

specifically approved by the Department⁶ and certified by the breed association to be current, true, and factual for the following information:

- (1) Identification of the horse by name, sex, age, breed, and all identifying marks;
- (2) Identification of all premises where the horse has been since reaching 731 days of age and the dates that the horse was at such premises;
- (3) For thoroughbred horses, that none of the premises where the horse has been since reaching 731 days of age are breeding premises; and
- (4) For Spanish Pure Breed horses from Spain, that since reaching 731 days of age:
 - (i) The horse has never been on a premises that is exclusively a breeding premises;
 - (ii) The horse has never been bred;
 - (iii) Breeding of the horse has never been attempted; and
 - (iv) The horse has never been commingled and left unattended with adult horses of the opposite sex;

* * * * *

Done in Washington, DC, this 9th day of November 2000.

Craig A. Reed,

Administrator, Animal and Plant Health Inspection Service.

[FR Doc. 00-29365 Filed 11-15-00; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. 2000-NM-325-AD; Amendment 39-11948; AD 2000-22-02 R1]

RIN 2120-AA64

Airworthiness Directives; Boeing Model 737 Series Airplanes

AGENCY: Federal Aviation Administration, DOT.

ACTION: Final rule; correction.

SUMMARY: This document corrects information in an existing airworthiness directive (AD) that applies to all Boeing Model 737 series airplanes. That AD supersedes AD 99-05-15, amendment 39-11063, to require revising the FAA-approved Airplane Flight Manual (AFM) procedure in the existing AD to

simplify the instructions for correcting a jammed or restricted flight control condition. This document corrects the format for certain AFM material described in that AD. This correction is necessary to ensure that the flightcrew is aware of certain critical recall items in the AFM procedure that are necessary to address a condition involving a jammed or restricted rudder.

DATES: Effective November 13, 2000.

FOR FURTHER INFORMATION CONTACT:

Steve O'Neal, Aerospace Engineer, Flight Test Branch, ANM-160S, Seattle Aircraft Certification Office, FAA, 1601 Lind Avenue, SW., Renton, Washington 98055-4056; telephone (425) 227-2699; fax (425) 227-1181.

SUPPLEMENTARY INFORMATION: On October 20, 2000, the Federal Aviation Administration (FAA) issued AD 2000-22-02, amendment 39-11948 (65 FR 64134, October 26, 2000), which applies to all Boeing Model 737 series airplanes. That AD supersedes AD 96-26-07, amendment 39-9871 (62 FR 15, January 2, 1997), to require revising the FAA-approved Airplane Flight Manual (AFM) procedure in the existing AD to simplify the instructions for correcting a jammed or restricted flight control condition. That AD was prompted by an FAA determination that the procedure currently inserted in the AFM by the existing AD is not defined adequately. The actions required by that AD are intended to ensure that the flight crew is advised of the procedures necessary to address a condition involving a jammed or restricted rudder.

Need for the Correction

Information obtained recently by the FAA indicates that certain AFM material described in AD 2000-22-02 was incorrectly formatted.

The FAA has determined that a correction to the published format of the AFM procedure specified in paragraph (b) of that AD is necessary. The procedure contains critical recall (memory) items. The first two procedural steps, which call for disengagement of the autopilot and autothrottle, and their associated text, are recall items. In standard operational materials, recall items are indicated to the flight crew by specifying the information in a text box. Any duplication of this procedure in operational documentation must reflect the recall nature of these items. Therefore, paragraph (b) of this AD has been revised to reference Figure 1 of this AD, which contains the correct format in order to emphasize these recall items. The correction will ensure that the flightcrew is aware of the critical recall

items in the AFM procedure described in that AD that are necessary to address a condition involving a jammed or restricted rudder.

Correction of Publication

This document corrects the error and correctly adds the AD as an amendment to § 39.13 of the Federal Aviation Regulations (14 CFR 39.13).

The AD is reprinted in its entirety for the convenience of affected operators. The effective date of the AD remains November 13, 2000.

Since this action only corrects a formatting error, it has no adverse economic impact and imposes no additional burden on any person. Therefore, the FAA has determined that notice and public procedures are unnecessary.

List of Subjects in 14 CFR Part 39

Air transportation, Aircraft, Aviation safety, Safety.

Adoption of the Correction

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 [Corrected]

2. Section 39.13 is amended by correctly adding the following airworthiness directive (AD):

2000-22-02 R1 Boeing: Amendment 39-11948. Docket 2000-NM-325-AD.

Applicability: All Model 737 series airplanes, certificated in any category.

Compliance: Required as indicated, unless accomplished previously.

