

and (b) of AD 2001-03-10, amendment 39-12114.

Parts Installation

(j) After completing the modifications required by paragraph (f) of this AD, no person may install a part identified in Table 1 of this AD on the modified airplane.

TABLE 1—PARTS PROHIBITED FROM INSTALLATION

| Part | Part No. |
|---|--|
| Hinge brace assembly for Tracks 1 and 8 | 65B15515-1 65B15515-2 65B15515-9 65B15515-10 |
| Hinge brace assembly for Tracks 2 and 7 | 65B15525-1 65B15525-2 65B15525-7 65B15525-8 65B17092-1 65B17092-2 |
| Support housing assembly for Tracks 1 and 8 | 65B81982-() |
| Support housing assembly for Tracks 2 and 7 | 65B81950-() |

Alternative Methods of Compliance (AMOCs)

(k)(1) The Manager, Seattle Aircraft Certification Office (ACO), FAA, ATTN: Doug Tsuji, Aerospace Engineer, Systems and Equipment Branch, ANM-130S; telephone (425) 917-6487; fax (425) 917-6590; has the authority to approve AMOCs for this AD, if requested using the procedures found in 14 CFR 39.19.

(2) To request a different method of compliance or a different compliance time for this AD, follow the procedures in 14 CFR 39.19. Before using any approved AMOC on any airplane to which the AMOC applies, notify your appropriate principal inspector (PI) in the FAA Flight Standards District Office (FSDO), or lacking a PI, your local FSDO.

Material Incorporated by Reference

(l) You must use Boeing Service Bulletin 747-27A2398, Revision 1, dated July 31, 2008; or Boeing Service Bulletin 747-27A2421, Revision 1, dated July 10, 2008; as applicable; to do the actions required by this AD, unless the AD specifies otherwise.

(1) The Director of the Federal Register approved the incorporation by reference of this service information under 5 U.S.C. 552(a) and 1 CFR part 51.

(2) For service information identified in this AD, contact Boeing Commercial Airplanes, P.O. Box 3707, Seattle, Washington 98124-2207; telephone 206-544-9990; fax 206-766-5682; e-mail DDCS@boeing.com; Internet <https://www.myboeingfleet.com>.

(3) You may review copies of the service information incorporated by reference at the FAA, Transport Airplane Directorate, 1601 Lind Avenue, SW., Renton, Washington; or at the National Archives and Records Administration (NARA). For information on

the availability of this material at NARA, call 202-741-6030, or go to http://www.archives.gov/federal_register/code_of_federal_regulations/ibr_locations.html.

Issued in Renton, Washington, on October 23, 2008.

Ali Bahrami,

Manager, Transport Airplane Directorate, Aircraft Certification Service.

[FR Doc. E8-26480 Filed 11-14-08; 8:45 am]

BILLING CODE 4910-13-P

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 97

[Docket No. 30636; Amdt. No 3294]

Standard Instrument Approach Procedures, and Takeoff Minimums and Obstacle Departure Procedures; Miscellaneous Amendments

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Final rule.

SUMMARY: This establishes, amends, suspends, or revokes Standard Instrument Approach Procedures (SIAPs) and associated Takeoff Minimums and Obstacle Departure Procedures 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, adding new obstacles, or changing 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 November 17, 2008. The compliance date for each SIAP, associated Takeoff Minimums, and ODP 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 November 17, 2008.

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 National Flight Procedures Office, 6500 South MacArthur Blvd., Oklahoma City, OK 73169 or

4. The National Archives and Records Administration (NARA). For information on the availability of this material at NARA, call 202-741-6030, or go to: http://www.archives.gov/federal_register/code_of_federal_regulations/ibr_locations.html.

Availability—All SIAPs and Takeoff Minimums and ODPs are available online free of charge. Visit <http://www.nfdc.faa.gov> to register. Additionally, individual SIAP and Takeoff Minimums and ODP 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.

