

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. 106(g), 40101, 40113, 44701.

§ 39.13 [Amended]

2. Section 39.13 is amended by removing amendment 39-9097 (59 FR 64844, December 16, 1994), and by adding a new airworthiness directive (AD), amendment 39-9381, to read as follows:

95-20-03 Learjet: Amendment 39-9381.
Docket 94-NM-211-AD. Supersedes AD 94-26-01, Amendment 39-9097.

Applicability: Model 24, 25, 28, 29, 31, 35, 36, and 55 series airplanes having airplane serial numbers listed in the Learjet service bulletins listed below; and equipped with Allied Signal outflow/safety valves, number 130406-1 or 102850-5, as identified in Allied Signal Aerospace Alert Service Bulletin 130406-21-A4011, Revision 3, dated January 5, 1995, or 102850-21-A4021, Revision 2, dated October 6, 1994; certificated in any category:

Service bulletin reference	Service bulletin revision level	Service bulletin date
Learjet Service Bulletin SB 24/25-21-4	Original	January 3, 1995.
Learjet Service Bulletin SB 28/29-21-8	Original	January 3, 1995.
Learjet Service Bulletin SB 31-21-6	Original	January 3, 1995.
Learjet Service Bulletin SB 35/36-21-19	Original	January 3, 1995.
Learjet Service Bulletin SB 55/21-10	Original	January 3, 1995.

Note 1: This AD applies to each airplane identified in the preceding applicability provision, regardless of whether it has been modified, altered, or repaired in the area subject to the requirements of this AD. For airplanes that have been modified, altered, or repaired so that the performance of the requirements of this AD is affected, the owner/operator must use the authority provided in paragraph (d) of this AD to request approval from the FAA. This approval may address either no action, if the current configuration eliminates the unsafe condition; or different actions necessary to address the unsafe condition described in this AD. Such a request should include an assessment of the effect of the changed configuration on the unsafe condition addressed by this AD. In no case does the presence of any modification, alteration, or repair remove any airplane from the applicability of this AD.

Compliance: Required as indicated, unless accomplished previously.

Note 2: Paragraph (a) of this AD merely restates the requirements of paragraph (a) of AD 94-26-01, amendment 39-9097. As allowed by the phrase, "unless accomplished previously," if those requirements of AD 94-26-01 have already been accomplished, this AD does not require that those actions be repeated.

To prevent rapid decompression of the airplane due to cracking and subsequent failure of certain outflow/safety valves, accomplish the following:

(a) Within 30 days after January 3, 1995 (the effective date of AD 94-26-01, amendment 39-9097), revise the Limitations Section of the FAA-approved Airplane Flight Manual (AFM) to include the following. This may be accomplished by inserting a copy of this AD in the AFM.

"Operation of the airplane at any altitude above 41,000 feet is prohibited."

Note 3: Inserting a copy of Learjet Temporary Flight Manual Change 94-14, dated January 9, 1995 (for Model 24 series airplanes), or 94-15, dated January 9, 1995 (for all models, including Model 24 series airplanes), into the AFM is considered acceptable for compliance with the requirement of paragraph (a) of this AD.

(b) Within 18 months after the effective date of this AD, replace the outflow/safety valves, part numbers 130406-1 and 102850-5, as identified in Allied Signal Aerospace Alert Service Bulletin 130406-21-A4011, Revision 3, dated January 5, 1995, or 102850-21-A4021, Revision 2, dated October 6, 1994, as applicable; or as identified in Learjet Service Bulletin SB 24/25-21-4, SB 28/29-21-8, SB 31-21-6, SB 35/36-21-19, or SB 55-21-10, all dated January 3, 1995, as applicable; with serviceable parts in accordance with the procedures described in the applicable service bulletin. Accomplishment of this replacement constitutes terminating action for the requirement of paragraph (a) of this AD; after the replacement has been accomplished, the previously required AFM limitation may be removed.

(c) As of January 3, 1995 (the effective date of AD 94-26-01, amendment 39-9097), no person shall install an outflow/safety valve, part number 130406-1 or 102850-5, as identified in Allied Signal Aerospace Alert Service Bulletin 130406-21-A4011, Revision 3, dated January 5, 1995, or 102850-21-A4021, Revision 2, dated October 6, 1994, as applicable; or as identified in Learjet Service Bulletin SB 24/25-21-4, SB 28/29-21-8, SB 31-21-6, SB 35/36-21-19, or SB 55-21-10, all dated January 3, 1995, as applicable; on any airplane unless that valve is considered to be serviceable in accordance with the specifications contained in the Accomplishment Instructions of the applicable service bulletin.

