

FR 11034, February 26, 1979). If it is determined that this emergency regulation otherwise would be significant under DOT Regulatory Policies and Procedures, a final regulatory evaluation will be prepared and placed in the Rules Docket. A copy of it, if filed, 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 U.S.C. 106(g), 40113, 44701.

§ 39.13 [Amended]

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

AD 99-22-01 Eurocopter Deutschland

GmbH: Amendment 39-11439. Docket No. 99-SW-59-AD.

Applicability: Model EC135 P1 and T1 helicopters, serial numbers 0005 through 0120, inclusive, certificated in any category.

Note 1: This AD applies to each helicopter identified in the preceding applicability provision, regardless of whether it has been otherwise modified, altered, or repaired in the area subject to the requirements of this AD. For helicopters that have been modified, altered, or repaired so that the performance of the requirements of this AD is affected, the owner/operator must request approval for an alternative method of compliance in accordance with paragraph (c) of this AD. The request should include an assessment of the effect of the modification, alteration, or repair on the unsafe condition addressed by this AD; and, if the unsafe condition has not been eliminated, the request should include specific proposed actions to address it.

Compliance: Required as indicated, unless accomplished previously.

To prevent a fracture of the bearing connecting frame flange (frame flange), failure of the tail rotor drive shaft, and subsequent loss of control of the helicopter, accomplish the following:

(a) Before further flight, conduct a dye-penetrant inspection of the tail boom frame flange at the attachment points of the tail rotor drive shaft bearing (see location I in Figure 1 in Eurocopter Deutschland GmbH (ECD) Alert Service Bulletin (ASB) EC 135-53A-010, Revision 2, dated July 22, 1999) in

accordance with the Accomplishment Instructions, paragraph 3.A., of ASB EC 135-53A-010, Revision 2, dated July 22, 1999, and Figure 1 of ASB 135-53A-009, dated March 23, 1999. If a crack is found, replace the unairworthy frame flange with an airworthy frame flange. Thereafter, conduct the dye-penetrant inspection at intervals not to exceed 15 hours time-in-service (TIS) until the requirements in paragraph (b) of this AD are accomplished.

(b) Within 7 days, install an additional bearing support bracket on the frame flange in accordance with the Accomplishment Instructions, paragraph 3.B., of ASB EC 135-53A-010, Revision 2 dated July 22, 1999. Thereafter, at intervals not to exceed 50 hours TIS, inspect for a crack or for misalignment of the slippage marks on the frame flange.

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

Note 2: Information concerning the existence of approved alternative methods of compliance with this AD, if any, may be obtained from the Regulations Group, Rotorcraft Directorate.

(d) 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 helicopter to a location where the requirements of this AD can be accomplished.

(e) The dye-penetrant inspections shall be done in accordance with the Accomplishment Instructions, paragraph 3.A., of Eurocopter Deutschland GmbH Alert Service Bulletin EC 135-53A-010, Revision 2, dated July 22, 1999, and Figure 1 of Eurocopter Deutschland GmbH Alert Service Bulletin 135-53A-009, dated March 23, 1999. The modification shall be done in accordance with the Accomplishment Instructions, paragraph 3.B., of Eurocopter Deutschland GmbH Alert Service Bulletin EC 135-53A-010, Revision 2, dated July 22, 1999. 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 American Eurocopter Corporation, 2701 Forum Drive, Grand Prairie, Texas 75053-4005, telephone (972) 641-3460, fax (972) 641-3527. Copies may be inspected at the FAA, Office of the Regional Counsel, Southwest Region, 2601 Meacham Blvd., Room 663, Fort Worth, Texas; or at the Office of the Federal Register, 800 North Capitol Street, NW., suite 700, Washington, DC.

(f) This amendment becomes effective on December 17, 1999, to all persons except those persons to whom it was made immediately effective by Emergency Priority Letter AD 99-22-01, issued October 12, 1999, which contained the requirements of this amendment.

Issued in Fort Worth, Texas, on November 17, 1999.

Eric Bries,

Acting Manager, Rotorcraft Directorate, Aircraft Certification Service.

[FR Doc. 99-30623 Filed 12-1-99; 8:45 am]

BILLING CODE 4910-13-P

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 97

[Docket No. 29852; Amdt. No. 1963]

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, 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 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 November 26, 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:

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 December 30, 1999*

Valparaiso, IN, Porter County Muni, ILS RWY 27, Amdt 3
Valparaiso, IN, Porter County Muni, VOR/DME RNAV RWY 9, Amdt 4
Louisville, KY, Louisville Intl-Standiford Field, ILS RWY 29, Amdt 22A, CANCELLED
Adrian, MI, Lenawee County, NDB RWY 5, Amdt 7, CANCELLED
Adrian, MI, Lenawee County, NDB RWY 5, Orig
Adrian, MI, Lenawee County, GPS RWY 5, Amdt 1
Adrian, MI, Lenawee County, GPS RWY 23, Orig
Clarksburg, WV, Benedum, ILS RWY 21, Amdt 13, CANCELLED
Clarksburg, WV, Benedum, ILS RWY 21, Orig

