

a circuit breaker having a part number listed in paragraph 1.A.2., "Spares Affected," of McDonnell Douglas Alert Service Bulletin DC9-24A171, Revision 01, dated September 21, 1999, excluding Evaluation Form.

Alternative Methods of Compliance

(c) 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

(d) 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

(e) The actions shall be done in accordance with McDonnell Douglas Alert Service Bulletin DC9-24A171, Revision 01, dated September 21, 1999, excluding Evaluation Form. This incorporation by reference was approved by the Director of the Federal Register in accordance with 5 U.S.C. 552(a) and 1 CFR part 51. 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

(f) This amendment becomes effective on January 17, 2003.

Issued in Renton, Washington, on December 5, 2002.

Vi L. Lipski,

Manager, Transport Airplane Directorate,
Aircraft Certification Service.

[FR Doc. 02-31178 Filed 12-12-02; 8:45 am]

BILLING CODE 4910-13-P

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 97

[Docket No. 30344; Amdt. No. 3036]

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.

DATES: This rule is effective December 13, 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 December 13, 2002.

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 affected airport is located; or
3. The Flight Inspection Area Office which originated the SIAP.
4. The Office of the Federal Register, 800 North Capitol Street, NW., Suite 700, Washington, DC.

*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: 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, Incorporation by reference, and Navigation (Air).

Issued in Washington, DC, on December 6, 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, 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/DEM, 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 No.	Subject
11/14/02	NY	Albany	Albany Intl	2/1944	ILS RWY 1, AMDT 9B.
11/14/02	NY	Albany	Albany Intl	2/1946	GPS RWY 19, ORIG-A.
11/14/02	NY	Albany	Albany Intl	2/1947	GPS RWY 1, ORIG-A.
11/14/02	NY	Albany	Albany Intl	2/1948	ILS RWY 19, AMDT 21A.
11/14/02	NY	Albany	Albany Intl	2/1949	VOR RWY 28, ORIG-A.
11/14/02	NY	Albany	Albany Intl	2/1950	GPS RWY 28, ORIG-A.
11/15/02	CA	Oakland	Metropolitan Oakland Intl	2/1990	NDB RWY 27R, AMDT 5A.
11/15/02	TX	Laredo	Laredo Intl	2/1996	LOC BC RWY 35L, AMDT 1A.
11/18/02	MN	St. Cloud	St. Cloud Regional	2/2033	VOR/DME RWY 13, AMDT 8B.
11/20/02	TX	Houston	George Bush Intercontinental	2/2066	RNAV (GPS) RWY 27, ORIG-B.
11/20/02	TX	Houston	George Bush Intercontinental	2/2067	RNAV (GPS) RWY 33R, ORIG-B.
11/21/02	IL	Bellefonte	Scott AFB/Midamerica	2/2098	NDB RWY 32R, ORIG-B.
11/21/02	FL	Panama City	Panama City-Bay County Intl	2/2111	RNAV (GPS) RWY 5, ORIG.
11/21/02	FL	Panama City	Panama City-Bay County Intl	2/2112	RNAV (GPS) RWY 32, ORIG.
11/22/02	OH	Jackson	James A. Rhodes	2/2146	VOR/DME-A, AMDT 1.
11/22/02	OH	Jackson	James A. Rhodes	2/2147	RNAV (GPS) RWY 1, ORIG.
11/22/02	OH	Jackson	James A. Rhodes	2/2148	RNAV (GPS) RWY 19, ORIG.
11/25/02	NJ	Teterboro	Teterboro	2/2203	ILS RWY 6, AMDT 29A.
11/25/02	NJ	Teterboro	Teterboro	2/2204	VOR/DME RWY 6, ORIG-B.
11/25/02	NJ	Teterboro	Teterboro	2/2205	COPTER ILS RWY 6, AMDT 1B.
11/25/02	OR	Corvallis	Corvallis Muni	2/2212	NDB RWY 17, AMDT 1.
11/26/02	TX	Dallas	Dallas-Love Field	2/2225	ILS RWY 13R, AMDT 4B.
11/26/02	TX	Houston	George Bush Intercontinental	2/2244	RNAV (GPS) RWY 8, ORIG-B.
11/28/02	VA	Emporia	Emporia-Greenville Regional	2/2246	RNAV (GPS) RWY 33, ORIG.
11/28/02	VA	Emporia	Emporia-Greenville Regional	2/2247	NDB RWY 33, ORIG.
11/28/02	VA	Emporia	Emporia-Greenville Regional	2/2278	LOC RWY 33, ORIG.
11/28/02	TX	Waco	TSTC Waco	2/2258	NDB RWY 17L, AMDT 9A.
11/28/02	TX	Waco	TSTC Waco	2/2259	ILS RWY 17L, AMDT 11B.
11/28/02	TX	Waco	TSTC Waco	2/2267	GPS RWY 17L, ORIG-A.
11/28/02	TX	Dallas-Fort Worth	Dallas-Fort Worth Intl	2/2269	CONVERGING ILS RWY 13R, AMDT 5.
11/28/02	TX	Dallas-Fort Worth	Dallas-Fort Worth Intl	2/2270	CONVERGING ILS RWY 17C, AMDT 4D.
11/28/02	TX	Dallas-Fort Worth	Dallas-Fort Worth Intl	2/2271	CONVERGING ILS Y RWY 36L, ORIG.
11/28/02	TX	Dallas-Fort Worth	Dallas-Fort Worth Intl	2/2272	ILS RWY 35L, AMDT 3.
11/28/02	TX	Dallas-Fort Worth	Dallas-Fort Worth Intl	2/2273	ILS RWY 17C, AMDT 7C.
11/28/02	TX	Dallas-Fort Worth	Dallas-Fort Worth Intl	2/2274	ILS RWY 13R, AMDT 6A.
11/28/02	TX	Dallas-Fort Worth	Dallas-Fort Worth Intl	2/2275	ILS RWY 17L, AMDT 2.
11/28/02	TX	Dallas-Fort Worth	Dallas-Fort Worth Intl	2/2276	ILS RWY 35R, AMDT 2.