FOR FURTHER INFORMATION CONTACT:

Harry J. Hodges, Flight Procedure Standards Branch (AFS-420), Flight Technologies and Programs Divisions, 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 rule amends Title 14 of the Code of Federal Regulations, Part 97 (14 CFR part 97), by establishing, amending, suspending, or revoking SIAPs, Takeoff Minimums and/or ODPs. The complete regulators description of each SIAP and its associated Takeoff Minimums or ODP for an identified airport is listed on FAA form documents which are incorporated by reference in this amendment under 5 U.S.C. 552(a), 1 CFR part 51, and 14 CFR part 97.20. The applicable FAA Forms are FAA Forms 8260-3, 8260-4, 8260-5, 8260-15A, and 8260-15B when required by an entry on 8260-15A.

The large number of SIAPs, Takeoff Minimums and ODPs, in addition to their complex nature and the need for a special format make publication in the **Federal Register** expensive and impractical. Furthermore, airmen do not use the regulatory text of the SIAPs, Takeoff Minimums or ODPs, but instead refer to their depiction on charts printed by publishers of aeronautical materials. The advantages of incorporation by reference are realized and publication of the complete description of each SIAP,

Takeoff Minimums and ODP listed on FAA forms is unnecessary. This amendment provides the affected CFR sections and specifies the types of SIAPs and the effective dates of the associated Takeoff Minimums and ODPs. This amendment also identifies the airport and its location, the procedure, and the amendment number.

The Rule

This amendment to 14 CFR part 97 is effective upon publication of each separate SIAP, Takeoff Minimums and ODP as contained in the transmittal. Some SIAP and Takeoff Minimums and textual ODP amendments may have been issued previously by the FAA in a 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 some SIAP and Takeoff Minimums and ODP amendments may require making them effective in less than 30 days. For the remaining SIAPs and Takeoff Minimums and ODPS, an effective date at least 30 days after publication is provided.

Further, the SIAPs and Takeoff Minimums and ODPS contained in this amendment are based on the criteria contained in the U.S. Standard for Terminal Instrument Procedures (TERPS). In developing these SIAPs and Takeoff Minimums and ODPs, 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, Takeoff Minimums and ODPs, and safety in air commerce, I find that notice and public procedures before adopting these SIAPs, Takeoff Minimums and ODPs 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, Incorporation by reference, Navigation (Air).

Issued in Washington, DC, on October 31, 2008.

James J. Ballough,

Director, Flight Standards Service.

Adoption of the Amendment

■ Accordingly, pursuant to the authority delegated to me, Title 14, Code of Federal Regulations, Part 97 (14 CFR part 97) is amended by establishing, amending, suspending, or revoking Standard Instrument Approach Procedures and/or Takeoff Minimums and/or Obstacle Departure Procedures effective at 0902 UTC on the dates specified, as follows:

PART 97—STANDARD INSTRUMENT APPROACH PROCEDURES

■ 1. The authority citation for part 97 continues to read as follows:

Authority: 49 U.S.C. 106(g), 40103, 40106, 40113, 40114, 40120, 44502, 44514, 44701, 44719, 44721–44722.

■ 2. Part 97 is amended to read as follows:

* * * *Effective 20 NOV 2008*

Los Angeles, CA, Los Angeles Intl, Takeoff Minimums and Obstacle DP, Amdt 12

* * * *Effective 18 DEC 2008*

Miami, FL, Miami Intl, ILS OR LOC RWY 12, Amdt 5A

Miami, FL, Miami Intl, RNAV (GPS) Z RWY 12, Amdt 1A

Miami, FL, Miami Intl, RNAV (RNP) Y RWY 12, Orig-A

Orlando, FL, Orlando Sanford Intl, RNAV (GPS) RWY 9L, Amdt 2A

Orlando, FL, Orlando Sanford Intl, RNAV (GPS) RWY 9R, Orig-A

Orlando, FL, Orlando Sanford Intl, RNAV (GPS) RWY 27R, Amdt 1A

Marshfield, MA, Marshfield Muni-George Harlow Field, GPS RWY 6, Orig-A, CANCELLED

