

**List of Subjects in 14 CFR Part 39**

Air transportation, Aircraft, Aviation safety, Incorporation by reference, Safety.

**Adoption of the Amendment**

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 [Amended]**

2. Section 39.13 is amended by removing amendment 39–12805 (67 FR 47640, July 19, 2002), and by adding a new airworthiness directive (AD), amendment 39–12872, to read as follows:

**2002–17–06 McDonnell Douglas:**

Amendment 39–12872. Docket 2002–NM–195–AD. Supersedes AD 2002–14–05, Amendment 39–12805.

**Applicability:** Model MD–11 airplanes, as listed in Boeing Service Bulletin MD11–24–184, dated February 22, 2001; certificated in any category.

**Note 1:** This AD applies to each airplane identified in the preceding applicability provision, regardless of whether it has been modified, altered, or repaired in the area subject to the requirements of this AD. For airplanes 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 (d) 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 the unsafe condition has not been eliminated, the request should include specific proposed actions to address it.

**Compliance:** Required as indicated, unless accomplished previously.

To prevent chafing damage to the wire assembly, and consequent arcing and smoke and fire in the electrical power center, and to prevent damage to the wire assembly terminal lugs and overheating of the power feeder cables on the No. 3 and No. 4 galley load control unit (GLCU), which could result in smoke and fire in the center accessory compartment, accomplish the following:

**Initial Inspection**

(a) Do a general visual inspection of the power feeder cables, terminal strip, fuseholder, and fuses of the GLCU within the No. 3 bay electrical power center to detect damage (*i.e.*, discoloration of affected parts or loose attachments), per McDonnell Douglas Alert Service Bulletin MD11–24A160, dated

August 30, 1999; or Revision 01, dated November 11, 1999; at the applicable time specified in paragraph (a)(1) or (a)(2) of this AD.

(1) For airplanes on which the replacement required by paragraph (c) of AD 2002–14–05, amendment 39–12805, has been done: Inspect within 60 days after the effective date of this AD.

(2) For airplanes on which the replacement required by paragraph (c) of AD 2002–14–05 has NOT been done: Inspect within 600 flight hours from the last inspection required by AD 2002–14–05, or within 60 days after the effective date of this AD, whichever occurs later.

**Note 2:** For the purposes of this AD, a general visual inspection is defined as: “A visual examination of an interior or exterior area, installation, or assembly to detect obvious damage, failure, or irregularity. This level of inspection is made from within touching distance unless otherwise specified. A mirror may be necessary to enhance visual access to all exposed surfaces in the inspection area. This level of inspection is made under normally available lighting conditions such as daylight, hangar lighting, flashlight, or droplight and may require removal or opening of access panels or doors. Stands, ladders, or platforms may be required to gain proximity to the area being checked.”

**No Damage Detected: Repetitive Inspections**

(b) If no damage is detected during any inspection required by this AD, repeat the general visual inspection every 600 flight hours.

**Damage Detected: Replacement and Repetitive Inspections**

(c) If any damage is detected during any inspection required by this AD, before further flight, replace the power feeder cables, fuseholder, and/or fuses, as applicable, with new parts, per McDonnell Douglas Alert Service Bulletin MD11–24A160, dated August 30, 1999; or Revision 01, dated November 11, 1999. Repeat the general visual inspection every 600 flight hours.

**Alternative Methods of Compliance**

(d) 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, Los Angeles Aircraft Certification Office (ACO), FAA. Operators shall submit their requests through an appropriate FAA Principal Maintenance Inspector, who may add comments and then send it to the Manager, Los Angeles ACO.

**Note 3:** Information concerning the existence of approved alternative methods of compliance with this AD, if any, may be obtained from the Los Angeles ACO.

