

Office of the Regional Counsel, Room 1558, 601 E. 12th Street, Kansas City, Missouri 64106.

(e) The inspection and modification required by this AD shall be done in accordance with Piaggio Service Bulletin (Mandatory) No.: SB-80-0101. Original Issue: May 6, 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 3:** The subject of this AD is addressed in Italian AD 98-208, dated June 9, 1998.

(f) This amendment becomes effective on May 10, 1999.

Issued in Kansas City, Missouri, on March 18, 1999.

**Michael Gallagher,**

Manager, Small Airplane Directorate, Aircraft Certification Service.

[FR Doc. 99-7382 Filed 3-26-99; 8:45 am]

BILLING CODE 4910-13-U

**DEPARTMENT OF TRANSPORTATION**

**Federal Aviation Administration**

**14 CFR Part 97**

[Docket No. 29502; Amdt. No. 1922]

**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. 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).

Issued in Washington, DC on March 19, 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. 40103, 40113, 40120, 44701; 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, 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 UPON PUBLICATION*

FDC date	State	City	Airport	FDC No.	SIAP
02/19/99	MI	LAKEVIEW	LAKEVIEW AIRPORT-GRIFFITH FIELD	9/1340	VOR/DME RWY 9, ORIG.
03/03/99	FL	TITUSVILLE	ARTHUR DUNN AIR PARK	9/1227	GPS RWY 15 ORIG.
03/03/99	FL	TITUSVILLE	ARTHUR DUNN AIR PARK	9/1228	GPS RWY 33, ORIG.
03/04/99	NY	NEW YORK	LA GUARDIA	9/1249	ILS RWY 13 ORIG.
03/04/99	VA	BRIDGEWATER	BRIDGEWATER AIR PARK	9/1238	NDB OR GPS-A AMDT 4A.
03/05/99	FL	MELBOURNE	MELBOURNE INTL	9/1272	GPS RWY 9L ORIG-A.
03/05/99	FL	MELBOURNE	MELBOURNE INTL	9/1273	GPS RWY 27R ORIG.
03/05/99	FL	MELBOURNE	MELBOURNE INTL	9/1274	NDB OR GPS RWY 9R AMDT 14A.
03/05/99	FL	MELBOURNE	MELBOURNE INTL	9/1275	VOR RWY 9R AMDT 19B.
03/05/99	FL	MELBOURNE	MELBOURNE INTL	9/1276	VOR OR GPS RWY 27L AMDT 11C.
03/05/99	FL	MELBOURNE	MELBOURNE INTL	9/1277	LOC BC RWY 27L AMDT 8D.
03/05/99	FL	MELBOURNE	MELBOURNE INTL	9/1278	ILS RWY 9R AMDT 10B.
03/05/99	KS	INDEPENDENCE	INDEPENDENCE MUNI	9/1263	GPS RWY 35, ORIG.
03/05/99	KS	INDEPENDENCE	INDEPENDENCE MUNI	9/1264	ILS RWY 35, ORIG.
03/05/99	KS	INDEPENDENCE	INDEPENDENCE MUNI	9/1265	NDB RWY 35, ORIG.
03/05/99	SD	YANKTON	CHAN GURNEY MUNI	9/1279	ILS RWY 31, AMDT 3.
03/05/99	SD	YANKTON	CHAN GURNEY MUNI	9/1280	VOR OR GPS RWY 13, AMDT 2.
03/05/99	SD	YANKTON	CHAN GURNEY MUNI	9/1281	VOR RWY 31, AMDT 3.
