

Actions	Compliance	Procedures
(1) Accomplish the following inspections: (i) Inspect the rear plate of the propeller mount for cracks and any marks made by the mounting bolt washer; and. (ii) Inspect the mounting blocks for the rear plate of the propeller mount for cracks.	Inspect within the next 25 hours time-in-service (TIS) or 3 calendar months after August 23, 2002 (the effective date of this AD), whichever occurs first.	In accordance with DG Flugzeugbau Technical Note No. 826/42, dated August 30, 2001; or DG Flugzeugbau Technical Note No. 873/25, dated August 30, 2001, as applicable, and the applicable maintenance manual.
(2) Accomplish the following if cracks and/or marks are found during the inspections required in paragraph (d)(1) of this AD: (i) If a mark made by the mounting bolt washer is found and the mark is 0.1 mm deep or less and no cracks are found on the rear plate of the propeller mount, polish out the mark using standard maintenance practices; (ii) If a mark made by the mounting bolt washer is found and the mark is more than 0.1 mm deep and/or cracks are found on the rear plate of the propeller mount, replace the rear plate with a new one. Use new bolts and washers as required by paragraph (d)(3) of this AD; and. (iii) If cracks are found on the mounting block(s) of the rear plate of the propeller mount, replace the mounting block(s) with a new one. Use new bolts and washers as required by paragraph (d)(3) of this Ad.	Prior to further flight after the inspections required in paragraph (d)(1) of this AD.	In accordance with DG Flugzeugbau Technical Note No. 826/42, dated August 30, 2001; or DG Flugzeugbau Technical Note No. 873/25, dated August 30, 2001, as applicable, and the applicable maintenance manual.
(3) Reinstall the rear plate of the propeller mount to the mounting blocks using new bolts, M10x25 DIN912-8.8zn with the aluminum washer S48 (or FAA-approved equivalent parts).	Prior to further flight after the inspections required in paragraph (d)(1) of this AD and/or after the replacements required in paragraph (d)(2) of this AD.	In accordance with DG Flugzeugbau Technical Note No. 826/42, dated August 30, 2001; or DG Flugzeugbau Technical Note No. 873/25, dated August 30, 2001, as applicable, and the applicable maintenance manual.
(4) Do not install any rear propeller mount plate mounting bolts that are not bolts M10x25 DIN912-8.8zn with aluminum washer S48 (or FAA-approved equivalent parts).	As of August 23, 2002 (the effective date of this AD).	Not applicable.

(e) *Can I comply with this AD in any other way?* You may use an alternative method of compliance or adjust the compliance time if:

- (1) Your alternative method of compliance provides an equivalent level of safety; and
- (2) The Standards Office Manager, Small Airplane Directorate, approves your alternative. Submit your request through an FAA Principal Maintenance Inspector, who may add comments and then send it to the Manager, Standards Office Manager.

Note: This AD applies to each sailplane identified in paragraph (a) of this AD, regardless of whether it has been modified, altered, or repaired in the area subject to the requirements of this AD. For sailplanes 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 (e) 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 you have not eliminated the unsafe condition, specific actions you propose to address it.

(f) *Where can I get information about any already-approved alternative methods of compliance?* Contact Mike Kiesov, Aerospace Engineer, FAA, Small Airplane Directorate, 901 Locust, Room 301, Kansas City, Missouri

64016; telephone: (816) 329-4144; facsimile: (816) 329-4090.

(g) *What if I need to fly the sailplane to another location to comply with this AD?* The FAA can issue a special flight permit under sections 21.197 and 21.199 of the Federal Aviation Regulations (14 CFR 21.197 and 21.199) to operate your sailplane to a location where you can accomplish the requirements of this AD.

(h) *Are any service bulletins incorporated into this AD by reference?* Actions required by this AD must be done in accordance with DG Flugzeugbau Technical Note No. 826/42, dated August 30, 2001; or DG Flugzeugbau Technical Note No. 873/25, dated August 30, 2001. The Director of the Federal Register approved this incorporation by reference under 5 U.S.C. 552(a) and 1 CFR part 51. You may get copies from DG Flugzeugbau, Postbox 41 20, D-76625 Bruchsal, Federal Republic of Germany. You may view copies at the FAA, Central Region, Office of the Regional Counsel, 901 Locust, Room 506, Kansas City, Missouri, or at the Office of the Federal Register, 800 North Capitol Street, NW, suite 700, Washington, DC.

(i) *When does this amendment become effective?* This amendment becomes effective on August 23, 2002.

Issued in Kansas City, Missouri, on July 3, 2002.

Dorenda D. Baker,
Acting Manager, Small Airplane Directorate,
Aircraft Certification Service.

[FR Doc. 02-17304 Filed 7-11-02; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 97

[Docket No. 30320; Amdt. No. 3014]

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.

