

TABLE 2.—ENGINES INSTALLED ON, BUT NOT LIMITED TO—Continued

LTIO-540-K1AD ..... Piper Aircraft

**Unsafe Condition**

(d) This AD results from reports of about 30 failures of the subject cylinder assemblies marketed by ECI. We are issuing this AD to prevent loss of engine power due to cracks in the cylinder assemblies and possible engine failure caused by separation of a cylinder head.

**Compliance**

(e) You are responsible for having the actions required by this AD performed within the compliance times specified unless the actions have already been done.

**Engines Not Repaired or Overhauled Since New**

(f) If your engine has not been overhauled or had any major repair since new, no further action is required.

**Engines Overhauled or Repaired Since New**

(g) If your engine was overhauled or repaired since new, do the following:

(1) Determine if ECI cylinder assemblies, P/N AEL65102 series "Classic Cast", with casting P/N AEL65099 and SNs 1 through 9879 are installed on your engine, as follows:

(i) Inspect the engine log books and maintenance records for reference to the subject ECI cylinder assemblies.

(ii) If the engine log books and maintenance records did not record the P/N and SN of the cylinder assemblies, visually inspect the cylinder assemblies and verify the P/N and SN of the cylinder assemblies.

(2) If the cylinder assemblies are not ECI, P/N AEL65102 series "Classic Cast", with casting P/N AEL65099, no further action is required.

(3) If any cylinder assembly is an ECI P/N AEL65102 series "Classic Cast", with casting P/N AEL65099 and a SN 1 through 9879, do the following:

(i) If the cylinder assembly has fewer than 800 operating hours-in-service (HIS) on the effective date of this AD, replace the cylinder assembly at no later than 800 operating HIS. No action is required until the operating HIS reaches 800 hours.

(ii) If the cylinder assembly has 800 operating HIS or more on the effective date of this AD, replace the cylinder assembly within 60 operating HIS after the effective date of this AD.

**Definition of a Replacement Cylinder Assembly**

(h) For the purpose of this AD, a replacement cylinder assembly is defined as follows:

(1) A serviceable cylinder assembly made by Lycoming Engines.

(2) A serviceable FAA-approved, Parts Manufacturer Approval cylinder assembly from another manufacturer.

(3) A serviceable ECI cylinder assembly, P/N AEL65102 series, "Titan", with casting P/N AEL85009.

(4) A serviceable ECI cylinder assembly, P/N AEL65102 series, with casting P/N AEL65099, that has a SN 9880 or higher.

**Prohibition of Cylinder Assemblies, P/N AEL65102 Series "Classic Cast", With Casting P/N AEL65099 and SNs 1 Through 9879**

(i) After the effective date of this AD, do not install any ECI cylinder assembly, P/N AEL65102, with casting P/N AEL65099 that has a SN 1 through 9879, onto any engine.

**Alternative Methods of Compliance**

(j) The Manager, Special Certification Office, has the authority to approve alternative methods of compliance for this AD if requested using the procedures found in 14 CFR 39.19.

**Related Information**

(k) ECI Service Bulletin No. 05-08, dated September 1, 2005, pertains to the subject of this AD.

Issued in Burlington, Massachusetts, on December 19, 2005.

**Peter A. White,**

*Acting Manager, Engine and Propeller Directorate, Aircraft Certification Service.*

[FR Doc. 05-24449 Filed 12-23-05; 8:45 am]

**BILLING CODE 4910-13-P**

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

[Docket No. 30472; Amdt. No. 3147]

**Standard Instrument Approach Procedures; Miscellaneous Amendments**

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

**ACTION:** Final rule.

**SUMMARY:** This amendment amends 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:** This rule is effective December 27, 2005. The compliance date for each

SIAP is specified in the amendatory provisions.

The incorporation by reference of certain publications listed in the regulations is approved by the Director of the Federal Register as of December 27, 2005.

**ADDRESSES:** Availability of matter incorporated by reference in the amendment is as follows:

**For Examination—**

1. FAA Rules Docket, FAA Headquarters Building, 800 Independence Ave., SW., Washington, DC 20591;

2. The FAA Regional Office of the region in which affected airport is located; or

3. The National Flight Procedures Office, 6500 South MacArthur Blvd., Oklahoma City, OK 73169 or,

4. The National Archives and Records Administration (NARA). For information on the availability of this material at NARA, call 202-741-6030, or go to: [http://www.archives.gov/federal\\_register/code\\_of\\_federal\\_regulations/ibr\\_locations.html](http://www.archives.gov/federal_register/code_of_federal_regulations/ibr_locations.html).

