

location where the requirements of this AD can be done.

Continuous Airworthiness Maintenance Program

(e) FAA-certificated air carriers that have an approved continuous airworthiness maintenance program in accordance with the record keeping requirement of § 121.369 (c) of the Federal Aviation Regulations (14 CFR 121.369 (c)) of this chapter must maintain records of the mandatory inspections that result from revising the Time Limits section of the Instructions for Continuous Airworthiness (ICA) and the air carrier's continuous airworthiness program. Alternately, certificated air carriers may establish an approved system of record retention that provides a method for preservation and retrieval of the maintenance records that include the inspections resulting from this AD, and include the policy and procedures for implementing this alternate method in the air carrier's maintenance manual required by § 121.369 (c) of the Federal Aviation Regulations (14 CFR 121.369 (c)); however, the alternate system must be accepted by the appropriate PMI and require the maintenance records be maintained either indefinitely or until the work is repeated. Records of the piece-part inspections are not required under § 121.380 (a) (2) (vi) of the Federal Aviation Regulations (14 CFR 121.380 (a) (2) (vi)). All other operators must maintain the records of mandatory inspections required by the applicable regulations governing their operations.

Note 3: The requirements of this AD have been met when the engine manual changes are made and air carriers have modified their continuous airworthiness maintenance plans to reflect the requirements in the engine manuals.

Effective Date

(f) This amendment becomes effective on February 24, 2003.

Issued in Burlington, Massachusetts, on August 21, 2002.

Jay J. Pardee,

Manager, Engine and Propeller Directorate, Aircraft Certification Service.

[FR Doc. 02-21832 Filed 8-27-02; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 71

[Airspace Docket No. 02-AAL-1]

Revision of Class E Airspace; Cordova, AK; Correction

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Final rule; correction.

SUMMARY: This action corrects an error on one of the bearings listed in the

revised Class E airspace description at Cordova, AK, in the final rule and the coordinates for the exclusion line that were published in the **Federal Register** on July 25, 2002 (67 FR 48545), Airspace Docket 02-AAL-1.

EFFECTIVE DATE: 0901 UTC, October 3, 2002.

FOR FURTHER INFORMATION CONTACT:

Derril Bergt, Operations Branch, AAL-538, Federal Aviation Administration, 222 West 7th Avenue, Box 14, Anchorage, AK 99513-7587; telephone number (907) 271-2796; fax: (907) 271-2850; e-mail: *Derril.ctr.Bergt@faa.gov*. Internet address: *http://www.alaska.faa.gov/at* or at address *http://162.58.28.41/at*.

SUPPLEMENTARY INFORMATION:

History

Federal Register Document 02-18620, Airspace Docket 02-AAL-1, published on July 25, 2002 (67 FR 48545) revised the Class E airspace area at Cordova, AK. The verbiage “* * * 060° bearing from the Glacier River NDB extending from the 4.1-mile radius to 6 miles northeast * * *” should read “* * * 114° bearing from the Glacier River NDB extending from the 4.1-mile radius to 6 miles southeast * * *” and the verbiage “* * * from lat. 60° 31’ 00” N, long. 145° 20’ 00” W; to lat. 60° 31’ 03” N, long. 145° 20’ 59” W.” should read “* * * from lat. 60° 31’ 03” N, long. 145° 20’ 59” W; to lat. 60° 32’ 45” N, long. 145° 33’ 43” W.” This action corrects these errors.

Correction to Final Rule

Accordingly, pursuant to the authority delegated to me, the Class E description listed for the Cordova, Merle K. (Mudhole) Airport as published in the **Federal Register** on July 25, 2002 (67 FR 48545), (**Federal Register** Document 02-18620), is corrected as follows:

§ 71.1 [Corrected]

1. On page 48546, in column one, the Class E airspace description for Cordova, AK, is corrected to read as follows:

* * * * *

AAL AK E2 Cordova, AK [Corrected]

Cordova, Merle K. (MUDHOLE) Smith Airport, AK
(Lat. 60° 29’ 31” N., long. 145° 28’ 39” W.)
Glacier River NDB
(Lat. 60° 29’ 56” N., long. 145° 28’ 28” W.)

Within a 4.1 mile radius of the Merle K. (Mudhole) Smith airport and within 2.1 miles each side of the 222° bearing from the Glacier River NDB extending from the 4.1 mile radius to 10 miles southwest of the airport and within 2 miles either side of the

114° bearing from the Glacier River NDB extending from the 4.1-mile radius to 6 miles southeast of the airport and within 2.2 miles each side of the 142° bearing from the NDB extending from the 4.1-mile radius to 10.4 miles southeast of the airport, excluding that airspace north of a line from lat. 60° 31’ 03” N, long. 145° 20’ 59” W; to lat. 60° 32’ 45” N, long. 145° 33’ 43” W.

* * * * *

Issued in Anchorage, AK, on August 5, 2002.

Stephen P. Creamer,

Assistant Manager, Air Traffic Division, Alaskan Region.

[FR Doc. 02-21134 Filed 8-27-02; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 97

[Docket No. 30325; Amdt. No. 3019]

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 provided 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 August 28, 2002. 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 August 28, 2002.

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;