(d) 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, Los Angeles 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, Los Angeles ACO.

Note 4: Information concerning the existence of approved alternative methods of compliance with this AD, if any, may be obtained from the Los Angeles ACO.

(e) 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.

(f) The replacement shall be done in accordance with Allied Signal Aerospace Alert Service Bulletin 130406-21-A4011, Revision 3, dated January 5, 1995; Allied Signal Aerospace Alert Service Bulletin 102850-21-A4021, Revision 2, dated October 6, 1994; Learjet Service Bulletin SB 24/25-21-4, dated January 3, 1995; Learjet Service Bulletin SB 28/29-21-8, dated January 3, 1995; Learjet Service Bulletin SB 31-21-6, dated January 3, 1995; Learjet Service Bulletin SB 35/36-21-19, dated January 3, 1995; or Learjet Service Bulletin SB 55-21-10, dated January 3, 1995; as applicable. The incorporation by reference of Allied Signal Aerospace Alert Service Bulletin 102850-21-A4021, Revision 2, dated October 6, 1994, was approved previously by the Director of the Federal Register in accordance with 5 U.S.C. 552(a) and 1 CFR part 51 as of January 3, 1995 (59 FR 64844). The incorporation by reference of the remainder of the documents listed 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 Allied Signal, Inc., Controls & Accessories, 11100 N. Oracle Road, Tucson, Arizona 85737-9588; telephone (602) 469-1000; and Learjet, Inc., P.O. Box 7707, Wichita, Kansas 67277-7707. Copies may be inspected at the FAA, Transport Airplane Directorate, 1601 Lind Avenue, SW., Renton, Washington; or at the FAA, Los Angeles Aircraft Certification Office, Transport Airplane Directorate, 3960 Paramount Boulevard, Lakewood, California; or at the Office of the Federal Register, 800 North Capitol Street, NW., suite 700, Washington, DC.

(g) This amendment becomes effective on November 2, 1995.

Issued in Renton, Washington, on September 20, 1995.

Darrell M. Pederson,
Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.
[FR Doc. 95-23811 Filed 10-2-95; 8:45 am]

BILLING CODE 4910-13-U

14 CFR Part 39**[Docket No. 93-NM-219-AD; Amendment 39-9382; AD 95-20-04]****Airworthiness Directives; Lockheed Model L-1011-385-1 Series Airplanes****AGENCY:** Federal Aviation Administration, DOT.**ACTION:** Final rule.

SUMMARY: This amendment adopts a new airworthiness directive (AD), applicable to all Lockheed Model L-1011-385-1 series airplanes, that requires implementation of a Supplemental Inspection Document (SID) program of structural inspections to detect fatigue cracking, and repair, if necessary, to ensure continued airworthiness of these airplanes as they approach the manufacturer's original fatigue design life goal. This amendment is prompted by a structural re-evaluation by the manufacturer that identified certain structural details where fatigue damage is likely to occur. The actions specified by this AD are intended to prevent fatigue cracking that could compromise the structural integrity of these airplanes.

DATES: Effective November 2, 1995.

The incorporation by reference of certain publications listed in the regulations is approved by the Director of the Federal Register as of November 2, 1995.

ADDRESSES: The service information referenced in this AD may be obtained from Lockheed Aeronautical Systems Support Company, Field Support Department, Dept. 693, Zone 0755, 2251 Lake Park Drive, Smyrna, Georgia 30080. This information may be examined at the Federal Aviation Administration (FAA), Transport Airplane Directorate, Rules Docket, 1601 Lind Avenue, SW., Renton, Washington; or at the FAA, Atlanta Aircraft Certification Office, Small Airplane Directorate, Campus Building, 1701 Columbia Avenue, Suite 2-160, College Park, Georgia; or at the Office of the Federal Register, 800 North Capitol Street, NW., suite 700, Washington, DC.

FOR FURTHER INFORMATION CONTACT: Thomas Peters, Aerospace Engineer, Flight Test Branch, ACE-160A, FAA, Small Airplane Directorate, Atlanta Aircraft Certification Office, Campus Building, 1701 Columbia Avenue, Suite 2-160, College Park, Georgia 30337-2748; telephone (404) 305-7367; fax (404) 305-7348.