To ensure that the flight crew is advised of the procedures necessary to address a condition involving a jammed or restricted rudder, accomplish the following:

Restatement of Certain Requirements of AD 96-26-07

(a) Within 30 days after January 17, 1997 (the effective date of AD 96-26-07, amendment 39-9871): Revise the Emergency Procedures Section of the FAA-approved Airplane Flight Manual (AFM) to include the following recall item, which will enable the flight crew to take appropriate action to maintain control of the airplane during an uncommanded yaw or roll condition. This may be accomplished by inserting a copy of this AD in the AFM.

“UNCOMMANDED YAW OR ROLL RECALL

⁶ The following breed associations and their record systems have been approved by the Department: Jefatura de Cria Caballar Registro Matricula for Spain; Weatherby's Ltd. for the United Kingdom and Ireland; Haras du Pain for France; and Direktorium fur Vollblutzucht und Rennen e.v. for Germany.

Maintain control of the airplane with all available flight controls. If roll is uncontrollable, immediately reduce angle of attack and increase airspeed. Do not attempt to maintain altitude until control is recovered. If engaged, disconnect autopilot and autothrottle.”

New Requirements of This AD

(b) Within 30 days after the effective date of this AD: Revise the Normal Procedures Section of the FAA-approved AFM for Model 737-100 and -200 series airplanes or the Non-Normal Procedures Section of the FAA-approved AFM for Model 737-300, -400,

-500, -600, -700, and -800 series airplanes, as applicable, to include the procedure specified in Figure 1 of this AD. This may be accomplished by inserting a copy of this AD in the AFM and removing the existing copy (inserted as required by AD 96-26-07), entitled “Jammed Flight Controls.”

“UNCOMMANDED RUDDER

Condition: Uncommanded rudder pedal displacement or pedal kicks.

AUTOPILOT (if engaged) DISENGAGE

Maintain control of the airplane with all available flight controls. If roll is uncontrollable, immediately reduce pitch/angle of attack and increase airspeed. Do not attempt to maintain altitude until control is recovered.

AUTOTHROTTLE (if engaged) DISENGAGE

Verify thrust is symmetrical.

YAW DAMPER SWITCH OFF

RUDDER TRIM CENTER

RUDDER PEDALS FREE & CENTER

Use maximum force including a combined effort of both pilots, if required to free and center the rudder pedals.

If rudder pedal position or movement is not normal and the condition is not the result of rudder trim:

SYSTEM B FLIGHT

CONTROL SWITCH STBY RUD

A slight rudder deflection may remain, but continued rudder pedal pressure may help maintain an in-trim condition.

Sufficient directional control is available on landing using differential braking and nose wheel steering.

Crosswind capability may be reduced.

Do not use autobrakes.

Consider checking rudder freedom of movement at a safe altitude using slow rudder inputs while in the landing configuration and at approach speed.

If condition was the result of rudder trim or environmental factors:

YAW DAMPER SWITCH ON

Accomplish the normal DESCENT – APPROACH and LANDING checklists.”

FIGURE 1

(c) It is acceptable to modify the format of the above procedure to reflect the format used by individual carriers. However, the procedural sequence, memory items, and/or associated text may not be modified, except by submitting a request for an alternative method of compliance (AMOC) as specified in paragraph (d) of this AD.

Alternative Methods of Compliance

(d) An AMOC 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. Operators shall submit their requests through an appropriate FAA Principal Operations Inspector, who may add comments and then send it to the Manager, Seattle ACO.

Note 1: Information concerning the existence of approved alternative methods of compliance with this AD, if any, may be obtained from the Seattle ACO.

Special Flight Permits

(e) Special flight permits may be issued in accordance with §§ 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.

Effective Date

(f) The effective date of this amendment remains November 13, 2000.

Issued in Renton, Washington, on November 9, 2000.

Donald L. Rigglin,

Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.

[FR Doc. 00-29403 Filed 11-15-00; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 97

[Docket No. 30214; Amdt. No. 2021]

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 National Flight Procedures Office (NFPO) at the Mike Monroney Aeronautical Center in Oklahoma City, OK, 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), 1 CFR part 51, and § 14 CFR 97.20 of the Federal Aviation Regulations (FAR). The applicable FAA Form is identified as FAA Form 8260-3. 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 extensive analysis that current SIAP's intended for use by Area Navigation (RNAV) equipped aircraft can be flown by aircraft utilizing various types of navigational equipment. The techniques used to code these SIAP's into the equipment data base impacts the usability of the procedure when activated. This amendment provides for the revision of the name/title of existing RNAV procedures to ensure coding techniques make the procedure fully available to the user. In consideration of the above, those SIAP's currently designated as "RNAV" will be redesignated as "RNAV (GPS)" 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 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