FDC date	State	City	Airport	FDC No.	Subject
11/28/02	TX	Dallas-Fort Worth	Dallas-Fort Worth Intl	2/2277	ILS Y RWY 36L, ORIG.
11/28/02	TX	Dallas-Fort Worth	Dallas-Fort Worth Intl	2/2281	CONVERGING ILS RWY 35L, AMDT2.
11/28/02	NJ	Teterboro	Teterboro	2/2313	RNAV (GPS) RWY 6, ORIG.
11/28/02	NJ	Teterboro	Teterboro	2/2314	VOR/DME-A, AMDT 2A.
11/28/02	NJ	Teterboro	Teterboro	2/2315	VOR/DME-B, AMDT 2B.
11/28/02	PA	Philadelphia	Wings Field	2/2328	RNAV (GPS) RWY 6, ORIG.
11/28/02	PA	Philadelphia	Wings Field	2/2329	RNAV (GPS) RWY 24, ORIG.
11/28/02	WA	Bellingham	Bellingham Intl	2/2344	MLS RWY 34, ORIG-A.
11/28/02	CO	Denver	Denver Intl	2/2340	ILS RWY 34, AMDT 1 (CAT I, II, III).
11/28/02	CO	Denver	Denver Intl	2/2339	ILS RWY 16, AMDT 2.
11/28/02	CO	Denver	Denver Intl	2/2338	RNAV (GPS) RWY 34, ORIG.
11/28/02	CO	Denver	Denver Intl	2/2336	RNAV (GPS) RWY 16, ORIG.
11/28/02	CO	Denver	Denver Intl	2/2309	ILS RWY 35R, AMDT 1 (CAT I, II, III).
11/28/02	CO	Denver	Denver Intl	2/2308	ILS RWY 35L, AMDT 3 (CAT I, II, III).
11/28/02	CO	Denver	Denver Intl	2/2307	ILS RWY 17R, AMDT 2.
11/28/02	CO	Denver	Denver Intl	2/2306	ILS RWY 17L, AMDT 2.

[FR Doc. 02-31351 Filed 12-12-02; 8:45 am]

BILLING CODE 4910-13-M

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 97

[Docket No. 30343; Amdt. No. 3035]

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 provide 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 December 13, 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 December 13, 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;

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

3. The Flight Inspection Area Office which originated the SIAP; or,
4. The Office of Federal Register, 800 North Capitol Street, NW., Suite 700, Washington, DC.

*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: 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 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 applicable 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) 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 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