

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 the following new airworthiness directive:

96-24-06 Cessna Aircraft Company: Amendment 39-9844. Docket 96-NM-267-AD.

*Applicability:* Model 560 series airplanes having serial numbers 560-0001 through 560-5000 inclusive; certificated in any category.

Note 1: This AD applies to each airplane 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 airplanes 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 uncommanded roll of the airplane during approach and landing when residual ice is present or can be expected, accomplish the following:

Note 2: Cessna Citation Alert Service Letter A560-30-07, dated November 14, 1996, refers to the FAA-approved Airplane Flight Manual (AFM) revisions required by paragraphs (a) and (b) of this Priority Letter AD.

(a) For airplanes having serial numbers 560-0001 through 560-0259 inclusive: Within 10 days after receipt of this Priority Letter, revise the Limitations Section, Normal Procedures Section, and Performance Section of the AFM by inserting Temporary AFM Changes 560FM TC-96-01, dated November 14, 1996; 560FM TC-96-02, dated November 14, 1996; 560FM TC-96-03, dated November 14, 1996; and 560FM TC-96-04, dated November 14, 1996; which introduce limitations, procedures, and corrected performance information for approach and landing when residual ice is present or can be expected. Thereafter, operate the airplane in accordance with those limitations, procedures, and performance information.

Note 3: When these temporary changes have been incorporated into general revisions of the AFM, the general revisions may be inserted in the AFM and these temporary changes removed, provided the information contained in the general revisions is identical

to that specified in Temporary AFM Changes 560FM TC-96-01, 560FM TC-96-02, 560FM TC-96-03, and 560FM TC-96-04.

(b) For airplanes having serial numbers 560-0260 through 560-5000 inclusive: Within 10 days after the receipt of this Priority Letter, revise the Limitations Section, Normal Procedures Section, and Performance Section of the AFM by inserting Cessna Model 560 Citation V Ultra (Unit -0260 and on) 56FMA-05, Revision 5, dated November 14, 1996, which introduces limitations, procedures, and corrected performance information for approach and landing when residual ice is present or can be expected. Thereafter, operate the airplane in accordance with those limitations, procedures, and performance information.

(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, Wichita Aircraft Certification Office (ACO), FAA, Small Airplane Directorate. Operators shall submit their requests through an appropriate FAA Principal Operations Inspector, who may add comments and then send it to the Manager, Wichita ACO.

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

(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 airplane to a location where the requirements of this AD can be accomplished.

(e) This amendment becomes effective on December 10, 1996, to all persons except those persons to whom it was made immediately effective by priority letter AD 96-24-06, issued November 19, 1996, which contained the requirements of this amendment.

Issued in Renton, Washington, on November 29, 1996.

Darrell M. Pederson,

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

[FR Doc. 96-30968 Filed 12-4-96; 8:45 am]

**BILLING CODE 4910-13-U**

**14 CFR Part 73**

**[Airspace Docket No. 96-AAL-30]**

**RIN 2120-AA66**

**Amendment to Using Agency for Restricted Area 2202B (R-2202B), Big Delta, AK**

**AGENCY:** Federal Aviation Administration (FAA), DOT.

**ACTION:** Final rule.

**SUMMARY:** This action changes the using agency for Restricted Area 2202B (R-2202B), Big Delta, AK, to reflect the current chain-of-command. Currently "U.S. Army Cold Region Test Center, Ft. Greely, AK," is the designated using

agency for this restricted area. The new using agency is "U.S. Army, Commander, Cold Regions Test Activity, Fort Greely, AK."

**EFFECTIVE DATE:** 0901 UTC, January 30, 1997.

**FOR FURTHER INFORMATION CONTACT:** Ken McElroy, Airspace and Rules Division, ATA-400, Office of Air Traffic Airspace Management, Federal Aviation Administration, 800 Independence Avenue, SW., Washington, DC 20591; telephone (202) 267-8783.

**SUPPLEMENTARY INFORMATION**

**Background**

As a result of a recent review of restricted airspace in Alaska, the U.S. military requested that the FAA take action to change the using agency for R-2202B, Big Delta, AK, to reflect the current chain-of-command.

**The Amendment**

This amendment to Title 14 of the Code of Federal Regulations part 73 (14 CFR part 73) changes the using agency for R-2202B, Big Delta, AK. There are no other changes to the boundaries, altitudes, times of designation, or activities effecting this restricted area. The FAA finds that notice and public procedure under 5 U.S.C. 553(b) are unnecessary because this action is a minor technical amendment in which the public would not be particularly interested. Section 73.22 of part 73 of the Federal Aviation Regulations was republished in FAA Order 7400.8D dated July 11, 1996.

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. Since this is a routine matter that will only affect air traffic procedures and air navigation, it is certified that this rule will not have a significant economic impact on a substantial number of small entities under the criteria of the Regulatory Flexibility Act.

**Environmental Review**

This action is a minor administrative change amending the published using agency of a restricted area. There are no changes to air traffic control procedures or routes as a result of this action.

Therefore, this action is not subject to environmental assessments and procedures under FAA Order 1050.1D, "Policies and Procedures for Considering Environmental Impacts," and the National Environmental Policy Act.

#### List of Subjects in 14 CFR Part 73

Airspace, Navigation (air).

#### Adoption of the Amendment

In consideration of the foregoing, the Federal Aviation Administration amends 14 CFR part 73, as follows:

#### **PART 73—[AMENDED]**

1. The authority citation for part 73 continues to read as follows:

Authority: 49 U.S.C. 106(g), 40103, 40113, 40120; E.O. 10854, 24 FR 9565, 3 CFR, 1959-1963 Comp., p. 389; 14 CFR 11.69.

#### **§ 73.22 [Amended]**

2. Section 73.22 is amended as follows:

#### **R-2202B Big Delta, AK [Amended]**

By removing the present using agency and substituting the following:

Using agency. U.S. Army, Commander, Cold Regions Test Activity, Fort Greely, AK.

Issued in Washington, DC, on November 22, 1996.

Harold W. Becker,

*Acting Program Director for Air Traffic Airspace Management.*

[FR Doc. 96-30995 Filed 12-4-96; 8:45 am]

**BILLING CODE 4910-13-P**

#### **14 CFR Part 97**

[Docket No. 28738; Amdt. No. 1767]

RIN 2120-AA65

#### **Standard Instrument Approach Procedures; Miscellaneous Amendments**

**AGENCY:** Federal Aviation Administration (FAA), DOT.

**ACTION:** Final rule.

**SUMMARY:** This amendment established, 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.

**EFFECTIVE DATES:** An effective date for each SIAP is specified in the amendatory provisions.

Incorporates 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 Inspected 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 the 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 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.