

Note 2: Boeing Service Letter 767–SL–25–101, dated August 30, 2001, provides information related to this AD; however, the actions required by this AD are not identical to those in the “Suggested Operator Action” section of that service letter. Where this AD differs from the service letter, this AD prevails.

Compliance: Required as indicated, unless accomplished previously.

To prevent failure of an entry or service door to open fully in the event of an emergency evacuation, which could impede exit from the airplane and result in injury to passengers or crewmembers, accomplish the following:

One-Time Inspection and Corrective Actions

(a) Within 60 days after the effective date of this AD, do a one-time detailed visual inspection for missing, damaged, or incorrectly installed parts in the separation link assembly on the deployment bar of the emergency escape system on the entry or service door, according to the procedures specified in paragraphs (a)(1), (a)(2), (a)(3), (a)(4), (a)(5), and (a)(6) of this AD.

(1) Remove the escape slide pack bustle according to Section 25–66–00 of the Boeing 767 Airplane Maintenance Manual (AMM).

(2) Position the deployment bar of the escape slide to expose the forward and aft separation links, according to Section 25–66–00 of the Boeing 767 AMM and Section 25–66–30 of the Boeing 767 Component Maintenance Manual (CMM), Revision 2, dated November 1, 2000.

(3) Do a detailed visual inspection to determine whether the snap ring, washer, and internal spring of the separation link assembly are installed correctly on both the forward and aft separation links, and to detect any damage of the snap ring, washer, and spring, according to Items 65 and 70 of Section 25–66–30 of the CMM, Revision 2, dated November 1, 2000.

(4) If any snap ring, washer, or internal spring is missing or found damaged or installed incorrectly during the inspection required by paragraph (a)(3) of this AD, before further flight, install a new snap ring, washer, and internal spring according to Section 25–66–30 of the CMM, Revision 2, dated November 1, 2000.

(5) Ensure that the separation links and deployment cables are installed as depicted on placard BAC27TPPS5141 or BAC27TPPS5142, as applicable. Placards are adjacent to each link on the deployment bar. If any separation link or deployment cable is installed incorrectly, before further flight, correct the installation as shown on the applicable placard.

(6) Reinstall the escape slide pack bustle according to Section 25–66–00 of the Boeing 767 AMM.

Note 3: For the purposes of this AD, a detailed visual inspection is defined as: “An intensive visual examination of a specific structural area, system, installation, or assembly to detect damage, failure, or irregularity. Available lighting is normally supplemented with a direct source of good lighting at intensity deemed appropriate by the inspector. Inspection aids such as mirror, magnifying lenses, etc., may be used. Surface

cleaning and elaborate access procedures may be required.”

Reporting Requirement

(b) If there is any missing, damaged, or incorrectly installed part in the separation link assembly on the deployment bar of the emergency escape system on any entry or service door: Submit a report of inspection findings to the FAA Certification Management Office—Boeing, ANM–108B, 1601 Lind Avenue, SW., Renton, Washington 98055–4056; at the applicable time specified in paragraph (b)(1) or (b)(2) of this AD. The report must include: the serial number of the affected airplane, the total number of doors inspected, the number of deployment bars with missing or damaged parts, an identification of what parts are missing or damaged, and the calendar date of the last inspection or test of any emergency escape system with missing or damaged parts. Information collection requirements contained in this AD have been approved by the Office of Management and Budget (OMB) under the provisions of the Paperwork Reduction Act of 1980 (44 U.S.C. 3501 *et seq.*) and have been assigned OMB Control Number 2120–0056.

(1) For airplanes on which the inspection is accomplished after the effective date of this AD: Submit the report within 10 days after performing the inspection required by paragraph (a) of this AD.

(2) For airplanes on which the inspection has been accomplished before the effective date of this AD: Submit the report within 10 days after the effective date of this AD.

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, Seattle 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, Seattle ACO.