**Special Flight Permits**

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

**Incorporation by Reference**

(f) The actions shall be done in accordance with McDonnell Douglas Alert Service Bulletin MD11–24A160, dated August 30, 1999; or McDonnell Douglas Alert Service Bulletin MD11–24A160, Revision 01, dated November 11, 1999. The incorporation by reference of those documents was approved previously by the Director of the Federal Register as of January 4, 2000 (64 FR 71001, December 20, 1999). Copies may be obtained from Boeing Commercial Aircraft Group, Long Beach Division, 3855 Lakewood Boulevard, Long Beach, California 90846, Attention: Data and Service Management, Dept. C1–L5A (D800–0024). Copies may be inspected at the FAA, Transport Airplane Directorate, 1601 Lind Avenue, SW., Renton, Washington; or at the FAA, Los Angeles Aircraft Certification Office, 3960 Paramount Boulevard, Lakewood, California; or at the Office of the Federal Register, 800 North Capitol Street, NW., Suite 700, Washington, DC.

**Effective Date**

(g) This amendment becomes effective on September 16, 2002.

Issued in Renton, Washington, on August 23, 2002.

**Vi L. Lipski,**

*Manager, Transport Airplane Directorate, Aircraft Certification Service.*

[FR Doc. 02–22127 Filed 8–29–02; 8:45 am]

**BILLING CODE 4910–13–P**

**DEPARTMENT OF TRANSPORTATION****Federal Aviation Administration****14 CFR Part 95**

[Docket No. 30327; Amdt. No. 437]

**IFR Altitudes; Miscellaneous Amendments**

**AGENCY:** Federal Aviation Administration (FAA), DOT.

**ACTION:** Final rule.

**SUMMARY:** This amendment adopts miscellaneous amendments to the required IFR (instrument flight rules) altitudes and changeover points for certain Federal airways, jet routes, or direct routes for which a minimum or maximum en route authorized IFR altitude is prescribed. This regulatory action is needed because of changes occurring in the National Airspace System. These changes are designed to provide for the safe and efficient use of the navigable airspace under instrument conditions in the affected areas.

**EFFECTIVE DATE:** 0901 UTC, October 3, 2002.

**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 95 of the Federal Aviation Regulations (14 CFR part 95) amends, suspends, or revokes IFR altitudes governing the operation of all aircraft in flight over a specified route or any portion of that route, as well as the changeover points (COPs) for Federal airways, jet routes, or direct routes as prescribed in part 95.

**The Rule**

The specified IFR altitudes, when used in conjunction with the prescribed changeover points for those routes, ensure navigation aid coverage that is adequate for safe flight operations and free of frequency interference. The reasons and circumstances that create the need for this amendment involve matters of flight safety and operational efficiency in the National Airspace System, are related to published aeronautical charts that are essential to the user, and provide for the safe and efficient use of the navigable airspace. In addition, those various reasons or

circumstances require making this amendment effective before the next scheduled charting and publication date of the flight information to assure its timely availability to the user. The effective date of this amendment reflects those considerations. In view of the close and immediate relationship between these regulatory changes and safety in air commerce, I find that notice and public procedure before adopting this amendment are impracticable and contrary to the public interest and that good cause exists for making the amendment 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 95**

Airspace, Navigation (air).

Issued in Washington, DC on August 23, 2002.

**James J. Ballough,**  
*Director, Flight Standards Service.*

**Adoption of the Amendment**

Accordingly, pursuant to the authority delegated to me by the Administrator, part 95 of the Federal Aviation Regulations (14 CFR part 95) is amended as follows effective at 0901 UTC, October 3, 2002.

**PART 95—[AMENDED]**

1. The authority citation for part 95 continues to read as follows:

**Authority:** 49 U.S.C. 106(g), 40103, 40106, 40113, 40114, 40120, 44502, 44514, 44719, 44721.

**§§ 95.6001, 95.6070, 95.6081, 95.6095, 95.6214, 95.6267, 95.6300, 95.6339, 95.6385, 95.6433, 95.6445, 95.6537, 95.6552, 95.7001, and 95.7072 [Amended]**

2. Part 95 is amended to read as follows:

**REVISIONS TO IFR ALTITUDES & CHANGEOVER POINTS**

[Amendment 437 Effective Date: October 3, 2002]