**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 (AFS-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 Title 14, Code of Federal Regulations, Part 97 (14 CFR part 97) amends Standard Instrument Approach Procedures (SIAPs). The complete regulatory description of each SIAP is contained in the appropriate FAA Form 8260, as modified by the the National Flight Data Center (FDC)/Permanent

Notice to Airmen (P-NOTAM), which is incorporated by reference in the amendment under 5 U.S.C. 552(a), 1 CFR part 51, and § 97.20 of the Code of Federal Regulations. 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 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 14 CFR part 97 is effective upon publication of each separate SIAP as amended in the transmittal. For safety and timeliness of change considerations, this amendment incorporates only specific changes contained for each SIAP as modified by FDC/P-NOTAMS.

The SIAPs, as modified by FDC P-NOTAM, and 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, 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 FDC 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 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, Incorporation by reference, and Navigation (Air).

Issued in Washington, DC on December 16, 2005.

**James J. Ballough,**

*Director, Flight Standards Service.*

#### Adoption of the Amendment

■ Accordingly, pursuant to the authority delegated to me, Title 14, Code of Federal Regulations, Part 97, 14 CFR part 97, is amended by amending 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 continues to read as follows:

**Authority:** 49 U.S.C. 106(g), 40103, 40106, 40113, 40114, 40120, 44502, 44514, 44701, 44719, 44721–44722.

■ 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; § 97.29 ILS, ILS/DME, ISMLS, 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.	Subject
11/02/05 ....	WA .....	Shelton .....	Sanderson Field .....	5/0185	GPS Rwy 5, Amdt 1.
12/02/05 ....	ND .....	Bismark .....	Bismark Muni .....	5/1094	ILS Rwy 31, Amdt 32C.
12/02/05 ....	ND .....	Bismark .....	Bismark Muni .....	5/1096	ILS Rwy 13, Amdt 2C.
12/02/05 ....	GU .....	Agana .....	Guam Intl .....	5/1120	ILS Rwy 6L, Amdt 3.
12/05/05 ....	OH .....	Mansfield .....	Mansfield Lahm Regional .....	5/1167	NDB Rwy 32, Amdt 11B.
12/07/05 ....	IN .....	Bloomington .....	Monroe County .....	5/1242	ILS Rwy 35, Amdt 5A.
12/08/05 ....	IN .....	Fort Wayne .....	Fort Wayne Intl .....	5/1279	ILS Rwy 5, Amdt 14A.
12/12/05 ....	LA .....	Alexandria .....	Alexandria Intl .....	5/1327	ILS Rwy 14, Orig.
12/12/05 ....	LA .....	Alexandria .....	Alexandria Intl .....	5/1328	VOR/DME Rwy 14, Orig.
12/12/05 ....	LA .....	Alexandria .....	Alexandria Intl .....	5/1329	RNAV (GPS) Rwy 14, Orig.
12/12/05 ....	IN .....	Evansville .....	Evansville Regional .....	5/1418	ILS Rwy 4, Amdt 1.
12/12/05 ....	IL .....	Macomb .....	Macomb Muni .....	5/1419	VOR/DME-A, Amdt 8.
12/13/05 ....	FL .....	Jacksonville .....	Craig Muni .....	5/1480	ILS Rwy 32, Amdt 3C.
12/14/05 ....	AK .....	Fairbanks .....	Fairbanks Intl .....	5/1604	RNAV (GPS) Y Rwy 19R, Orig-B.
12/14/05 ....	AK .....	Bethel .....	Bethel .....	5/1607	RNAV (GPS) Rwy 18, Orig-C.
12/14/05 ....	AK .....	Kodiak .....	Kodiak .....	5/1610	ILS Y Rwy 25, Orig.

FDC 5/0185 SHN FI/P Sanderson Field, Shelton, WA. GPS Rwy 5, Amdt 1...Additional Flight Data: Delete 3

NM to Rwy 05: 3.03/40. Add 3 NM to Rwy 05: 3.21/40. This is GPS Rwy 5, Amdt 1A.

FDC 5/1094 BIS FI/P Bismarck Muni, Bismarck, ND. ILS Rwy 31, Amdt 32C...Minimum Safe Altitude from

Bismarck i(BI) NDB 360–160 3500, 160–360 4500. This is ILS Rwy 31, Amdt 32D.

FDC 5/1096 BIS FI/P Bismarck Muni, Bismarck, ND. ILS Rwy 13, Amdt 2C...Minimum Safe Altitude from Bismarck (BIS) VOR/DME 010–150 3500, 150–010 4500. This is ILS Rwy 13, Amdt 2D.