Note 4: Information concerning the existence of approved alternative methods of compliance with this AD, if any, may be obtained from the Seattle 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 exposure of the forward and aft separation links; inspection for snap ring, washer, and internal spring; and installation of new snap ring, washer, and internal spring; shall be done in accordance with Section 25–66–30 of the Boeing 767 Component Maintenance Manual, Revision 2, dated November 1, 2000, which contains the following effective pages:

| Page number | Revision level shown on page | Date shown on page |
|----------------------------------|------------------------------|--------------------|
| List of Effective Pages; Page 1. | 2 | Nov. 1, 2000. |

(Only the “Highlights” page of Section 25–66–30 shows the appropriate revision level; no other page of this document contains the revision level.) 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 Airplane Group, P.O. Box 3707, Seattle, Washington 98124–2207. Copies may be inspected at the FAA, Transport Airplane Directorate, 1601 Lind Avenue, SW., Renton, Washington; 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 18, 2002.

Issued in Renton, Washington, on December 21, 2001.

Ali Bahrami,

Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.

[FR Doc. 02–148 Filed 1–2–02; 8:45 am]

BILLING CODE 4910–13–P

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 97

[Docket No. 30285; Amdt. No. 2084]

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 (AMCAPS-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 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 (TERPS). In developing these SIAPs, 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 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 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, Navigation (air).

Issued in Washington, DC on December 21, 2001.

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. 106(g), 40103, 40113, 40120, 44701; 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, and 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, MLS/DME, MLS/RNAV; § 97.31 RADAR SIAPs; § 97.33 RNAV SIAPs; and § 97.35 COPTER SIAPs, identified as follows:

* * * *Effective February 21, 2002*

Dillingham, AK, Dillingham, VOR RWY 1, Amdt 8
Dillingham, AK, Dillingham, VOR/DME RWY 19, Amdt 6
Dillingham, AK, Dillingham, LOC/DME RWY 19, Amdt 5
Dillingham, AK, Dillingham, NDB RWY 1, Amdt 1
Dillingham, AK, Dillingham, RNAV (GPS) RWY 1, Orig
Dillingham, AK, Dillingham, RNAV (GPS) RWY 19, Orig
Dillingham, AK, Dillingham, GPS RWY 1, Orig CANCELLED
Dillingham, AK, Dillingham, GPS RWY 19, Orig CANCELLED
Gustavus, AK, Gustavus, VOR/DME RWY 29, Orig-A CANCELLED
Gustavus, AK, Gustavus, VOR/DME RWY 29, Orig
Gustavus, AK, Gustavus, NDB-A, Orig
Gustavus, AK, Gustavus, RNAV (GPS) RWY 29, Orig
St. Paul Island, AK, St Paul Island, LOC/DME BC RWY 18, Amdt 2
St. Paul Island, AK, St Paul Island, RNAV (GPS) RWY 18, Orig
St. Paul Island, AK, St Paul Island, GPS RWY 18, Orig CANCELLED
Lancaster, CA, General William J. Fox Airfield, VOR-B, Amdt 3

