

Alternative Methods of Compliance

(b) 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, International Branch, ANM-116, Transport Airplane Directorate, FAA. Operators shall submit their requests through an appropriate FAA Principal Maintenance Inspector, who may add comments and then send it to the Manager, International Branch, ANM-116.

Note 1: Information concerning the existence of approved alternative methods of compliance with this AD, if any, may be obtained from the International Branch, ANM-116.

Special Flight Permits

(c) 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

(d) This amendment becomes effective on April 19, 2002.

Issued in Renton, Washington, on March 28, 2002.

Kalene C. Yanamura,

Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.

[FR Doc. 02-8172 Filed 4-3-02; 8:45 am]

BILLING CODE 4910-13-P

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

[Docket No. 30302; Amdt. No. 2099]

Standard Instrument Approach Procedures; Miscellaneous Amendments

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Final rule.

SUMMARY: This amendment establishes, amends, suspends, or revokes Standards 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.

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: PO 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 application 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) 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 March 29, 2002.

James J. Ballough,
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 follow:

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).

§§ 97.23, 97.25, 97.27, 97.29, 97.31, 97.33, and 97.35 [Amended]

2. Part 97 is amended to read as follows:

By amending § 97.23 VOR, VOR/DME, VOR or TRACAN, and VOR/DME or TACAN; § 97.25 LOC, LOC/DME, LDA, LDA/DME, SDF, SDF/DME; § 97.27 NDB, NDB/DME; § 97.31 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 April 18, 2002

San Jose, CA, San Jose International VOR-A, Orig

San Jose, CA, San Jose International VOR/DME RWY 30R, Orig

San Jose, CA, San Jose International RNAV (GPS) RWY 12L Orig

San Jose, CA, San Jose International RNAV (GPS) RWY 30R, Orig

Red Wing NM, Red Wing Regional, ILS RWY 9, Orig

Dallas-Fort Worth, TX, Dallas/Fort Worth International, ILS RWY 13R, Amdt 6

Dallas-Fort Worth, TX, Dallas/Fort Worth International, CONVERGING ILS RWY 13R, Amdt 5

Dallas-Fort Worth, TX, Dallas/Fort Worth International, ILS RWY 17L

Amdt 2
Dallas-Fort Worth, TX, Dallas/Fort Worth International, ILS RWY 17R, Amdt 21

Dallas-Fort Worth, TX, Dallas/Fort Worth International, CONVERGING ILS RWY 17R, Amdt 7

Dallas-Fort Worth, TX, Dallas/Fort Worth International, ILS RWY 31R, Amdt 12

Dallas-Fort Worth, TX, Dallas/Fort Worth International, CONVERGING ILS RWY 31R, Amdt 6

Dallas-Fort Worth, TX, Dallas/Fort Worth International, ILS RWY 35L, Amdt 3

Dallas-Fort Worth, TX, Dallas/Fort Worth International, CONVERGING ILS RWY 35L, Amdt 2

Dallas-Fort Worth, TX, Dallas/Fort Worth International, ILS RWY 35R, Amdt 2

Dallas-Fort Worth, TX, Dallas/Fort Worth International, RNAV (GPS) RWY 13R, Orig

Dallas-Fort Worth, TX, Dallas/Fort Worth International, RNAV (GPS) RWY 17L Orig

Dallas-Fort Worth, TX, Dallas/Fort Worth International, GPS RWY 17L, Orig CANCELLED

Dallas-Fort Worth, TX, Dallas/Fort Worth International, RNAV (GPS) RWY 17R, Orig

Dallas-Fort Worth, TX, Dallas/Fort Worth International, GPS RWY 17R, Orig CANCELLED

Dallas-Fort Worth, TX, Dallas/Fort Worth International, RNAV (GPS) RWY 31R, Orig

Dallas-Fort Worth, TX, Dallas/Fort Worth International, GPS RWY 31R, Orig-A CANCELLED

Dallas-Fort Worth, TX, Dallas/Fort Worth International, RNAV (GPS) RWY 35L Orig

Dallas-Fort Worth, TX, Dallas/Fort Worth International, GPS RWY 35L, Orig CANCELLED

Dallas-Fort Worth, TX, Dallas/Fort Worth International, RNAV (GPS) RWY 35R, Orig

Dallas-Fort Worth, TX, Dallas/Fort Worth International, GPS RWY 35R, Orig CANCELLED

Dallas-Fort Worth, TX, Dallas/Fort Worth International, RNAV (GPS) RWY 36L, Orig

Dallas-Fort Worth, TX, Dallas/Fort Worth International, RNAV (GPS) RWY 36R, Orig

* * * Effective May 16, 2002

Detroit, MI, Detroit Metropolitan Wayne County, ILS RWY 22R, Amdt 1

* * * Effective June 13, 2002

Sidney MT, Sidney-Richland Muni, RNAV (GPS) RWY 1, Orig
Sidney MT, Sidney-Richland Muni,

RNAV (GPS) RWY 19, Orig
Sidney MT, Sidney-Richland Muni, GPS RWY 1, Orig, CANCELLED
Sidney MT, Sidney-Richland Muni, GPS RWY 19, Orig, CANCELLED
Sidney MC, Shelby Muni, RNAV (GSP) RWY 5, Orig

The FAA published an Amendment in Docket No. 30300, Amdt. No. 2097 to Part 97 of the Federal Aviation Regulations (Vol. 67 No. 56 Page; 13271 dated Friday, March 22, 2002) under section 97.23 effective 16 May 2002 is hereby rescinded:

Sacramento, CA, Sacramento Mather, VOR RWY 4R, Orig-D

[FR Doc. 02-8148 Filed 4-3-02; 8:45 am]

BILLING CODE 4910-13-M

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 97

[Docket No. 30303; Amdt. No. 3000]

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.

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

For Examination:

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