

Rules Docket at the location provided under the caption **ADDRESSES**.

### List of Subjects in 14 CFR Part 39

Air transportation, Aircraft, Aviation safety, Incorporation by reference, Safety.

### Adoption of the Amendment

Accordingly, pursuant to the authority delegated to me by the Administrator, the Federal Aviation Administration amends part 39 of the Federal Aviation Regulations (14 CFR part 39) as follows:

### PART 39—AIRWORTHINESS DIRECTIVES

1. The authority citation for part 39 continues to read as follows:

**Authority:** 49 U.S.C. App. 1354(a), 1421 and 1423; 49 U.S.C. 106(g); and 14 CFR 11.89.

#### § 39.13 [Amended]

2. Section 39.13 is amended by adding a new AD to read as follows:

**95-02-19 Jetstream Aircraft Limited:**  
Amendment 39-9137; Docket No. 94-CE-13-AD.

**Applicability:** HP137 Mk1, Jetstream Series 200, and Jetstream Models 3101 and 3201 airplanes (all serial numbers), certificated in any category.

**Compliance:** Required within the next 300 hours time-in-service (TIS) after the effective date of this AD, unless already accomplished, and thereafter as indicated.

To prevent pilot windscreens poly vinyl butyrate (PVB) interlayer cracking, which, if not detected and corrected, could result in decompression injuries, accomplish the following:

(a) Visually inspect the left and right windscreens for PVB interlayer cracks in accordance with the ACCOMPLISHMENT INSTRUCTIONS section of Jetstream Service Bulletin (SB) 56-JA 92043, Revision No. 1, dated December 16, 1993.

(1) If any crack is found that is within the limits specified in Pilkington Aerospace SB No. 037-56-1001, Issue Date: October 21, 1992, Revision 1: March 31, 1993, reinspect within the next 300 hours TIS, and replace or reinspect the windscreen thereafter as applicable.

(2) If any crack is found that exceeds the limits specified in Pilkington Aerospace SB No. 037-56-1001, Issue Date: October 21, 1992, Revision 1: March 31, 1993, prior to further flight, replace the windscreen with a new windscreen and reinspect within the next 2,400 hours TIS, and replace or reinspect the windscreen thereafter as applicable.

(3) If no cracks are found, reinspect the windscreen within the next 2,400 hours TIS, and replace or reinspect the windscreen thereafter as applicable.

(b) Special flight permits may be issued in accordance with §§ 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.

(c) An alternative method of compliance or adjustment of the initial or repetitive compliance times that provides an equivalent level of safety may be approved by the Manager, Brussels Aircraft Certification Office (ACO), Europe, Africa, Middle East office, FAA, c/o American Embassy, B-1000 Brussels, Belgium. The request should be forwarded through an appropriate FAA Maintenance Inspector, who may add comments and then send it to the Manager, Brussels ACO.

**Note:** Information concerning the existence of approved alternative methods of compliance with this AD, if any, may be obtained from the Brussels ACO.

(d) The inspections required by this AD shall be done in accordance with Jetstream Service Bulletin 56-JA 920843, Revision No. 1, dated December 16, 1993. 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 Jetstream Aircraft Limited, Manager Product Support, Prestwick Airport, Ayrshire, KA9 2RW Scotland; or Jetstream Aircraft Inc., Librarian, P.O. Box 16029, Dulles International Airport, Washington, DC 20041-6029. Copies may be inspected at the FAA, Central Region, Office of the Assistant Chief 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.

(e) This amendment (39-9137) becomes effective on March 10, 1995.

Issued in Kansas City, Missouri, on January 26, 1995.

**Michael K. Dahl,**

*Acting Manager, Small Airplane Directorate, Aircraft Certification Service.*

[FR Doc. 95-2404 Filed 2-1-95; 8:45 am]

BILLING CODE 4910-13-U

### 14 CFR Part 97

[Docket No. 28013; Amdt. No. 1642]

### 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:** 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 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 (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 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 Approach 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 unnecessary, impracticable, and contrary to the public interest and, where applicable, that good cause exists for making some SIAPs effective in less than 30 days.

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 December 30, 1994.

**Thomas C. Accardi,**

*Director, Flight Standards Services.*

#### 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 continues to read as follows:

**Authority:** 49 U.S.C. app. 1348, 1354(a), 1421 and 1510; 49 U.S.C. 106(g); 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 March 30, 1995*

Fairbanks, AK, Fairbanks Intl, VOR OR TACAN RWY 19R, Orig  
Westerly, RI, Westerly State, GPS RWY 7, Orig

\* \* \* *Effective March 2, 1995*

Eagle Grove, IA, Eagle Grove Municipal, NDB OR GPS RWY 31, Amdt 1, Cancelled  
Ruston, LA, Ruston Muni, VOR/DME-A, Amdt 11  
Ruston, LA, Ruston Muni, NDB RWY 34, Amdt 2  
Chesapeake, VA, Chesapeake Muni, NDB RWY 5, Orig

\* \* \* *Effective February 2, 1995*

Cold Bay, AK, Cold Bay, ILS RWY 14, Amdt 15  
Kodiak, AK, Kodiak, VOR OR TACAN OR GPS-1, RWY 25, Amdt 5

Kodiak, AK, Kodiak, NDB-1, RWY 25, Amdt 3

West Memphis, AR, West Memphis Muni, ILS RWY 17, Amdt 2

Howell, MI, Livingston County, VOR OR GPS RWY 31, Amdt 10

Howell, MI, Livingston County, NDB OR GPS RWY 13, Amdt 1

Monticello, MO, Lewis County Regional, VOR/DME-A, Orig

Monroe, NC, Monroe, LOC RWY 5, Amdt 2, Cancelled

Monroe, NC, Monroe, ILS RWY 5, Orig

\* \* \* *Effective January 5, 1995*

Fort Leavenworth, KS, Sherman AAF, RNAV RWY 15, Amdt 1, Cancelled

\* \* \* *Effective Upon Publication*

Victoria, TX, Victoria Regional, VOR OR GPS RWY 12L, Amdt 14

Victoria, TX, Victoria Regional, NDB RWY 12L, Amdt 4

Chesapeake, VA, Chesapeake Muni, LOC RWY 5, Amdt 1

[FR Doc. 95-2564 Filed 2-1-95; 8:45 am]

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#### DEPARTMENT OF HOUSING AND URBAN DEVELOPMENT

#### Office of the Secretary

#### 24 CFR Part 907

[Docket No. R-95-1704; FR-3573-C-03]

RIN 2577-AB38

#### Homeownership Demonstration Program in Omaha, Nebraska; Technical Correction

**AGENCY:** Office of the Secretary, HUD.

**ACTION:** Final rule; technical correction.

**SUMMARY:** On January 20, 1995, HUD published a final rule implementing a demonstration program that permits the homeownership sale of single family homes administered by the Housing Authority of the City of Omaha, Nebraska (60 FR 4344). This document corrects § 907.8(d) of that final rule, to include certain amendatory language that was inadvertently omitted.

**EFFECTIVE DATE:** The effective date of this correction is February 2, 1995.

**FOR FURTHER INFORMATION CONTACT:** Gary Van Buskirk, Homeownership Division, Office of Public and Indian Housing, Department of Housing and Urban Development, 451 Seventh Street, SW., Room 4112, Washington, DC 20410. Telephone number, voice (202) 708-4233, TDD (202) 708-0850. (These are not toll-free numbers.)

**SUPPLEMENTARY INFORMATION:** On January 20, 1995 (60 FR 4344), HUD published a final rule implementing section 132 of the Housing and