Lancaster, CA, General William J. Fox Airfield, NDB—C, Amdt 3
 Lancaster, CA, General William J. Fox Airfield, RNAV (GPS)—A, Orig
 Sacramento, CA, Sacramento Mather, ILS RWY 22L, Amdt 2
 Danielson, CT, Danielson, VOR—A, Amdt 6
 Danielson, CT, Danielson, RNAV (GPS) RWY 31, Orig
 Danielson, CT, Danielson, GPS RWY 31, Orig, CANCELLED
 Brooksville, FL, Hernando County, NDB RWY 9, Amdt 6, CANCELLED
 Marathon, FL, The Florida Keys Marathon, NDB OR GPS RWY 7, Amdt 3
 Miami, FL, Miami, Intl, NDB RWY 27L, Amdt 20
 Atlanta, GA, The William B. Hartsfield Atlanta Intl, VOR RWY 27L, Amdt 4B
 Ames, IA, Ames Muni, VOR RWY 31, Amdt 10
 Ames, IA, Ames Muni, NDB RWY 1, Amdt 2
 Ames, IA, Ames Muni, ILS RWY 1, Amdt 1
 Ames, IA, Ames Muni, RNAV (GPS) RWY 1, Amdt 1
 Ames, IA, Ames Muni, RNAV (GPS) RWY 13, Orig
 Ames, IA, Ames Muni, GPS RWY 13, Orig, CANCELLED
 Ames, IA, Ames Muni, RNAV (GPS) RWY 19, Orig
 Ames, IA, Ames Muni, GPS RWY 19, Orig, CANCELLED
 Ames, IA, Ames Muni, RNAV (GPS) RWY 31, Orig
 Ames, IA, Ames Muni, GPS RWY 31, Orig, CANCELLED
 Audobon, IA, Audobon County, RNAV (GPS) RWY 32, Orig
 Audobon, IA, Audobon County, GPS RWY 32, CANCELLED
 Carroll, IA, Arthur N. Neu, NDB RWY 31, Amdt 7
 Carroll, IA, Arthur N. Neu, RNAV (GPS) RWY 13, Orig
 Carroll, IA, Arthur N. Neu, GPS RWY 13, Amdt 1, CANCELLED
 Carroll, IA, Arthur N. Neu, RNAV (GPS) RWY 31, Orig
 Carroll, IA, Arthur N. Neu, GPS RWY 31, Amdt 1, CANCELLED
 Denison, IA, Denison Muni, RNAV (GPS) RWY 12, Orig
 Denison, IA, Denison Muni, GPS RWY 12, Orig, CANCELLED
 Denison, IA, Denison Muni, RNAV (GPS) RWY 30, Orig
 Denison, IA, Denison Muni, GPS RWY 30, Orig, CANCELLED
 Mason City, IA, Mason City Muni, RNAV (GPS) RWY 17, Orig
 Mason City, IA, Mason City Muni, RNAV (GPS) RWY 35, Orig
 Louisville, KY, Louisville Intl-Standiford Field, VOR OR TACAN RWY 29, Amdt 22A, CANCELLED
 Flint, MI, Bishop Intl, VOR RWY 9, Orig
 Flint, MI, Bishop Intl, VOR RWY 9, Amdt 23, CANCELLED
 Flint, MI, Bishop Intl, VOR, RWY 18, Orig
 Flint, MI, Bishop Intl, VOR OR GPS RWY 18, Amdt 18, CANCELLED
 Flint, MI, Bishop Intl, VOR RWY 27, Orig
 Flint, MI, Bishop Intl, VOR OR GPS RWY 27, Amdt 20, CANCELLED

Flint, MI, Bishop Intl, VOR RWY 36, Orig
 Flint, MI, Bishop Intl, VOR OR GPS RWY 36, Amdt 14, CANCELLED
 Flint, MI, Bishop Intl, NDB RWY 9, Amdt 25
 Flint, MI, Bishop Intl, ILS RWY 9, Amdt 22
 Flint, MI, Bishop Intl, ILS RWY 27, Amdt 4
 Flint, MI, Bishop Intl, RADAR—1, Amdt 8
 Flint, MI, Bishop Intl, RNAV (GPS) RWY 9, Orig
 Flint, MI, Bishop Intl, GPS RWY 9, Orig, CANCELLED
 Flint, MI, Bishop Intl, RNAV (GPS) RWY 18, Orig
 Flint, MI, Bishop Intl, RNAV (GPS) Y RWY 27, Orig
 Flint, MI, Bishop Intl, RNAV (GPS) Z RWY 27, Orig
 Flint, MI, Bishop Intl, RNAV (GPS) RWY 36, Orig
 Lapeer, MI, Dupont-Lapeer, VOR—A, Orig
 Lapeer, MI, Dupont-Lapeer, VOR OR GPS—A, Amdt 12, CANCELLED
 Owosso, MI, Owosso Community, VOR/DME RWY 28, Orig
 Owosso, MI, Owosso Community, VOR OR GPS RWY 28, Amdt 5A, CANCELLED
 Owosso, MI, Owosso Community, RNAV (GPS) RWY 28, Orig
 Sault Ste Marie, MI, Chippewa County Intl, NDB OR GPS RWY 34, Amdt 4C
 Duluth, MN, Sky Harbor, RNAV (GPS) RWY 32, Orig
 Duluth, MN, Sky Harbor, GPS RWY 32, Orig, CANCELLED
 Park Rapids, MN, Park Rapids Muni-Konshok Field, VOR/DME OR GPS RWY 13, Amdt 8B
 Park Rapids, MN, Park Rapids Muni-Konshok Field, NDB OR GPS RWY 31, Amdt 1B
 Thief River Falls, MN, Thief River Falls Regional, NDB, OR GPS RWY 31, Amdt 1B
 Warroad, MN, Warroad Intl-Swede Carlson Field, NDB OR GPS RWY 31, Amdt 1B
 Worthington, MN, Worthington Muni, NDB OR GPS RWY 29, Orig-B
 Whitefield, NH, Mount Washington, Regional, LOC RWY 10, Amdt 5
 Whitefield, NH, Mount Washington, Regional, NDB RWY 10, Amdt 8
 Whitefield, NH, Mount Washington, Regional, RNAV (GPS) RWY 10, Orig
 Seneca Falls, NY, Finger Lakes Regional, RNAV (GPS) RWY 36, Orig
 Liberty, NC, Causey, VOR OR GPS RWY 2, Amdt 4
 Louisburg, NC, Franklin County, ILS RWY 4, Amdt 1
 Salisbury, NC, Rowan County, RNAV (GPS) RWY 20, Orig
 Block Island, RI, Block Island State, VOR/DME RWY 10, Amdt 5
 Block Island, RI, Block Island State, RNAV (GPS) RWY 10, Orig
 Muskogee, OK, Davis Field, GPS RWY 31, Orig-A
 Okmulgee, OK, Okmulgee Muni, GPS RWY 17, Orig-A
 Perry, OK, Perry Muni, GPS RWY 17, Orig-A
 Shawnee, OK, Shawnee Muni, GPS RWY 17, Orig-A
 Medford, OR, Rouge Valley International-Medford, VOR/DME—C, Amdt 3
 Medford, OR, Rouge Valley International-Medford, ILS RWY 14, Amdt 1
 Medford, OR, Rouge Valley International-Medford, RNAV (GPS)—D, Orig