* * * *Effective January 27, 2000*

Shreveport, LA, Shreveport Regional, ILS RWY 14, Amdt 23
Marquette, MI, Sawyer Intl, GPS RWY 19, Orig
Lakewood, NJ, Lakewood, VOR RWY 6, Amdt 5
Manteo, NC, Dare County Regional, VOR RWY 17, Amdt 4
Delaware, OH, Delaware Muni, VOR RWY 28, Amdt 5, CANCELLED
Delaware, OH, Delaware Muni, VOR RWY 28, Orig
Delaware, OH, Delaware Muni, GPS RWY 10, Orig, CANCELLED
Delaware, OH, Delaware Muni, GPS RWY 10, Orig
Delaware, OH, Delaware Muni, GPS RWY 28, Orig, CANCELLED
Delaware, OH, Delaware Muni, GPS RWY 28, Orig
Indiana, PA, Indiana County/Jimmy Stewart Fld, GPS RWY 28, Amdt 1
San Juan, PR, Fernando Luis Ribas Dominicci, GPS RWY 9, Orig

* * * *Effective February 24, 2000*

Sedona, AZ, Sedona, GPS RWY 3, Orig
North Little Rock, AR, North Little Rock Muni, VOR RWY 35, Amdt 1
North Little Rock, AR, North Little Rock Muni, GPS RWY 5, Amdt 1

North Little Rock, AR, North Little Rock Muni, GPS RWY 35, Orig
 Valparaiso, IN, Porter County Muni, GPS RWY 9, Amdt 1
 Grain Valley, MO, East Kansas City, VOR OR GPS RWY 23, Amdt 3
 Grain Valley, MO, East Kansas City, VOR/DME RNAV RWY 27, Amdt 2
 Grain Valley, MO, East Kansas City, GPS RWY 9, Orig
 Grain Valley, MO, East Kansas City, GPS RWY 27, Orig
 Hebron, NE, Hebron Muni, GPS RWY 12, Orig

Hebron, NE, Hebron Muni, GPS RWY 30, Orig
 Hebron, NE, Hebron Muni, NDB RWY 12, Amdt 4
 Vineland, NJ, Rudy's, VOR OR GPS-A, Amdt 7
 Woodward, OK, West Woodward, GPS RWY 17, Orig
 Woodward, OK, West Woodward, GPS RWY 35, Amdt 1
 Castroville, TX, Castroville Muni, NDB RWY 33, Amdt 3
 Georgetown, TX, Georgetown Muni, GPS RWY 11, Orig

