

§ 39.13 [Amended]

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

99-08-19 BOEING: Amendment 39-11125.
Docket 98-NM-292-AD.

Applicability: Model 747 series airplanes, line positions 001 through 1150 inclusive; equipped with an auxiliary power unit (APU) fuel boost pump manufactured by Lear Romec and having Lear Romec part number (P/N) RR24640B; 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 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 potential failures within the electrical motor assembly of the APU fuel boost pump, which could result in fuel leakage from the electrical connector, or electrical arcing across the connector pins of the pump, and consequent fuel fire, accomplish the following:

(a) Within 90 days after the effective date of this AD, replace the APU fuel boost pump as specified by either paragraph (a)(1) or (a)(2) of this AD, in accordance with Boeing Service Bulletin 747-28A2209, Revision 1, dated February 18, 1999.

(1) Replace the pump with a pump that has been reworked in accordance with the service bulletin. Or

(2) Replace the pump with an FAA-approved pump manufactured by a supplier other than Lear Romec, in accordance with the service bulletin.

(b) As of the effective date of this AD, no person shall install on any airplane an APU fuel boost pump having Lear Romec P/N RR24640B.

(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, Seattle 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, Seattle ACO.

Note 2: Information concerning the existence of approved alternative methods of compliance with this AD, if any, may be obtained from the Seattle 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) The replacement shall be done in accordance with Boeing Service Bulletin 747-28A2209, Revision 1, dated February 18, 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 Boeing Commercial Airplane Group, P.O. Box 3707, Seattle, Washington 98124-2207. Copies may be inspected at the FAA, Transport Airplane Directorate, 1601 Lind Avenue, SW., Renton, Washington; or at the Office of the Federal Register, 800 North Capitol Street, NW., suite 700, Washington, DC.

(f) This amendment becomes effective on April 27, 1999.

Issued in Renton, Washington, on April 5, 1999.

Darrell M. Pederson,

Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.

[FR Doc. 99-8957 Filed 4-9-99; 8:45 am]

BILLING CODE 4910-13-U

DEPARTMENT OF TRANSPORTATION**Federal Aviation Administration****14 CFR Part 97**

[Docket No. 29520; Amdt. No. 1923]

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 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 April 2, 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. 106(g), 40103, 40113, 40120, 44701; 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 May 20, 1999

Bakersfield, CA, Meadows Field, GPS RWY 30R, Orig
 Hanford, CA, Hanford Muni, GPS RWY 32, Amdt 1
 Oakdale, CA, Oakdale, GPS RWY 10, Orig
 Oakland, CA, Metropolitan Oakland Intl, VOR/DME RWY 27L, Amdt 11
 Oakland, CA, Metropolitan Oakland Intl, ILS RWY 27R, Amdt 32
 Oakland, CA, Metropolitan Oakland Intl, NDB RWY 27R, Amdt 5
 Oakland, CA, Metropolitan Oakland Intl, GPS RWY 27L, Orig
 Oroville, CA, Oroville Muni, VOR OR GPS-A, Amdt 6
 Oroville, CA, Oroville Muni, NDB RWY 1, Amdt 3
 Oroville, CA, Oroville Muni, GPS RWY 1, Orig
 Grand Junction, CO, Walker Field, GPS RWY 29, Orig
 Kissimmee, FL, Kissimmee Muni, VOR/DME OR GPS-A, Amdt 7B, CANCELLED
 Kissimmee, FL, Kissimmee Muni, NDB RWY 15, Amdt 9B, CANCELLED
 Kissimmee, FL, Kissimmee Muni, VOR/DME OR GPS RWY 15, Amdt 5A, CANCELLED
 Orlando, FL, Kissimmee Muni, VOR/DME OR GPS-A, Orig
 Orlando, FL, Kissimmee Muni, NDB RWY 15, Orig
 Orlando, FL, Kissimmee Muni, GPS RWY 6, Orig
 Orlando, FL, Kissimmee Muni, GPS RWY 15, Orig
 Orlando, FL, Kissimmee Muni, GPW RWY 33, Orig
 Nashville, GA, Berrien County, RADAR-1, Amdt 1, CANCELLED
 Belleville, IL, Scott AFB/Midamerica, ILS RWY 14R, Orig, CANCELLED
 Belleville, IL, Scott AFB/Midamerica, ILS RWY 32L, Orig, CANCELLED

