundles, and applicable corrective actions; and install sleeving over the wire bundles; in accordance with Boeing Alert Service Bulletin 727-28A0126, dated May 24, 1999.

Repetitive Inspections and Corrective Actions

(k) Repeat the detailed visual inspection and applicable corrective actions required by paragraphs (i) and (j) of this AD at intervals not to exceed 30,000 flight hours.

Alternative Methods of Compliance

(l) 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 Aircraft Certification Office (ACO), FAA, Transport Airplane Directorate. 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 3: Information concerning the existence of approved alternative methods of compliance with this AD, if any, may be obtained from the Seattle ACO.

Special Flight Permits

(m) 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.

Incorporation by Reference

(n) The actions shall be done in accordance with Boeing All Operator Message (AOM) M-7200-99-04035, dated May 21, 1999, or Boeing Alert Service Bulletin 727-28A0126, dated May 24, 1999, as applicable. 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 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.

(o) This amendment becomes effective on June 28, 1999, to all persons except those persons to whom it was made immediately effective by telegraphic AD T99-12-52, issued on May 24, 1999, which contained the requirements of this amendment.

Issued in Renton, Washington, on June 15, 1999.

Kalene C. Yanamura,

Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.

[FR Doc. 99-15775 Filed 6-22-99; 8:45 am]

BILLING CODE 4910-13-U

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

[Docket No. 29594; Amdt. No. 1935]

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 SIAP, mailed one 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 June 11, 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 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 SIAPs, identified as follows:

* * * *Effective July 15, 1999*

Shelbyville, IN, Shelbyville Muni, GPS RWY 1, Orig
Shelbyville, IN, Shelbyville Muni, GPS RWY 19, Orig
Manchester, NH, Manchester, ILS RWY 17, Amdt 2
Manchester, NH, Manchester, ILS RWY 35, Amdt 20

* * * *Effective August 12, 1999*

Grand Junction, CO Walker Field, VOR RWY 11, Amdt 1A, Cancelled
Savanna, IL, Tri-Township, GPS, RWY 13, Orig
Hallock, MN, Hallock Muni, VOR/DME RWY 31, Amdt 7
Hallock, MN, Hallock Muni, GPS RWY 31, Orig
Columbia, SC, Columbia Metropolitan, VOR/DME RNAV RWY 5, Orig-C, Cancelled
New Braunfels, TX, New Braunfels Muni, NDB-B, Amdt 1
New Braunfels, TX, New Braunfels Muni, GPS RWY 31, Amdt 1
New Braunfels, TX, New Braunfels Muni, GPS RWY 35, Amdt 1
Quincy, WA, Quincy Muni, VOR/DME RNAV OR GPS RWY 27, Orig, Cancelled

* * * *Effective September 9, 1999*

Fort Yukon, AK, Fort Yukon, GPS RWY 3, Orig
Fort Yukon, AK, Fort Yukon, GPS RWY 21, Orig
Nome, AK, Nome, VOR/DME RWY 9, Amdt 1

Nome, AK, Nome, VOR RWY 27, Amdt 1
Nome, AK, Nome, LOC/DME BC RWY 9, Amdt 1
Nome, AK, Nome, NDB/DME RWY 2, Amdt 1
Nome, AK, Nome, NDB RWY 27, Amdt 1
Marianna, FL, Marianna Muni, VOR OR GPS-A, Amdt 11
Marianna, FL, Marianna Muni, VOR OR GPS-B, Amdt 4
Marianna, FL, Marianna Muni, NDB OR GPS-C, Amdt 3
Marianna, FL, Marianna Muni, GPS RWY 18, Amdt 1
Chicago, IL, Chicago O'Hare Intl, ILS RWY 22R, Amdt 7
Chicago, IL, Chicago O'Hare Intl, GPS RWY 22R, Orig
Decatur, IL, Decatur, VOR RWY 36, Amdt 15
Decatur, IL, Decatur, LOC BC RWY 24, Amdt 10
Decatur, IL, Decatur, NDB RWY 6, Amdt 6
Decatur, IL, Decatur, ILS RWY 6, Amdt 13
Decatur, IL, Decatur, GPS RWY 6, Orig
Decatur, IL, Decatur, GPS RWY 18, Orig
Decatur, IL, Decatur, GPS RWY 30, Amdt 1
Decatur, IL, Decatur, GPS RWY 36, Orig
Frankfort, IN, Frankfort Muni, NDB RWY 9, Amdt 2
Frankfort, IN, Frankfort Muni, GPS RWY 9, Orig
Frankfort, IN, Frankfort Muni, GPS RWY 27, Amdt 1
Lafayette, IN, Aretz, VOR-C, Amdt 1, Cancelled
Lafayette, IN, Aretz, GPS RWY 25, Orig, Cancelled
Topeka, KS, Forbes Field, VOR/DME OR TACAN RWY 3, Amdt 6
Topeka, KS, Forbes Field, VOR/DME OR TACAN RWY 21, Amdt 7
Topeka, KS, Forbes Field, NDB RWY 13, Amdt 6
Topeka, KS, Forbes Field, NDB RWY 31, Amdt 8
Topeka, KS, Forbes Field, ILS RWY 31, Amdt 9
Topeka, KS, Forbes Field, VOR/DME RNAV RWY 13, Amdt 4
Topeka, KS, Forbes Field, GPS RWY 3, Orig
Topeka, KS, Forbes Field, GPS RWY 13, Orig
Topeka, KS, Forbes Field, GPS RWY 21, Orig
Topeka, KS, Forbes Field, GPS RWY 31, Orig
Laurel, MS, Hesler-Noble Field, VOR/DME OR GPS-A, Amdt 3
Laurel, MS, Hesler-Noble Field, NDB RWY 13, Amdt 7
Laurel, MS, Hesler-Noble Field, GPS RWY 13, Orig
Laurel, MS, Hesler-Noble Field, GPS RWY 31, Orig
Wallace, NC, Henderson Field, VOR/DME-A, Amdt 4, Cancelled
Wallace, NC, Henderson Field, NDB RWY 27, Amdt 1
Wallace, NC, Henderson Field, GPS RWY 9, Orig
Wallace, NC, Henderson Field, GPS RWY 27, Orig
Ashtabula, OH, Ashtabula County, GPS RWY 8, Amdt 1
Ashtabula, OH, Ashtabula County, GPS RWY 26, Orig
Ashtabula, OH, Ashtabula County, VOR/DME RNAV OR GPS RWY 26, Amdt 6, Cancelled

Cadiz, OH, Harrison County, VOR-A, Amdt 1
Cadiz, OH, Harrison County, GPS RWY 13, Orig
Cadiz, OH, Harrison County, GPS RWY 31, Orig

[FR Doc. 99-15591 Filed 6-22-99; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 97

[Docket No. 29595; Amdt. No. 1936]

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.

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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 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), 1 CFR part 51, and § 97.20 of the Federal Aviation's 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 NOTAMs 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 canceled.

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 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.

List of Subjects in 14 CFR Part 97

Air traffic control, Airports, Navigation (air).