SUPPLEMENTARY INFORMATION: A proposal to amend part 39 of the Federal Aviation Regulations (14 CFR part 39) to include an airworthiness directive (AD)

that is applicable to all Lockheed Model L-1011-385-1 series airplanes was published in the Federal Register on February 13, 1995 (60 FR 8206). That action proposed to require a revision to the FAA-approved maintenance inspection program to include a Supplemental Inspection Document (SID) program of structural inspections. The intent of these inspections is to detect fatigue cracking in order to ensure continued airworthiness as these airplanes approach the manufacturer's original fatigue design life goal. The proposal also requires the repair of any cracking detected during those inspections.

Interested persons have been afforded an opportunity to participate in the making of this amendment. Due consideration has been given to the comments received.

One commenter requests that the proposed compliance time of 6 months to incorporate a revision into the FAA-approved maintenance inspection program be extended to 12 months. The commenter requests this change to accommodate operators' scheduling and engineering workload.

The FAA concurs with this commenter's request to extend the compliance time. The FAA has determined that extending the compliance time by six additional months will not adversely affect safety, and will allow affected operators ample time to plan, schedule, and engineer the necessary changes required to revise the FAA-approved maintenance inspection program. Further, an initial compliance time of 12 months is consistent with the compliance times provided in other AD's that have been issued to require the implementation of similar SID programs associated with various transport category airplanes (including the Lockheed Model L-188 series, McDonnell Douglas Model DC-9 series, and McDonnell Douglas Model DC-10 series). Paragraph (a) of the final rule has been revised to extend the compliance time to 12 months.

One commenter requests the deletion of "Revision A" from the reference to "Lockheed Drawing 1647194" in paragraph (a)(5) of the proposal. The commenter states that this change would allow operators to discard Revision A after subsequent revisions of the drawings have been issued by Lockheed.

The FAA concurs. The purpose of paragraph (a)(5) of the final rule is to point out where, specifically, in the Lockheed Document, an operator may find non-destructive inspection techniques that are acceptable methods for accomplishing the inspections

required by this AD. Since paragraph (a)(5) of the final rule references Appendix VI of the Lockheed Document Number LG92ER0060, "L-1011-385 Series Supplemental Inspection Document," the FAA finds that it is unnecessary to reference Lockheed Drawing 1647194. Therefore, the parenthetical reference to "Revision A of Lockheed Drawing 1647194" has been deleted from paragraph (a)(5) of the final rule.

One commenter requests a revision to proposed paragraph (b) to permit approval of repairs by manufacturer's Designated Engineering Representatives (DER) or organizations that hold a Special Federal Aviation Regulation (SFAR) 36 authorization.

The FAA does not concur. While it is true that DER's and SFAR 36-authorized organizations are authorized to approve certain repairs of cracks that are found during routine maintenance or opportunity inspections, the FAA considers that cracking detected during any inspection of structurally significant details (SSD), required by this AD (and the SID program), is an indication of an airworthiness concern that is complex in nature. It is crucial that the FAA be aware of all repairs made to SSD's or to their configuration.

Where repair data do not exist, it is essential that the FAA have feedback as to the type of repairs being made. Given that new relevant issues might possibly be revealed during this process, it is imperative that the FAA have such feedback. Only by reviewing repair approvals can the FAA be assured of this feedback and of the adequacy of the repair methods. The FAA has determined that standardization and continuity of repair approvals can best be maintained by having one single point of approval for all repairs of cracks in SSD's identified during SID inspections required by this AD. Since the Manager of the Atlanta Aircraft Certification Office (ACO) is accountable for the primary oversight for the actions regarding this AD, it is appropriate that he be this single point of approval. His involvement, therefore, is warranted in the development and approval of repairs.

As a result of recent communications with the Air Transport Association (ATA) of America, the FAA has learned that, in general, some operators may misunderstand the legal effect of AD's on airplanes that are identified in the applicability provision of the AD, but that have been altered or repaired in the area addressed by the AD. The FAA points out that all airplanes identified in the applicability provision of an AD are legally subject to the AD. If an airplane

has been altered or repaired in the affected area in such a way as to affect compliance with the AD, the owner or operator is required to obtain FAA approval for an alternative method of compliance with the AD, in accordance with the paragraph of each AD that provides for such approvals. A note has been added to this final rule to clarify this long-standing requirement.