Marshfield, MA, Marshfield Muni-George Harlow Field, RNAV (GPS) RWY 6, Orig

Lebanon, NH, Lebanon Muni, GPS RWY 7, Orig-A, CANCELLED

Lebanon, NH, Lebanon Muni, NDB-B, Amdt 4, CANCELLED

Lebanon, NH, Lebanon Muni, RNAV (GPS) RWY 7, Orig

Lebanon, NH, Lebanon Muni, RNAV (GPS) RWY 18, Orig

Lebanon, NH, Lebanon Muni, RNAV (GPS) RWY 36, Orig

Somerville, NJ, Somerset, Takeoff Minimums and Obstacle DP, Amdt 3

Christiansted, St Croix, VI, Henry E Rohlsen, RNAV (GPS) RWY 28, Amdt 1

* * * *Effective 15 JAN 2009*

Dillingham, AK, Dillingham, LOC/DME RWY 19, Amdt 6

Dillingham, AK, Dillingham, NDB RWY 1, Amdt 1A, CANCELLED

Dillingham, AK, Dillingham, RNAV (GPS) RWY 1, Amdt 1

Dillingham, AK, Dillingham, RNAV (GPS) RWY 19, Amdt 1

Dillingham, AK, Dillingham, Takeoff Minimums and Obstacle DP, Amdt 3

Dillingham, AK, Dillingham, VOR RWY 1, Amdt 9

Dillingham, AK, Dillingham, VOR/DME RWY 19, Amdt 7

Igiugig, AK, Igiugig, Takeoff Minimums and Obstacle DP, Orig

Pago Pago, American Samoa, AQ, Pago Pago Intl, VOR/DME OR TACAN-A, Amdt 4

Stockton, CA, Stockton Metropolitan, GPS RWY 29R, Orig-C, CANCELLED

Stockton, CA, Stockton Metropolitan, RNAV (GPS) RWY 11L, Orig

Stockton, CA, Stockton Metropolitan, RNAV (GPS) RWY 29R, Orig

Stockton, CA, Stockton Metropolitan, Takeoff Minimums and Obstacle DP, Orig

Durango, CO, Durango-La Plata County, GPS RWY 2, Orig-A, CANCELLED

Durango, CO, Durango-La Plata County, ILS OR LOC/DME RWY 3, Amdt 4

Durango, CO, Durango-La Plata County, RNAV (GPS) RWY 3, Orig

Durango, CO, Durango-La Plata County, Takeoff Minimums and Obstacle DP, Amdt 6A

Durango, CO, Durango-La Plata County, VOR OR GPS-A, Amdt 6A, CANCELLED

Avon Park, FL, Avon Park Executive, Takeoff Minimums and Obstacle DP, Orig

Coeur D'Alene, ID, Pappy Boyington Field, ILS OR LOC/DME RWY 5, Amdt 5

Coeur D'Alene, ID, Pappy Boyington Field, NDB RWY 5, Amdt 2

Coeur D'Alene, ID, Pappy Boyington Field, RNAV (GPS) RWY 5, Orig

Coeur D'Alene, ID, Pappy Boyington Field, VOR RWY 5, Orig

Coeur D'Alene, ID, Pappy Boyington Field, VOR/DME RWY 1, Amdt 1

Coeur D'Alene, ID, Pappy Boyington Field, VOR OR GPS-A, Orig-B, CANCELLED

Champaign/Urbana, IL, University of Illinois-Willard, Takeoff Minimums and Obstacle DP, Orig

