

Actions	Compliance	Procedures
(4) Only install flap actuators that are one of the following: (i) P/N C154183-1 and C154184-1 (or FAA-approved equivalent part numbers); or (ii) P/N C132277-3 and C132277-4 (or FAA-approved equivalent part numbers) that have been repaired or modified to the P/N C154183-1 and C154184-1 design level.	As of April 27, 2001 (the effective date of this AD)	Not applicable.

**Note 1:** Inspecting the flap actuators for incorrect maneuvering involves running a complete cycle of flap extension and retraction and monitoring the time of movement and observing for abnormal noise coming from the actuator gear box. The service information describes this procedure.

(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 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, Small Airplane Directorate.

**Note 2:** This AD applies to each airplane 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 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 (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 Roman Gabrys, Aerospace Engineer, FAA, Small Airplane Directorate, 901 Locust, Room 301, Kansas City, Missouri 64106; telephone: (816) 329-4141; facsimile: (816) 329-4090.

(g) *What if I need to fly the airplane 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 airplane 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 Piaggio Mandatory Service Bulletin No. SB-80-0120, Original Issue: July 20, 2000. The Director of the Federal Register approved this incorporation by reference under 5 U.S.C. 552(a) and 1 CFR part 51. You can get copies

from Piaggio Aero Industries S.p.A, Via Cibrario 4, 16154 Genoa, Italy. You can look at 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 April 27, 2001.

**Note 3:** The subject of this AD is addressed in Italian AD N2000-392, dated August 7, 2000.

Issued in Kansas City, Missouri, on February 26, 2001.

**Michael Gallagher,**

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

[FR Doc. 01-5495 Filed 3-9-01; 8:45 am]

**BILLING CODE 4910-13-P**

## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### 14 CFR Part 97

[Docket No. 30235; Amdt. No. 2040]

#### 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:** 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 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, 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, Navigation (Air).

Issued in Washington, DC on March 2, 2001.

**L. Nicholas Lacey,**  
*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/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 No.	Subject
02/05/2001 ....	IN	Gary .....	Gary/Chicago .....	1/1175	NDB or GPS Rwy 30, Amdt 7A (corrected)...
02/14/2001 ....	MO	Columbia .....	Columbia Regional .....	1/2116	ILS Rwy 2, Amdt 13A...
02/15/2001 ....	AR	Batesville .....	Batesville Regional .....	1/1632	NDB or GPS Rwy 7, Amdt 5B...
02/15/2001 ....	NM	Socorro .....	Socorro Muni .....	1/1642	VOR/DME-A, Orig-A...
02/15/2001 ....	AR	Batesville .....	Batesville Regional .....	1/1665	SDF Rwy 7, Amdt 8...
02/16/2001 ....	MO	Kansas City .....	Kansas City Downtown .....	1/1651	ILS Rwy #3, Amdt 1E...
02/16/2001 ....	MO	West Plains .....	West Plains Muni .....	1/1652	GPS Rwy 18, Amdt 1...
02/16/2001 ....	IA	Fairfield .....	Fairfield Muni .....	1/1653	RNAV (GPS) Rwy 18, Orig...
02/16/2001 ....	SD	Brookings .....	Brookings Muni .....	1/1662	VOR Rwy 30, Amdt 11...
02/16/2001 ....	AL	Tuscaloosa .....	Tuscaloosa Muni .....	1/1672	VOR or TACAN Rwy 22 Amdt 14B...
02/16/2001 ....	AL	Tuscaloosa .....	Tuscaloosa Muni .....	1/1673	VOR or TACAN Rwy 4 Amdt 11B...
02/16/2001 ....	AL	Tuscaloosa .....	Tuscaloosa MUNI .....	1/1674	ILS Rwy 4 Amdt 14C...
02/16/2001 ....	AL	Tuscaloosa .....	Tuscaloosa MUNI .....	1/1675	NDB Rwy 4 Amdt 10B...
2/16/2001 .....	AL	Tuscaloosa .....	Tuscaloosa MUNI .....	1/1676	GPS Rwy 22 Orig-B...
02/16/2001 ....	AL	Tuscaloosa .....	Tuscaloosa Muni .....	1/1678	GPS Rwy 4 Orig-B...

FDC date	State	City	Airport	FDC No.	Subject
02/16/2001 ....	PA	Scranton .....	Wilkes-Barre/Scranton Intl .....	1/1683	ILS Rwy 22 Amdt 4...
02/16/2001 ....	MO	Mosby .....	Clay County Regional .....	1/1706	GPS Rwy 18, Orig-C...
02/20/2001 ....	MD	Baltimore .....	Baltimore-Washington Intl .....	1/1582	ILS Rwy 28 Amdt 15A...
02/20/2001 ....	CA	Stockton .....	Stockton Metropolitan .....	1/1657	ILS Rwy 29R Amdt 18B...
02/20/2001 ....	CA	Stockton .....	Stockton Metropolitan .....	1/1658	GPS Rwy 29R Orig...
02/20/2001 ....	CA	Stockton .....	Stockton Metropolitan .....	1/1659	NDB Rwy 29R Amdt 14B...
02/20/2001 ....	MD	Baltimore .....	Baltimore-Washington Intl .....	1/1764	ILS Rwy 33L Amdt 9A...
02/20/2001 ....	TN	Bristol-Johnson-Kingsport	Bristol/Tri Cities Regional .....	1/1797	ILS Rwy 5 Amdt 2...
02/20/2001 ....	GA	Gainesville .....	Gilmer Memorial .....	1/1803	NDB or GPS Rwy 4 Amdt 4B...
02/20/2001 ....	GA	Gainesville .....	Gilmer Memorial .....	1/1807	LOC Rwy 4 Amdt 5C...
02/22/2001 ....	NE	Kearney .....	Kearney Muni .....	1/1836	ILS Rwy 36, Orig...
02/22/2001 ....	ND	Bismarck .....	Bismarck Muni .....	1/1838	RNAV (GPS) Rwy 21, Orig-A...
02/22/2001 ....	IA	Sioux City .....	Sioux Gateway .....	1/1863	NDB Rwy 35, Orig-A...
02/22/2001 ....	NJ	Atlantic City .....	Atlantic City Muni/Bader Field .....	1/1875	VOR or GPS-A Amdt 4...
02/22/2001 ....	TN	Pulaski .....	Pulaski/Abernathy .....	1/1894	VOR/DME Rwy 33, Amdt 1...
02/22/2001 ....	FL	Tampa .....	Vandenberg .....	1/1958	GPS Rwy 23, Orig-C...
02/22/2001 ....	GA	Douglas .....	Douglas Muni .....	1/1966	LOC Rwy 4, Amdt 2B...
02/22/2001 ....	MS	Bay St. Louis .....	Stennis Intl .....	1/1972	NDB Rwy 18, Orig-B...
02/26/2001 ....	VT	Springfield .....	Hartness State (Springfield) .....	1/2071	LOC/DME Rwy 5 Amdt 3B...
02/27/2001 ....	IL	Mattoon-Charleston .....	Coles County Memorial .....	1/2123	VOR or GPS Rwy 24, Amdt 10A...

[FR Doc. 01-6092 Filed 3-9-01; 8:45 am]

BILLING CODE 4910-13-M

## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### 14 CFR Part 97

[Docket No. 30234; Amdt. No. 2039]

#### 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:** 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 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; 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, 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, 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 (an 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