After careful review of the available data, including the comments noted above, the FAA has determined that air safety and the public interest require the adoption of the rule with the changes previously described. The FAA has determined that these changes will neither increase the economic burden on any operator nor increase the scope of the AD.

There are approximately 186 Lockheed Model L-1011-385-1 series airplanes of the affected design in the worldwide fleet. The FAA estimates that 100 airplanes of U.S. registry and 5 U.S. operators will be affected by this AD.

Incorporation of the SID into an operator's maintenance program will take approximately 550 work hours, and the average labor rate is \$60 per work hour. Based on these figures, the total cost impact to incorporate the SID into an operator's maintenance program is estimated to be \$165,000, or \$33,000 per operator.

Initially, the FAA estimated that it would take 293 work hours to accomplish the 28 inspections specified in the SID, at an average labor rate of \$60 per work hour. Based on these figures, the total cost impact of the AD for the first year was initially estimated to be \$1,758,000, or \$17,580 per airplane.

However, the FAA has been advised that the terminating modification for the inspections of SSD 53-2-1, which is described in the Lockheed Document, has been accomplished on the entire U.S. fleet of Model L-1011-385-1 series airplanes. Therefore, the inspections associated with SSD 53-2-1, which would have required 48 work hours per airplane to accomplish, will not need to be performed. In light of this, the cost impact for the initial inspections required by this AD is now only \$1,470,000, or \$14,700 per airplane.

The recurring (inspection) cost impact on the affected operators is estimated to be 52 work hours per airplane at an average labor cost of \$60 per work hour. Based on these figures, the annual recurring cost of this AD is estimated to not exceed \$312,000 for the affected U.S. fleet, or \$3,120 per airplane.

The FAA recognizes that the obligation to maintain aircraft in an airworthy condition is vital, but

sometimes expensive. Because AD's require specific actions to address specific unsafe conditions, they appear to impose costs that would not otherwise be borne by operators. However, because of the general obligation of operators to maintain aircraft in an airworthy condition, this appearance is deceptive. Attributing those costs solely to the issuance of this AD is unrealistic because, in the interest of maintaining safe aircraft, prudent operators would accomplish the required actions even if they were not required to do so by the AD.

A full cost-benefit analysis has not been accomplished for this AD. As a matter of law, in order to be airworthy, an aircraft must conform to its type design and be in a condition for safe operation. The type design is approved only after the FAA makes a determination that it complies with all applicable airworthiness requirements. In adopting and maintaining those requirements, the FAA has already made the determination that they establish a level of safety that is cost-beneficial. When the FAA, as in this AD, makes a finding of an unsafe condition, this means that the original cost-beneficial level of safety is no longer being achieved and that the required actions are necessary to restore that level of safety. Because this level of safety has already been determined to be cost-beneficial, a full cost-benefit analysis for this AD would be redundant and unnecessary.

The regulations adopted herein will not have substantial direct effects on the States, on the relationship between the national government and the States, or on the distribution of power and responsibilities among the various levels of government. Therefore, in accordance with Executive Order 12612, it is determined that this final rule does not have sufficient federalism implications to warrant the preparation of a Federalism Assessment.

For the reasons discussed above, I certify that this action (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) will not have a significant economic impact, positive or negative, on a substantial number of small entities under the criteria of the Regulatory Flexibility Act. A final evaluation has been prepared for this action and it is contained in the Rules Docket. A copy of it may be obtained from the 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 USC 106(g), 40101, 40113, 44701.

§ 39.13 [Amended]

2. Section 39.13 is amended by adding the following new airworthiness directive:

95-20-04 Lockheed: Amendment 39-9382.
Docket 93-NM-219-AD.

Applicability: All Model L-1011-385-1, L-1011-385-1-14, and L-1011-385-1-15 series airplanes, certificated in any category.

Note 1: This AD applies to each airplane identified in the preceding applicability provision, regardless of whether it has been modified, altered, or repaired in the area subject to the requirements of this AD. For airplanes that have been modified, altered, or repaired so that the performance of the requirements of this AD is affected, the owner/operator must use the authority provided in paragraph (d) of this AD to request approval from the FAA. This approval may address either no action, if the current configuration eliminates the unsafe condition; or different actions necessary to address the unsafe condition described in this AD. Such a request should include an assessment of the effect of the changed configuration on the unsafe condition addressed by this AD.

