

July 23, 2001, and TPE331-A76-0037 dated July 23, 2001.

Removal of Temporary Revisions

(e) When all EEC's have been replaced in the airplane with serviceable EEC's, remove the applicable Temporary Revisions, specified in the preceding table, from the airplane flight manual.

Definitions

(f) For the purposes of the AD, a serviceable EEC is an EEC with a P/N that is not specified in this AD.

Alternative Methods of Compliance

(g) 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, LAACO. Operators must submit their requests through an appropriate FAA Principal Maintenance Inspector, who may add comments and then send it to the Manager, LAACO.

Note 2: Information concerning the existence of approved alternative methods of compliance with this airworthiness directive, if any, may be obtained from the LAACO.

Effective Date of This AD

(h) This amendment becomes effective on November 19, 2001.

Issued in Burlington, Massachusetts, on October 12, 2001.

Thomas A. Boudreau,

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

[FR Doc. 01-26323 Filed 10-18-01; 8:45 am]

BILLING CODE 4910-13-U

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 97

[Docket No. 30275; Amdt. No. 2075]

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 this 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 October 12, 2001.

Nicholas A. Sabatini,

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/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
09/26/01	WA	SEATTLE	SEATTLE-TACOMA INTL	1/0489	ILS RWY 34L, ORIG...
09/26/01	WA	SEATTLE	SEATTLE-TACOMA INTL	1/0490	ILS RWY 34R, ORIG...
09/26/01	PA	PITTSBURGH	PITTSBURGH INTL	1/0493	CONVERGING ILS RWY 28R, AMDT 2
09/26/01	PA	PITTSBURGH	PITTSBURGH INTL	1/0495	CONVERGING ILS RWY 32, AMDT 3A...
09/27/01	WA	SEATTLE	SEATTLE-TACOMA INTL	1/0553	RNAV (GPS) RWY 34L, ORIG...
09/28/01	FL	ST. PETERSBURG-CLEARWATER.	ST. PETERSBURG-CLEARWATER INTL.	1/0584	VOR RWY 4, ORIG...
10/01/01	OK	HOBART	HOBART MUNI	1/0739	GPS RWY 17, ORIG-A...
10/01/01	OK	HOBART	HOBART MUNI	1/0743	GPS RWY 35, ORIG-A...
10/01/01	OK	HOBART	HOBART MUNI	1/0753	VOR RWY 35, AMDT 8A...
10/02/01	WA	TACOMA	TACOMA NARROWS	1/0776	NDB RWY 35, AMDT 7...
10/02/01	FL	SARASOTA/BRA-DENTON.	SARASOTA/BRADENTON INTL	1/0786	ILS RWY 32, AMDT 4B...
10/02/01	FL	SARASOTA/BRA-DENTON.	SARASOTA/BRADENTON INTL	1/0787	ILS RWY 14, AMDT 3A...
10/03/01	CT	BRIDGEPORT	IGOR I SIKORSKY MEMORIAL	1/0855	ILS RWY 6, AMDT 9...
10/03/01	NH	KEENE	DILLANT-HOPKINS	1/0864	VOR RWY 2, AMDT 12...
10/03/01	NH	KEENE	DILLANT-HOPKINS	1/0866	ILS RWY 2, AMDT 2A...
10/03/01	AZ	PHOENIX	PHOENIX SKY HARBOR INTL	1/0869	ILW RWY 26, ORIG...
10/04/01	PA	PHILADELPHIA	PHILADELPHIA INTL	1/0887	ILS RWY 26, AMDT 2...
10/04/01	PA	PHILADELPHIA	PHILADELPHIA INTL	1/0888	ILS PRM RWY 27L, AMDT 1...
10/04/01	PA	PHILADELPHIA	PHILADELPHIA INTL	1/0889	ILS PRM RWY 26, AMDT 1...
10/04/01	IA	DUBUQUE	DUBUQUE REGIONAL	1/0895	LOC/DME BC RWY 13, AMDT 5A...
10/04/01	IA	DUBUQUE	DUBUQUE REGIONAL	1/0896	VOR OR GPS RWY 13, AMDT 9...
10/04/01	IA	DUBUQUE	DUBUQUE REGIONAL	1/0897	VOR RWY 31, AMDT 11C...
10/04/01	IA	DUBUQUE	DUBUQUE REGIONAL	1/0898	NDB OR GPS RWY 31, AMDT 8C...
10/04/01	IA	DUBUQUE	DUBUQUE REGIONAL	1/0899	LOC RWY 31, ORIG...
10/04/01	IA	DUBUQUE	DUBUQUE REGIONAL	1/0900	ILS RWY 36, ORIG...
10/04/01	TX	DALLAS-FORT WORTH	DALLAS-FORT WORTH INTL	1/0906	CONVERGING ILS RWY 17R, AMDT 6A...
10/04/01	TX	DALLAS-FORT WORTH	DALLAS-FORT WORTH INTL	1/0908	CONVERGING ILS RWY 35L, AMDT 1D...
10/04/01	TX	DALLAS-FORT WORTH	DALLAS-FORT WORTH INTL	1/0909	ILS RWY 17R, AMDT 20A...
10/04/01	TX	DALLAS-FORT WORTH	DALLAS-FORT WORTH INTL	1/0910	ILS RWY 35L, AMDT 2C...
10/04/01	TX	FORT WORTH	FORT WORTH ALLIANCE	1/0914	ILS RWY 34R, AMDT 4A...
10/04/01	TX	FORT WORTH	FORT WORTH ALLIANCE	1/0915	ILS RWY 16L (CAT I, II, III) AMDT 5A...
10/04/01	IL	VANDALIA	VANDALIA MUNI	1/0938	VOR RWY 18, AMDT 11...
10/04/01	ME	BANGOR	BANGOR INTL	1/0968	ILS RWY 33, AMDT 10A...
10/04/01	GA	ATLANTA	FULTON COUNTY AIRPORT-BROWN FIELD.	1/0969	NDB OR GPS RWY 8, AMDT 2A...
10/04/01	GA	ATLANTA	FULTON COUNTY AIRPORT-BROWN FIELD.	1/0970	ILS RWY 8, AMDT 15F...
10/08/01	MN	GRANITE FALLS	GRANITE FALLS MUNI/LENZEN-ROE MEMORIAL FLD.	1/1008	GPS RWY 34, ORIG...
10/08/01	MN	GRANITE FALLS	GRANITE FALLS MUNI/LENZEN-ROE MEMORIAL FLD.	1/1009	VOR/DME RWY 34, ORIG...

FDC date	State	City	Airport	FDC NO.	Subject
10/09/01	UT	HEBER CITY	HEBER CITY MUNI-RUSS MCDON- ALD FIELD.	1/1092	RNAV (GPS)—A, ORIG...
10/09/01	MI	HANCOCK	HOUGHTON COUNTY MEMORIAL ...	1/1095	ILS RWY 31, AMDT 13...
10/09/01	MI	HANCOCK	HOUGHTON COUNTY MEMORIAL ...	1/1096	NDB OR GPS RWY 31, AMDT 11A...
10/09/01	IA	DUBUQUE	DUBUQUE REGIONAL	1/1118	VOR OR GPS RWY 36, AMDT 5C...

[FR Doc. 01-26459 Filed 10-18-01; 8:45 am]
BILLING CODE 4910-13-M

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 97

[Docket No. 30274; Amdt. No. 2074]

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.

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FOR FURTHER INFORMATION CONTACT:

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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 to 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.