Georgetown, TX, Georgetown Muni, GPS RWY 18, Orig
 Georgetown, TX, Georgetown Muni, GPS RWY 29, Orig
 Georgetown, TX, Georgetown Muni, GPS RWY 36, Orig
 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
10/28/99	OH	Toledo	Metcalf Field	9/8434	VOR/DME or GPS Rwy 4 Amdt 2... Corrects TL 99-25
11/01/99	MI	Coldwater	Branch County Memorial	9/8928	VOR Rwy 24 Orig... Replaces 9/8561
11/09/99	FL	Key West	Key West Intl	9/8879	GPS Rwy 9, Orig...
11/09/99	FL	Key West	Key West Intl	9/8880	GPS Rwy 27, Orig...
11/09/99	FL	Key West	Key West Intl	9/8881	NDB or GPS-A, Amdt 15...
11/09/99	MI	Pontiac	Oakland County Intl	9/8895	VOR or GPS Rwy 9R, Amdt 23...
11/09/99	MI	Pontiac	Oakland County Intl	9/8896	ILS Rwy 9R, Amdt 11...
11/09/99	NE	York	York Muni	9/8872	GPS Rwy 17, Orig-A...
11/09/99	NE	York	York Muni	9/8874	NDB Rwy 17, Amdt 4...
11/09/99	OK	Tulsa	Tulsa Intl	9/8897	ILS Rwy 18L, Amdt 13C...
11/09/99	TX	Houston	David Wayne Hooks Memorial	9/8903	NDB Rwy 17R, Amdt 10...
11/10/99	IN	Evansville	Evansville Regional	9/8959	RADAR-1, Amdt 5...
11/10/99	MT	Kalispell	Glacier Park Intl	9/8958	ILS Rwy 2, Amdt 4...
11/10/99	TN	Nashville	Nashville Intl	9/8956	ILS Rwy 31, Amdt 7... Replaces 9/8297
11/10/99	TX	Houston	David Wayne Hooks Memorial	9/9832	LOC Rwy 17R, Orig...
11/12/99	TX	Bridgeport	Bridgeport Muni	9/9009	VOR/DME Rwy 17, Orig-A...
11/12/99	UT	Price	Carbon County	9/9021	VOR Rwy 36, Amdt 1...
11/12/99	VA	Manassas	Manassas Regional/Harry P. Davis Field.	9/9004	ILS Rwy 16L, Amdt 4...
11/12/99	VA	Manassas	Manassas Regional/Harry P. Davis Field.	9/9005	NDB or GPS-A Amdt 8A...
11/12/99	VA	Manassas	Manassas Regional/Harry P. Davis Field.	9/9006	VOR/DME RNAV Rwy 16R Amdt 7...
11/16/99	MT	Butte	Bert Mooney	9/9074	ILS Rwy 15, Amdt 5...
11/17/99	AZ	Kingman	Kingman	9/9093	VOR/DME or GPS Rwy 21, Amdt 6...
11/17/99	GA	Atlanta	Peachtree City-Falcon Field	9/9098	VOR/DME RNAV or GPS Rwy 31, Orig-C...
11/17/99	GA	Atlanta	Peachtree City-Falcon Field	9/9099	NDB Rwy 31, Amdt 1A...
11/17/99	GA	Atlanta	Peachtree City-Falcon Field	9/9103	LOC Rwy 31, Amdt 1A...
11/17/99	NJ	Woodbine	Woodbine Muni	9/9105	GPS Rwy 1 Orig...
11/18/99	GA	Atlanta	Peachtree City-Falcon Field	9/9122	LOC BC Rwy 13, Amdt 2A...
11/18/99	GA	Vidalia	Vidalia Muni	9/9139	LOC Rwy 24, Amdt 2A...
11/18/99	TX	Longview	Gregg County	9/9131	VOR/DME or TACAN Rwy 31, Amdt 6...
11/18/99	WI	Milwaukee	General Mitchell Intl	9/9144	LOC Rwy 25L, Amdt 4...
11/18/99	WV	Clarksburg	Benedum	9/9140	VOR or GPS Rwy 3, Amdt 15...
11/19/99	AL	Montgomery	Montgomery Regional (Dannelly Field)	9/9191	ILS Rwy 10, Amdt 23B...
11/19/99	IL	Belleville	Scott AFB/Midamerica	9/9171	ILS/DME Rwy 14L Orig...
11/19/99	IL	Belleville	Scott AFB/Midamerica	9/9172	ILS Rwy 32R Orig...
11/19/99	IL	Belleville	Scott AFB/Midamerica	9/9173	GPS Rwy 14L Orig...
11/19/99	IL	Belleville	Scott AFB/Midamerica	9/9174	GPS Rwy 32R Orig...
11/19/99	IL	Belleville	Scott AFB/Midamerica	9/9175	NDB Rwy 32R Orig...
11/19/99	LA	Lake Charles	Lake Charles Regional	9/9207	LOC BC Rwy 33, Amdt 18...
11/19/99	LA	New Iberia	Acadiana Regional	9/9206	VOR or TACAN or GPS Rwy 16, Orig...
11/19/99	LA	New Orleans	New Orleans Intl (Moisant Field)	9/9203	VOR/DME Rwy 10, Orig...
11/19/99	LA	Shreveport	Shreveport Downtown	9/9204	VOR or GPS Rwy 14, Amdt 14B...
11/19/99	LA	Shreveport	Shreveport Downtown	9/9205	LOC Rwy 14, Amdt 4B...
11/19/99	PA	Franklin	Venango Regional	9/9194	VOR or GPS Rwy 2, Amdt 3B...
11/19/99	PA	Franklin	Venango Regional	9/9195	ILS Rwy 20 Amdt 4A...
11/19/99	PA	Franklin	Venango Regional	9/9196	VOR or GPS Rwy 20, Amdt 6...
11/22/99	BR	Sarasota	Sarasota/Bradenton Intl	9/9256	Denton, FL. VOR or GPS Rwy 22, Amdt 10A...

FDC date	State	City	Airport	FDC No.	SIAP
11/22/99	AK	Cold Bay	Cold Bay	9/9247	VOR/DME or Tacan-A, Amdt 2...
11/22/99	AK	Cold Bay	Cold Bay	9/9248	LOC/DME BC Rwy 32, Amdt 7A...
11/22/99	CA	Modesto	Modesto City-County-Harry Sham Field.	9/9241	GPS Rwy 28R Orig-A...
11/22/99	MI	Coldwater	Branch County Memorial	9/9260	VOR or GPS Rwy 6, Amdt 4... Replaces 9/8560
11/22/99	MI	Pontiac	Oakland County Intl	9/9250	VOR or GPS Rwy 27L, Amdt 14...
11/22/99	WV	Lewisburg	Greenbrier Valley	9/9254	VOR Rwy 22 Orig...
11/22/99	WV	Lewisburg	Greenbrier Valley	9/9257	VOR Rwy 4 Orig... Replaces 9/8911
11/22/99	WV	Lewisburg	Greenbrier Valley	9/9259	GPS Rwy 22, Amdt 1...
11/22/99	WY	Big Piney	Big Piney-Marbleton	9/9255	VOR Rwy 31, Amdt 3A...
11/23/99	GA	Vidalia	Vidalia Muni	9/9168	NDB or GPS Rwy 24, Amdt 2...

[FR Doc. 99-31285 Filed 12-1-99; 8:45 am]

BILLING CODE 4910-13-M

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 97

[Docket No. 29851; Amdt. No. 1962]

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, 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 impractical and contrary to the public interest and, where applicable, that