

(c) 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, Rotorcraft Standards Staff, FAA, Rotorcraft Directorate. Operators shall submit their requests through an FAA Principal Maintenance Inspector, who may concur or comment and then send it to the Manager, Rotorcraft Standards Staff.

**Note 3:** Information concerning the existence of approved alternative methods of compliance with this AD, if any, may be obtained from the Rotorcraft Standards Staff.

(d) Special flight permits will not be issued.

(e) This amendment becomes effective on July 16, 1999, to all persons except those persons to whom it was made immediately effective by Priority Letter AD 99-12-01, issued May 27, 1999, which contained the requirements of this amendment.

**Note 4:** The subject of this AD is addressed in Luftfahrt-Bundesamt (Federal Republic of Germany) AD 1999-185, dated May 6, 1999.

Issued in Fort Worth, Texas, on June 23, 1999.

**Henry A. Armstrong,**

*Manager, Rotorcraft Directorate, Aircraft Certification Service.*

[FR Doc. 99-16591 Filed 6-30-99; 8:45 am]

BILLING CODE 4910-13-P

## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### 14 CFR Part 97

[Docket No. 29616; Amdt. No. 1937]

#### 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, suspend, 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 references 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 of 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 25, 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 and 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*

Kapolei, HI, Kalaeloa (John Rodgers Field) NDB RWY 4R, Orig  
 Kapolei, HI, Kalaeloa (John Rodgers Field) VOR/DME OR TACAN RWY 4R, Orig  
 Des Moines, IA, Des Moines Intl, VOR OR GPS RWY 23, Amdt 2  
 Des Moines, IA, Des Moines Intl, NDB OR GPS RWY 31R, Amdt 19  
 Des Moines, IA, Des Moines Intl, LOC RWY 5, Amdt 1  
 Des Moines, IA, Des Moines Intl, ILS RWY 13L, Amdt 8  
 Des Moines, IA, Des Moines Intl, ILS RWY 31R, Amdt 21  
 Laconia, NH, Laconia Muni, ILS RWY 8, Orig  
 Laconia, NH, Laconia Muni, LOC RWY 8, Amdt 9, CANCELLED  
 Lexington, NC, Davidson County, GPS RWY 6, Orig  
 Lexington, NC, Davidson County, GPS RWY 24, Orig  
 Marion, OH, Marion Muni, LOC/DME RWY 24, Orig

Greer, SC, Greenville-Spartanburg Intl, NDB RWY 4, Amdt 15  
 Greer, SC, Greenville-Spartanburg Intl, ILS RWY 4, Amdt 21  
 Greer, SC, Greenville-Spartanburg Intl, ILS RWY 22, Amdt 3  
 Greer, SC, Greenville-Spartanburg Intl, RADAR-1, Amdt 5  
 Greer, SC, Greenville-Spartanburg Intl, GPS RWY 4, Amdt 1  
 Greer, SC, Greenville-Spartanburg Intl, GPS RWY 22, Amdt 2

*. . . Effective August 12, 1999*

Cresco, IA, Ellen Church Field, NDB RWY 33, Amdt 3  
 Cresco, IA, Ellen Church Field, GPS RWY 15, Orig  
 Cresco, IA, Ellen Church Field, GPS RWY 33, Orig  
 Newton, KS, Newton-City-County, NDB RWY 35, Amdt 3  
 Tahlequah, OK, Tahlequah Muni, GPS RWY 17, Orig

*. . . Effective September 9, 1999*

Fort Huachuca/Sierra Vista, AZ, Sierra Vista Muni/Libby AAF, RADAR-2, Orig, CANCELLED  
 Taylor, AZ, Taylor Municipal, GPS RWY 21, Orig  
 Modesto, CA, Modesto City-County-Harry Sham Field, NDB RWY 28R, Amdt 9  
 Redding, CA, Redding Muni, GPS RWY 34, Orig  
 Agana, Guam, Guam Intl, ILS RWY 6L, Amdt 2  
 Kahului, HI, Kahului, VOR RWY 20, Orig  
 Kahului, HI, Kahului, VOR/DME OR TACAN RWY 20, Orig  
 Kahului, HI, Kahului, LOC/DME (BC) RWY 20, Amdt 13  
 Kahului, HI, Kahului, NDB RWY 20, Amdt 11  
 Kahului, HI, Kahului, NDB/DME OR GPS RWY 2, Amdt 2  
 Kahului, HI, Kahului, ILS RWY 2, Amdt 23  
 Champaign/Urbana, IL, University of Illinois-Willard, VOR OR GPS RWY 4L, Amdt 11  
 Lacon, IL, Marshall County, VOR RWY 13, Amdt 2  
 Lacon, IL, Marshall County, GPS RWY 13, Orig  
 Lacon, IL, Marshall County, GPS RWY 31, Orig  
 Mount Vernon, IL, Mount Vernon, VOR RWY 5, Amdt 16  
 Mount Vernon, IL, Mount Vernon, VOR RWY 23, Amdt 16  
 Mount Vernon, IL, Mount Vernon, ILS RWY 23, Amdt 11  
 Mount Vernon, IL, Mount Vernon, GPS RWY 5, Orig  
 Mount Vernon, IL, Mount Vernon, GPS RWY 23, Orig