In no case does the presence of any modification, alteration, or repair remove any airplane from the applicability of this AD.

Compliance: Required as indicated, unless accomplished previously. To prevent fatigue cracking that could compromise the structural integrity of these airplanes, accomplish the following:

(a) Within 12 months after the effective date of this AD, incorporate a revision into the FAA-approved maintenance inspection program which provides for inspection(s) of the structurally significant details (SSD) defined in Lockheed Document Number LG92ER0060, "L-1011-385 Series Supplemental Inspection Document," revised January 1994.

(1) The initial inspection for each SSD must be performed within one repeat interval after the effective date of this AD, or prior to the threshold specified in the Lockheed Document for that SSD, whichever occurs later.

(2) A 10 percent deviation from the repetitive interval specified in the Lockheed Document for that SSD is acceptable to allow for planning and scheduling time.

(3) If the Lockheed Document specifies that inspection of any SSD be performed at every "C" check, those inspections must be performed at intervals not to exceed 5,000 hours time-in-service or 2,500 flight cycles, whichever occurs earlier.

(4) If the Lockheed Document specifies either the initial inspection or the repetitive inspection intervals for any SSD in terms of flight hours or flight cycles, the inspection shall be performed prior to the earlier of the terms (whichever occurs first on the airplane: either accumulated number of flight hours, or accumulated number of flight cycles).

(5) The non-destructive inspection techniques referenced in Appendix VI of the Lockheed Document provide acceptable methods for accomplishing the inspections required by this AD.

(b) If any cracking is found in any SSD, prior to further flight, repair in accordance with either paragraph (b)(1), (b)(2), or (b)(3) of this AD:

(1) In accordance with the applicable service bulletin referenced in Lockheed Document Number LG92ER0060, "L-1011-385 Series Supplemental Inspection Document," revised January 1994; or

(2) In accordance with the Structural Repair Manual; or

(3) In accordance with a method approved by the Manager, Atlanta Aircraft Certification Office (ACO), FAA, Small Airplane Directorate.

(c) Within 30 days after returning the airplane to service, subsequent to accomplishment of the inspection(s) specified in Lockheed Document Number LG92ER0060, "L-1011-385 Series Supplemental Inspection Document," revised January 1994, submit a report of the results (positive or negative) of the inspection(s) to Lockheed in accordance with Section V., Data Reporting System (DRS), of the Lockheed Document. Information collection requirements contained in this regulation have been approved by the Office of Management and Budget (OMB) under the provisions of the Paperwork Reduction Act of 1980 (44 U.S.C. 3501 *et seq.*) and have been assigned OMB Control Number 2120-0056.

(d) 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, Atlanta ACO, FAA, Small 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, Atlanta ACO.

Note 2: Information concerning the existence of approved alternative methods of compliance with this AD, if any, may be obtained from the Atlanta ACO.

(e) 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.

(f) The incorporation of the revision and reporting requirements shall be done in

accordance with Lockheed Document Number LG92ER0060, "L-1011-385 Series Supplemental Inspection Document," revised January 1994, which contains the following list of effective pages:

Page No.	Revision level shown on page	Date shown on page
List of active pages, pages 1-2.	None	None.

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 Lockheed Aeronautical Systems Support Company, Field Support Department, Dept. 693, Zone 0755, 2251 Lake Park Drive, Smyrna, Georgia 30080. Copies may be inspected at the FAA, Transport Airplane Directorate, 1601 Lind Avenue, SW., Renton, Washington; or at the FAA, Atlanta Aircraft Certification Office, Small Airplane Directorate, Campus Building, 1701 Columbia Avenue, Suite 2-160, College Park, Georgia; or at the Office of the Federal Register, 800 North Capitol Street, NW., suite 700, Washington, DC.

(g) This amendment becomes effective on November 2, 1995.

Issued in Renton, Washington, on September 20, 1995.

Darrell M. Pederson,

Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.

[FR Doc. 95-23810 Filed 10-2-95; 8:45 am]

BILLING CODE 4910-13-U

14 CFR Part 97

[Docket No. 28341; Amdt. No. 1687]

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 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 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.