FDC 5/1120 GUM FI/P Guam Intl, Agana, Guam. ILS Rwy 6L, Amdt 3...S–ILS Decision Altitude 531/Hat 275. VIS 3/4 All Cats. Bolfy DME Minimums: Circling MDA 1120/HAA 822 All cats. VIS Cat B 1 1/4, Cat C 2 1/2, Cat D 2 3/4. Add Planview Note: Radar Required. This is ILS OR LOC/DME Rwy 6L, Amdt 3A.

FDC 5/1167 MFD FI/P Mansfield Lahm Regional, Mansfield, OH. NDB Rwy 32, Amdt 11B...S–32 MDA 1900/HAT 607 All Cats. VIS Cat C RVR 6000, Cat D 1 3/4. Circling MDA 1900/HAA 603 All Cats. VIS Cat C 1 3/4. This is NDB Rwy 32, Amdt 11C.

FDC 5/1242 BMG FI/P Monroe County, Bloomington, IN. ILS Rwy 35 Amdt 5A...Delete All Reference to MM. This is ILS OR LOC Rwy 35, Amdt 5B.

FDC 5/1279 FWA FI/P Fort Wayne International, Fort Wayne, IN. ILS Rwy 5, Amdt 14A...Delete all Reference to MM. This is ILS or LOC Rwy 5, Amdt 14B.

FDC 5/1327 AEX FI/P Alexandria INTL, Alexandria, LA. ILS Rwy 14, Orig...Circling Cat A MDA 540/HAA 451, Cats B/C MDA 560/HAA 471. This is ILS or LOC Rwy 14, Orig–A.

FDC 5/1328 AEX FI/P Alexandria Intl, Alexandria, LA. VOR/DME Rwy 14, Orig...Circling Cat A MDA 540/HAA 451, Cats B/C MDA 560/HAA 471. This is VOR/DME Rwy 14, Orig–A.

FDC 5/1329 AEX FI/P Alexandria Intl, Alexandria, LA. RNAV (GPS) Rwy 14, Orig...Circling Cat A MDA 540/HAA 451, Cats B/C MDA 560/HAA 471. This is RNAV (GPS) Rwy 14, Orig–A.

[FR Doc. 05–24436 Filed 12–23–05; 8:45 am]

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## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### 14 CFR Part 97

[Docket No. 30471; Amdt. No. 3146]

#### Standard Instrument Approach Procedures, Weather Takeoff Minimums; Miscellaneous Amendments

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

**ACTION:** Final rule.

**SUMMARY:** This amendment establishes, amends, suspends, or revokes Standard Instrument Approach Procedures (SIAPs) and/or Weather Takeoff Minimums 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:** This rule is effective December 27, 2005. The compliance date for each SIAP and/or Weather Takeoff Minimums is specified in the amendatory provisions.

The incorporation by reference of certain publications listed in the regulations is approved by the Director of the Federal Register as of December 27, 2005.

**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;
3. The National Flight Procedures Office, 6500 South MacArthur Blvd., Oklahoma City, OK 73169; or
4. The National Archives and Records Administration(NARA). For information on the availability of this material at NARA, call 202–741–6030, or go to: [http://www.archives.gov/federal\\_register/code\\_of\\_federal\\_regulations/ibr\\_locations.html](http://www.archives.gov/federal_register/code_of_federal_regulations/ibr_locations.html).

*For Purchase—*Individual SIAP and Weather Takeoff Minimums 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 and Weather Takeoff Minimums 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 (AFS–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 Title 14 of the Code of Federal Regulations, Part 97 (14 CFR part 97), establishes, amends, suspends, or revokes SIAPs and/or Weather Takeoff Minimums. The complete regulatory description of each SIAP and/or Weather Takeoff Minimums 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 14 CFR part 97.20. The applicable FAA Forms are identified as FAA Forms 8260–3, 8260–4, 8260–5 and 8260–15A. Materials incorporated by reference are available for examination or purchase as stated above.

The large number of SIAPs and/or Weather Takeoff Minimums, 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 and/or Weather Takeoff Minimums but refer to their 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 and/or Weather Takeoff Minimums 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 and/or Weather Takeoff Minimums. This amendment also identifies the airport, its location, the procedure identification and the amendment number.

#### The Rule

This amendment to 14 CFR part 97 is effective upon publication of each separate SIAP and/or Weather Takeoff Minimums as contained in the transmittal. Some SIAP and/or Weather Takeoff Minimums amendments may have been previously issued by the FAA in a 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, and/or Weather Takeoff Minimums amendments may require making them