From	To	MEA
<b>§ 95.6001 Victor Routes-U.S.</b>		
<b>§ 95.6001 VOR Federal Airway 1 is Amended to Read in Part</b>		
Zaggy, NC FIX ..... *1500—MOCA	Cofield, NC VORTAC .....	*3000
<b>§ 95.6070 VOR Federal Airway 70 is Amended to Read in Part</b>		
Pears, NC FIX ..... *2000—MOCA	Cofield, NC VORTAC .....	*3000
<b>§ 95.6081 VOR Federal Airway 81 is Amended to Read in Part</b>		
Black Forest, CO VORTAC ..... *9500—MRA **10000—MOCA	*Hohum, CO FIX .....	**13000
<b>§ 95.6095 VOR Federal Airway 95 is Amended to Read in Part</b>		
Gorje, CO FIX ..... *13100—MCA Hohum FIX S BND *9500—MRA **16200—MOCA	*Hohum, CO Fix .....	**17000
<b>§ 95.6214 VOR Federal Airway 214 is Amended to Read in Part</b>		
Dupont, DE VORTAC ..... *1700—MOCA	Stefe, PA FIX .....	*3000
Stefe, PA FIX ..... *2500—MOCA	Yardley, PA VOR/DME .....	*6000

REVISIONS TO IFR ALTITUDES & CHANGEOVER POINTS—Continued

[Amendment 437 Effective Date: October 3, 2002]

From	To	MEA	MAA
<b>§ 95.6267 VOR Federal Airway 267 is Amended to Read in Part</b>			
Craig, FL VORTAC .....	Baxly, GA FIX .....	3000	
<b>§ 95.6300 VOR Federal Airway 300 is Amended to Read in Part</b>			
U.S. Canadian Border, .....	*Campo, ME FIX .....	**7200	
*10000—MRA			
**5700—MOCA			
<b>§ 95.6339 VOR Federal Airway 339 is Amended to Read in Part</b>			
Trent, KY FIX .....	Falmouth, KY VOR/DME .....	3500	
<b>§ 95.6385 VOR Federal Airway 385 is Amended to Read in Part</b>			
Lubbock, TX VORTAC .....	*Wagun, TX FIX .....	*8000	
*4600—MOCA			
Wagun, TX FIX .....	Abilene, TX VORTAC .....	*8000	
*3800—MOCA			
<b>§ 95.6433 VOR Federal Airway 433 is Amended to Read in Part</b>			
Dupont, DE VORTAC .....	Stefe, PA FIX .....	*3000	
*1700—MOCA			
Stefe, PA FIX .....	Yardley, PA VOR/DME .....	*6000	
*2500—MOCA			
<b>§ 95.6445 VOR Federal Airway 445 is Amended to Read in Part</b>			
Dupont, DE VORTAC .....	Stefe, PA FIX .....	*3000	
*1700—MOCA			
Stefe, PA FIX .....	Yardley, PA VOR/DME .....	*6000	
*2500—MOCA			
<b>§ 95.6537 VOR Federal Airway 537 is Amended to Read in Part</b>			
Presk, FL FIX .....	Cermo, FL FIX .....	*8000	
*2000—MOCA			
<b>§ 95.6552 VOR Federal Airway 552 is Amended to Read in Part</b>			
Lake Charles, LA VORTAC .....	Hatha, LA FIX .....	2000	
Hatha, LA FIX .....	Lafayette, LA VORTAC .....	2800	
From	To	MEA	MAA
<b>§ 95.7001 JET ROUTES</b>			
<b>§ 95.7072 JET ROUTE NO. 72</b>			
Peach Springs, AZ VORTAC .....	Gallup, NM VORTAC .....	#18000	45000
#MEA is Established With a Gap in Navigation Signal Coverage.			

[FR Doc. 02-22116 Filed 8-29-02; 8:58 am]

BILLING CODE 4910-13-M

**DEPARTMENT OF THE TREASURY**

**Customs Service**

**19 CFR Part 122**

[T.D. 02-51]

RIN 1515-AD01

**Re-Use of Air Waybill Number on Air Cargo Manifest**

**AGENCY:** U.S. Customs Service, Department of the Treasury.

**ACTION:** Final rule.

**SUMMARY:** This document amends the Customs Regulations pertaining to air commerce to provide that once an air waybill number is used on an air cargo manifest, one year must elapse before the same air waybill number may be used on another air cargo manifest. Current regulations prohibit the re-use of an air waybill number for three years after it is used on an air cargo manifest. This document also specifies that air cargo manifests must reference an 11-