Medford, OR, Rouge Valley International-Medford, RNAV (GPS) RWY 14, Orig
 Honey Grove, PA, EWT 4, Copter RNAV (GPS) 086, Orig
 Block Island, RI, Block Island State, VOR/DME RWY 10, Amdt 5
 Block Island, RI, Block Island State, RNAV (GPS) RWY 10, Orig
 Columbia, SC, Columbia Metropolitan, RADAR—1, Amdt 11
 Madisonville, TX, Madisonville Muni, VOR/DME RWY 18, Amdt 2
 Madisonville, TX, Madisonville Muni, RNAV (GPS) RWY 18, Orig
 Madisonville, TX, Madisonville Muni, RNAV (GPS) RWY 36, Orig
 Madisonville, TX, Madisonville Muni, GPS RWY 36, Orig, CANCELLED
 Palestine, TX, Palestine Muni, VOR/DME OR GPS RWY 17, Amdt 4A
 Temple, TX, Draughon-Miller Central Texas Regional, VOR RWY 15, Amdt 17
 Temple, TX, Draughon-Miller Central Texas Regional, VOR RWY 33, Amdt 3
 Temple, TX, Draughon-Miller Central Texas Regional, ILS RWY 15, Amdt 11
 Temple, TX, Draughon-Miller Central Texas Regional, RNAV (GPS) RWY 15, Orig
 Temple, TX, Draughon-Miller Central Texas Regional, RNAV (GPS) RWY 33, Orig
 Norfolk, VA, Chesapeake Regional, VOR/DME RWY 23, Orig
 Norfolk, VA, Chesapeake Regional, VOR/DME RWY 23, Amdt 2D, CANCELLED
 Norfolk, VA, Chesapeake Regional, LOC RWY 5, Orig
 Norfolk, VA, Chesapeake Regional, LOC RWY 5, Amdt 2C, CANCELLED
 Norfolk, VA, Chesapeake Regional, NDB RWY 5, Orig
 Norfolk, VA, Chesapeake Regional, NDB RWY 5, Amdt 1C, CANCELLED
 Norfolk, VA, Chesapeake Regional, RNAV (GPS) RWY 5, Orig
 Norfolk, VA, Chesapeake Regional, GPS RWY 5, Amdt 1A, CANCELLED

[FR Doc. 02—51 Filed 1—2—02; 8:45 am]

BILLING CODE 4910—13—M

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 97

[Docket No. 30286; Amdt. No. 2085]

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