03/05/99	SD	YANKTON	CHAN GURNEY MUNI	9/1282	NDB OR GPS RWY 31, AMDT 2.
03/05/99	VA	LOUISA	LOUISA COUNTY/FREEMAN FIELD	9/1290	NDB OR GPS RWY 27 ORIG-A.
03/05/99	VA	LOUISA	LOUISA COUNTY/FREEMAN FIELD	9/1291	LOC RWY 27 ORIG.
03/08/99	IA	DECORAH	DECORAH MUNI	9/1324	VOR/DME RNAV OR GPS RWY 29, AMDT 3.
03/08/99	IA	DECORAH	DECORAH MUNI	9/1325	NDB RWY 29, ORIG.
03/08/99	IA	DECORAH	DECORAH MUNI	9/1326	VOR RWY 29, AMDT 3.
03/08/99	IA	ESTHERVILLE	ESTHERVILLE MUNI	9/1327	VOR OR GPS RWY 16, AMDT 4A.
03/08/99	IA	ESTHERVILLE	ESTHERVILLE MUNI	9/1328	NDB OR GPS RWY 34, ORIG-A.
03/08/99	IA	ESTHERVILLE	ESTHERVILLE MUNI	9/1329	VOR RWY 34, AMDT 6A.
03/08/99	VA	FREDERICKSBURG	SHANNON	9/1332	NDB RWY 24 AMDT 2.
03/09/99	IA	FORT DODGE	FORT DODGE REGIONAL	9/1354	VOR/DME RNAV OR GPS RWY 24, AMDT 5A.
03/09/99	IA	FORT DODGE	FORT DODGE REGIONAL	9/1356	NDB RWY 6, AMDT 6.
03/09/99	IA	FORT DODGE	FORT DODGE REGIONAL	9/1357	VOR/DME RNAV OR GPS RWY 6, AMDT 6.
03/09/99	IA	FORT DODGE	FORT DODGE REGIONAL	9/1358	VOR/DME OR GPS RWY 30, AMDT 9.
03/09/99	IA	FORT DODGE	FORT DODGE REGIONAL	9/1359	ILS RWY 6, AMDT 6A.
03/09/99	IA	FORT DODGE	FORT DODGE REGIONAL	9/1360	VOR OR GPS RWY 12, AMDT 14.
03/09/99	SC	CLEMSON	CLEMSON-OCONEE COUNTY REGIONAL	9/1349	NDB OR GPS-A, AMDT 5A.
03/09/99	SC	CLEMSON	CLEMSON-OCONEE COUNTY REGIONAL	9/1350	GPS RWY 7, ORIG.
03/10/99	ND	GRAND FORKS	GRAND FORKS INTL	9/1383	LOC BC RWY 17R, AMDT 12.
03/10/99	ND	MINOT	MINOT INTL	9/1381	LOC BC RWY 13, AMDT 6.
03/10/99	OH	PORTSMOUTH	GREATER PORTSMOUTH REGIONAL	9/1400	GPS RWY 36, AMDT 1.
03/10/99	OH	PORTSMOUTH	GREATER PORTSMOUTH REGIONAL	9/1401	VOR/DME RNAV OR GPS RWY 18, AMDT 6.
03/11/99	OH	BARNESVILLE	BARNESVILLE-BRADFIELD	9/1437	VOR/DME RWY 27, ORIG.
03/12/99	CA	BAKERSFIELD	MEADOWS FIELD	9/1465	ILS RWY 30R AMDT 27B.
03/12/99	MT	WOLF POINT	L.M. CLAYTON	9/1461	NDB OR GPS RWY 29, AMDT 2.
03/16/99	NC	SOUTHERN PINES	MOORE COUNTY	9/1578	GPS RWY 23, ORIG.

FDC date	State	City	Airport	FDC No.	SIAP
03/16/99 ....	TN	MEMPHIS .....	MEMPHIS INTL .....	9/1541	ILS RWY 36R (CAT I, II, III) AMDT 1A.

[FR Doc. 99-7628 Filed 3-26-99; 8:45 am]  
BILLING CODE 4910-13-M

## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### 14 CFR Part 97

[Docket No. 29501; Amdt. No. 1921]

#### 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 a mandatory 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 March 19, 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,