Belleville, IL, Scott AFB/Midamerica, NDB RWY 32L, Orig, CANCELLED
 Belleville, IL, Scott AFB/Midamerica, GPS RWY 14 R, Orig, CANCELLED
 Belleville, IL, Scott AFB/Midamerica, GPW RWY 32L, Orig, CANCELLED
 Chicago/Romeoville, IL, Lewis University, GPS RWY 9, Orig
 Chicago/Romeoville, IL, Lewis University, GPS RWY 27, Amdt 2
 Huntington, IN, Huntington Muni, VOR/DME-A, Orig
 Terre Haute, IN, Sky King, VOR-B, Orig
 Ankeny, IA, Ankeny Regional, GPS RWY 36, Amdt 1
 Rock Rapids, IA, Rock Rapids Muni, NDG RWY 16, Amdt 2
 Rock Rapids, IA, Rock Rapids Muni, GPS RWY 16, Orig
 Rock Rapids, IA, Rock Rapids Muni, GPS RWY 34, Orig
 Baton Rouge, LA, Baton Rouge Metropolitan/Ryan Field, RADAR-1, Amdt 10
 Lake Charles, LA, Chennault Intl, VOR OR GPS RWY 33L, Amdt 3
 Lake Charles, LA, Chennault Intl, ILS RWY 15R, Amdt 4
 Lake Charles, LA, Chennault Intl, RADAR-1, Amdt 1
 Duluth, MN, Duluth Intl, GPS RWY 21, Orig
 International Falls, MN, Falls Intl, VOR OR GPS RWY 13, Amdt 13
 International Falls, MN, Falls Intl, VOR RWY 31, Amdt 15
 International Falls, MN, Falls Intl, VOR/DME OR TACAN RWY 31, Amdt 4
 International Falls, MN, Falls Intl, LOC BC RWY 13, Amdt 9
 International Falls, MN, Falls Intl, NDB OR GPS RWY 31, Amdt 8
 International Falls, MN, Falls Intl, ILS RWY 31, Amdt 8
 Little Falls, MN, Little Falls-Morrison County, NDB RWY 30, Amdt 6
 Little Falls, MN, Little Falls-Morrison County, GPS RWY 30, Orig
 Jackson, MS, Jackson Intl, GPS RWY 16L, Orig
 Jackson, MS, Jackson Intl, GPS RWY 16R, Orig
 Jackson, MS, Jackson Intl, GPS RWY 34L, Orig
 Jackson, MS, Jackson Intl, GPS RWY 34R, Orig
 Fort Leonard Wood, MO, Waynesville Regional Airport at Forney Field, NDB/DME RWY 14, Amdt 1
 Lexington, NC, Davidson County, VOR/DME OR GPS RWY 8, Amdt 6, CANCELLED
 Lexington, NC, Davidson County, NDB RWY 8, Amdt 5, CANCELLED
 Lexington, NC, Davidson County, VOR OR GPS-A, Amdt 4A, CANCELLED
 Cleveland, OH, Cleveland-Hopkins Intl, ILS RWY 23L, Amdt 17
 Cleveland, OH, Cleveland-Hopkins Intl, VOR/DME RNAV OR GPS RWY 10, Amdt 12
 Columbus, OH, Ohio State University, GPS RWY 27L, Amdt 1
 Hartsville, SC, Hartsville Muni, GPS RWY 3, Orig
 Hartsville, SC, Hartsville Muni, GPS RWY 21, Orig
 Walterboro, SC, Waterboro Muni, GPS RWY 5, Orig