Huntingburg, IN, Huntingburg, VOR RWY 9, Amdt 3  
 Huntingburg, IN, Huntingburg, VOR RWY 27, Amdt 3  
 Huntingburg, IN, Huntingburg, NDB RWY 27, Amdt 3  
 Huntingburg, IN, Huntingburg, GPS RWY 9, Orig  
 Huntingburg, IN, Huntingburg, GPS RWY 27, Orig  
 Sullivan, IN, Sullivan County, GPS RWY 18, Orig  
 Sullivan, IN, Sullivan County, GPS RWY 36, Amdt 1  
 Ottawa, KS, Ottawa Muni, NDB OR GPS RWY 35, Amdt 2, CANCELLED  
 Ottawa, KS, Ottawa Muni, GPS RWY 17, Orig  
 Ottawa, KS, Ottawa Muni, GPS RWY 35, Orig  
 Lawrence, MA, Lawrence Muni, VOR OR GPS RWY 23, Amdt 10  
 Lawrence, MA, Lawrence Muni, NDB OR GPS RWY 5, Amdt 5  
 Lawrence, MA, Lawrence Muni, ILS RWY 5, Amdt 3  
 Monticello, MO, Lewis County Regional, VOR/DME-A, Amdt 1  
 Monticello, MO, Lewis County Regional, GPS RWY 18, Orig  
 Monticello, MO, Lewis County Regional, GPS RWY 36, Orig  
 Concord, NH, Concord Muni, GPS RWY 17, Orig  
 Charlotte, NC, Charlotte/Douglas Intl, VOR/DME OR GPS RWY 18L, Amdt 6  
 Charlotte, NC, Charlotte/Douglas Intl, VOR/DME RWY 23, Amdt 1  
 Charlotte, NC, Charlotte/Douglas Intl, VOR RWY 36L, Amdt 5  
 Charlotte, NC, Charlotte/Douglas Intl, NDB RWY 5, Amdt 32  
 Charlotte, NC, Charlotte/Douglas Intl, NDB RWY 23, Amdt 7  
 Charlotte, NC, Charlotte/Douglas Intl, ILS RWY 5, Amdt 36  
 Charlotte, NC, Charlotte/Douglas Intl, ILS RWY 18L, Amdt 5  
 Charlotte, NC, Charlotte/Douglas Intl, ILS RWY 18R, Amdt 8  
 Charlotte, NC, Charlotte/Douglas Intl, ILS RWY 36L, Amdt 14  
 Charlotte, NC, Charlotte/Douglas Intl, ILS RWY 36R, Amdt 9  
 Charlotte, NC, Charlotte/Douglas Intl, GPS RWY 5, Orig  
 Charlotte, NC, Charlotte/Douglas Intl, GPS RWY 23, Orig  
 Charlotte, NC, Charlotte/Douglas Intl, GPS RWY 36L, Orig  
 Charlotte, NC, Charlotte/Douglas Intl, GPS RWY 36R, Orig  
 Jefferson, NC, Ashe County, LOC RWY 28, Amdt 1  
 Jefferson, NC, Ashe County, NDB RWY 28, Amdt 1  
 Jefferson, NC, Ashe County, GPS RWY 28, Amdt 1

Devils Lake, ND, Devils Lake Muni, NDB RWY 31, Amdt 1

Devils Lake, ND, Devils Lake Muni, ILS RWY 31, Amdt 1

Devils Lake, ND, Devils Lake Muni, GPS RSY 13, Orig

Devils Lake, ND, Devils Lake Muni, GPS RWY 31, Orig

Norman, OK, University of Oklahoma Westheimer, GPS RWY 3, Orig

Norman, OK, University of Oklahoma Westheimer, GPS RWY 17, Amdt 1

Philadelphia, PA, Philadelphia Intl, ILS RWY 27R, Amdt 9

Philadelphia, PA, Philadelphia Intl, ILS RWY 27L, Amdt 9

Westerly, RI, Westerly State, NDB RWY 7, Amdt 3, CANCELLED

Sioux Falls, SD, Joe Foss Field, RADAR-1, Amdt 10

Jackson, TN, McKeller-Sipes Regional, GPS RWY 2, Orig

Jackson, TN, McKeller-Sipes Regional, GPS RWY 20, Orig

Brady, TX, Curtis Field, NDB RWY 17, Amdt 3

Brady, TX, Curtis Field, GPS RWY 17, Orig

Del Rio, TX, Del Rio Intl, VOR OR GPS-A, Amdt 11

Del Rio, TX, Del Rio Intl, VOR/DME OR GPS-B, Amdt 4

Del Rio, TX, Del Rio Intl, LOC RWY 13, Amdt 4

Del Rio, TX, Del Rio Intl, NDB RWY 13, Amdt 3

Del Rio, TX, Del Rio Intl, GPS RWY 13, Amdt 1

Blackstone, VA, Allen C. Perkinson/BAAF, NDB OR GPS-A, Amdt 11

Blackstone, VA, Allen C. Perkinson/BAAF, GPS RWY 4, Orig

Blackstone, VA, Allen C. Perkinson/BAAF, GPS RWY 22, Orig

Orange, VA, Orange County, NDB RWY 7, Amdt 1

Lewisburg, WV, Greenbrier Valley, NDB RWY 4, Amdt 6

Lewisburg, WV, Greenbrier Valley, ILS RWY 4, Amdt 9

Lewisburg, WV, Greenbrier Valley, GPS RWY 4, Amdt 1

Lewisburg, WV, Greenbrier Valley, GPS RWY 22, Amdt 1

[FR Doc. 99-16753 Filed 6-30-99; 8:45 am]

BILLING CODE 4910-13-M

## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### 14 CFR Part 97

[Docket No. 29617; Amdt. No. 1938]

#### 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:

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.