Mount Carmel, IL, Mount Carmel Muni, RNAV (GPS) RWY 31, Orig

Peoria, IL, Greater Peoria Regional, RNAV (GPS) RWY 4, Amdt 1A

Peoria, IL, Greater Peoria Regional, RNAV (GPS) RWY 22, Amdt 1A

Duluth, MN, Duluth Intl, ILS OR LOC RWY 27, Amdt 8D

Shelby, NC, Shelby-Cleveland County Rgnl, Takeoff Minimums and Obstacle DP, Orig

Columbus, OH, Darby Dan, RNAV (GPS) RWY 9, Orig, CANCELLED

Columbus, OH, Darby Dan, RNAV (GPS) RWY 27, Orig, CANCELLED

Medford, OR, Rogue Valley Intl-Medford, Takeoff Minimums and Obstacle DP, Amdt 9

Correction: On October 14, 2008 (73 FR 60623), The FAA published an Amendment in Docket No. 30629, Amdt No. 3288 to Part

97 of the Federal Aviation Regulations under section 97.29. The last entry for *Ketchikan, AK, Ketchikan Intl*, effective September 25, 2008, is hereby corrected to read as follows: Ketchikan, AK, Ketchikan Intl, ILS OR LOC/ DME Z RWY 11, Amdt 7, RESCINDED

[FR Doc. E8-26844 Filed 11-14-08; 8:45 am]

BILLING CODE 4910-13-P

DEPARTMENT OF TRANSPORTATION

14 CFR Part 97

[Docket No. 30637; Amdt. No. 3295]

Standard Instrument Approach Procedures, and Takeoff Minimums and Obstacle Departure Procedures; Miscellaneous Amendments

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Final rule.

SUMMARY: This rule establishes, amends, suspends, or revokes Standard Instrument Approach Procedures (SIAPs) and associated Takeoff Minimums and Obstacle Departure Procedures 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, adding new obstacles, or changing 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 November 17, 2008. The compliance date for each SIAP, associated Takeoff Minimums, and ODP 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 November 17, 2008.

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;
3. The National Flight Procedures Office, 6500 South MacArthur Blvd., Oklahoma City, OK 73169 or
4. The National Archives and Records Administration (NARA). For

information on the availability of this material at NARA, call 202-741-6030, or go to: <http://www.archives.gov/federal-register/code-of-federal-regulations/ibr-locations.html>.

Availability—All SIAPs are available online free of charge. Visit <http://nfdc.faa.gov> to register. Additionally, individual SIAP and Takeoff Minimums and ODP 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.

FOR FURTHER INFORMATION CONTACT:

Harry J. Hodges, Flight Procedure Standards Branch (AFS-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 rule amends Title 14, Code of Federal Regulations, Part 97 (14 CFR part 97) by amending the referenced SIAPs. The complete regulatory description of each SIAP is listed on the appropriate FAA Form 8260, as modified by the National Flight Data Center (FDC)/Permanent Notice to Airmen (P-NOTAM), and is incorporated by reference in the amendment under 5 U.S.C. 552(a), 1 CFR part 51, and § 97.20 of Title 14 of the Code of Federal Regulations.

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. This amendment provides the affected CFR sections and specifies the types of SIAP and the corresponding effective dates. This amendment also identifies the airport and its location, the procedure and the amendment number.

The Rule

This amendment to 14 CFR part 97 is effective upon publication of each separate SIAP as amended in the transmittal. For safety and timeliness of

change considerations, this amendment incorporates only specific changes contained for each SIAP as modified by FDC/P-NOTAMs.

The SIAPs, as modified by FDC P-NOTAM, and contained in this amendment are based on the criteria contained in the U.S. Standard for Terminal Instrument Procedures (TERPS). In developing these changes to SIAPs, the TERPS criteria were applied only to specific conditions existing at the affected airports. All SIAP amendments in this rule have been previously issued by the FAA in a FDC 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.

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 DOT Regulatory 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 October 31, 2008.

James J. Ballough,

Director, Flight Standards Service.

Adoption of the Amendment

■ Accordingly, pursuant to the authority delegated to me, Title 14, Code of Federal Regulations, Part 97, 14 CFR part 97, is amended by amending Standard Instrument Approach Procedures,