Walterboro, SC, Walterboro Muni, GPS RWY 17, Orig
 Walterboro, SC, Walterboro Muni, GPS RWY 23, Orig
 Walterboro, SC, Walterboro Muni, GPS RWY 35, Orig
 Midland, TX, Midland Intl, VOR/DME RNAV RWY 16R, Amdt 3
 Midland, TX, Midland Intl, VOR/DME RNAV RWY 34L, Amdt 2
 Midland, TX, Midland Intl, GPS RWY 16R, Orig
 Midland, TX, Midland Intl, GPS RWY 34L, Orig
 Midland, TX, Midland Intl, RADAR-1, Amdt 5
 Portage, WI, Portage Muni, VOR/DME OR GPS-A, Amdt 6
 Portage, WI, Portage Muni, VOR/DME RNAV OR GPS RWY 17, Amdt 4

...Effective 15 July 1999

Decatur, AL, Pryor Field Regional, GPS RWY 18, Orig
 Griffin, GA, Griffin-Spalding County, GPS RWY 14, Orig
 Griffin, GA, Griffin-Spalding County, GPS RWY 32, Orig
 Murray, KY, Kyle-Oakley Field, GPS RWY 5, Amdt 1
 Murray, KY, Kyle-Oakley Field, GPS RWY 23, Amdt 1

Note: The FAA published the following amendments in Docket No. 29487, Amdt No. 1919 to Part 97 of the Federal Aviation Regulations (64 FR 13336, dated Thursday, March 18, 1999), under sections 97.23; 97.27; 97.29 and 97.33 effective May 20, 1999, which are hereby changed to read as follows:
 Fort Huachuca/Sierra Vista, AZ, Sierra Vista Muni-Libby AAF, VOR RWY 26, Amdt 3
 Fort Huachuca/Sierra Vista, AZ, Sierra Vista Muni-Libby AAF, NDB RWY 26, Amdt 3
 Fort Huachuca/Sierra Vista, AZ, Sierra Vista Muni-Libby AAF, ILS RWY 26, Amdt 2
 Fort Huachuca/Sierra Vista, AZ, Sierra Vista Muni-Libby AAF, GPS RWY 26, Orig

[FR Doc. 99-8917 Filed 4-9-99; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 97

[Docket No. 29522; Amdt. No. 1925]

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 (SIAP's) 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 SIAP's, 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 SIAP's. 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), 14 CFR part 51, and § 14 CFR 97.20 of the Federal Aviation Regulations (FAR). The applicable FAA Forms are identified as FAA Form 8260-5.

Materials incorporated by reference are available for examination or purchase as stated above.

The large number of SIAP's, 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 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. The SIAP's contained in this amendment are based on the criteria contained in the United States 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.

The FAA has determined through testing that current non-localizer type, non-precision instrument approaches developed using the TERPS criteria can be flown by aircraft equipped with a Global Positioning System (GPS) and or Flight Management System (FMS) equipment. In consideration of the above, the applicable SIAP's will be altered to include "or GPS OR FMS" in the title without otherwise reviewing or modifying the procedure. (Once a stand alone GPS or FMS procedure is developed, the procedure title will be altered to remove "or GPS or FMS" from these non-localizer, non-precision instrument approach procedure titles.)

The FAA has determined through extensive analysis that current SIAP's intended for use by Area Navigation (RNAV) equipped aircraft can be flown by aircraft utilizing various other types of navigational equipment. In consideration of the above, those SIAP's currently designated as "RNAV" will be redesignated as "VOR/DME RNAV" without otherwise reviewing or modifying the SIAP's.

Because of the close and immediate relationship between these SIAP's and safety in air commerce, I find that notice and public procedure before adopting these SIAPs are, impracticable and