EFFECTIVE DATE: 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 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, 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 the 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 July 5, 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 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, and 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 Number	Subject
06/20/02	AL	Huntsville	Madison County Executive.	2/5826	VOR/DME-B, Amdt 6.
06/20/02	AL	Troy	Troy Muni	2/5827	ILS Rwy 7, Amdt 7A.
06/20/02	AL	Huntsville	Madison County Executive.	2/5829	RNAV (GPS) Rwy 18, Orig.
06/20/02	MT	Kalispell	Glacier Park Intl	2/5847	ILS Rwy 2, Amdt 4B.
06/20/02	CT	Willimantic	Windham	2/5867	LOC Rwy 27, Amdt 2A.
06/20/02	CO	Pueblo	Pueblo Memorial	2/5873	ILS Rwy 26R, Amdt 13.
06/21/02	NC	Wilmington	Wilmington Intl	2/5908	RNAV (GPS) Rwy 35, Orig.
06/21/02	NC	Wilmington	Wilmington Intl	2/5909	RNAV (GPS) Rwy 17, Orig.
06/21/02	CO	Durango	Durango-La Plata County.	2/5910	VOR OR GPS-A, Amdt 6.
06/21/02	NC	Wilmington	Wilmington Intl	2/5917	LOC BC Rwy 17, Amdt 7B.
06/21/02	NC	Wilmington	Wilmington Intl	2/5918	Radar-1, Amdt 6B.
06/21/02	NC	Wilmington	Wilmington Intl	2/5919	TACAN-A, Orig.
06/21/02	NC	Wilmington	Wilmington Intl	2/5920	ILS Rwy 35, Amdt 20B.
06/21/02	CO	Hayden	Yampa Valley	2/6022	ILS/DME Rwy 10, Amdt 1.
06/24/02	CO	Grand Junction	Grand Junction/Walker Field.	2/6018	LDA/DME Rwy 29, Orig.
06/25/02	CA	Oakland	Metropolitan Oakland Intl.	2/6094	RNAV (GPS) Rwy 27L, Orig.
06/25/02	NV	Las Vegas	McCarran Intl	2/6097	ILS Rwy 25R, Amdt 16F.
06/26/02	ME	Rangeley	Steven A. Bean Muni.	2/6118	NDB or GPS-A, Amdt 4. This replaces FDC 2/5693 IN TL02-15.
06/26/02	GA	Thomaston	Thomaston-Upston County.	2/6127	ILS Rwy 30, Orig.
06/26/02	GA	Thomaston	Thomaston-Upston County.	2/6128	NDB or GPS Rwy 30, Amdt 1.
06/26/02	UT	Salt Lake City	Salt Lake City Intl	2/6131	ILS Rwy 17, Amdt 12A.
06/28/02	SD	Sioux Falls	Joe Foss Field	2/6213	ILS Rwy 3, Amdt 27.
06/28/02	NH	Manchester	Manchester	2/6223	ILS Rwy 6 Orig.
07/01/02	CA	Blythe	Blythe	2/6375	VOR or GPS-A, Amdt 6A.
07/01/02	CA	Blythe	Blythe	2/6374	VOR/DME or GPS Rwy 26, Amdt 5A.
06/18/02	TX	Houston	George Bush Intercontinental Arpt/Houston.	2/5723	ILS Rwy 15R, Orig.
06/20/02	KS	Wichita	Colonel James Jabara.	2/5876	GPS Rwy 18, Orig.
06/20/02	KS	Wichita	Colonel James Jabara.	2/5877	VOR/DME RNAV Rwy 18, Amdt 3.
06/24/02	LA	Patterson	Harry P. Williams Memorial.	2/6031	ILS Rwy 24, Orig.
06/24/02	TX	Madisonville	Madisonville Muni ...	2/6015	VOR/DME Rwy 18, Amdt 2.
06/25/02	OK	Lawton	Lawton-Ft Sill Regional.	2/6069	Radar-2, Amdt 1A.
06/26/02	TX	Anahuc	Chambers County ...	2/6133	NDB Rwy 12, Amdt 1.
07/02/02	IL	Chicago	Chicago-O'Hare Intl	2/6421	ILS Rwy 22R, Amdt 7A.

[FR Doc. 02-17582 Filed 7-11-02; 8:45 am]

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SECURITIES AND EXCHANGE COMMISSION**17 CFR Part 240**

[Release No. 34-46169; File No. S7-14-02]

RIN 3235-AI49

Assessments on Security Futures Transactions and Fees on Sales of Securities Resulting from Physical Settlement of Security Futures Pursuant to Section 31 of the Exchange Act**AGENCY:** Securities and Exchange Commission.**ACTION:** Final rule.**SUMMARY:** The Securities and Exchange Commission ("Commission") is

adopting an amendment to a rule under the Securities Exchange Act of 1934 ("Exchange Act") to clarify how to calculate assessments that are required to be paid by national securities exchanges and national securities associations pursuant to section 31(d) of the Exchange Act for security futures transactions. In addition, the amendment will provide guidance on how to calculate fees that are required to be paid by national securities exchanges and national securities associations pursuant to sections 31(b) and (c) of the Exchange Act, respectively, for sales of securities that result from the physical settlement of security futures.

EFFECTIVE DATE: August 12, 2002.