

dated November 30, 1995, or Revision 1, dated October 10, 1996: Accomplish the repair and replacement at the time specified in either paragraph (e)(2)(i) or (e)(2)(ii) of this AD:

(i) Prior to the accumulation of 5½ years since the MLG outer cylinders were new or last overhauled, or within 18 months after November 29, 1996, whichever occurs later; or

(ii) Prior to the accumulation of 7 years since the MLG outer cylinders were new or last overhauled, provided that accomplishment of visual and non-destructive testing (NDT) inspections at the times specified in Figure 1 of the Accomplishment Instructions of Boeing Alert Service Bulletin 767-32A0151, dated November 30, 1995, or Revision 1, dated October 10, 1996, are repeated until the repair and replacement are accomplished.

(f) Accomplishment of the inspection requirements of this AD (in accordance with Boeing Alert Service Bulletin 767-32A0151, dated November 30, 1995, or Revision 1, dated October 10, 1996) is considered acceptable for compliance with AD 95-19-10, amendment 39-9372; and AD 95-20-51, amendment 39-9398.

#### New Requirements of This AD

(g) Except as provided by paragraph (h) of this AD: As of the effective date of this AD, only Revision 2, dated November 30, 2000, of Boeing Service Bulletin 767-32A0148 shall be used to accomplish the actions required by paragraph (e) of this AD.

(h) Accomplishment of the terminating action (including removal of the existing bushings, repair of the aft trunnion area of the outer cylinder, and machining and installation of new bushings) in accordance with "Part 4—Terminating Action" of the Accomplishment Instructions of Boeing Alert Service Bulletin 767-32A0192, dated May 31, 2001, constitutes terminating action for the requirements of paragraph (e) of this AD.

#### Use of Titanine JC5A Prohibited

(i) As of the effective date of this AD, no person shall use the corrosion inhibiting compound Desoto 823E508 (Titanine JC5A) on the aft trunnion of the MLG on any airplane.

#### Alternative Methods of Compliance

(j)(1) 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 ACO. 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 6:** Information concerning the existence of approved alternative methods of compliance with this AD, if any, may be obtained from the Seattle ACO.

(2) Alternative methods of compliance, approved in accordance with AD 96-03-02, amendment 39-9497; AD 96-03-02 R1, amendment 39-9526; AD 95-19-10, amendment 39-9372; or AD 95-20-51, amendment 39-9398; are approved as alternative methods of compliance with this

AD except as required in paragraph (i) of this AD.

#### Special Flight Permits

(k) Special flight permits may be issued in accordance with §§ 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

(l) Except as provided by paragraphs (a) and (h) of this AD, the actions shall be done in accordance with Boeing Alert Service Bulletin 767-32A0151, dated November 30, 1995; Boeing Service Bulletin 767-32A0151, Revision 1, dated October 10, 1996; or Boeing Service Bulletin 767-32A0148, Revision 2, dated November 30, 2000; as applicable.

(1) The incorporation by reference of Boeing Service Bulletin 767-32A0148, Revision 2, dated November 30, 2000, is approved by the Director of the Federal Register in accordance with 5 U.S.C. 552(a) and 1 CFR part 51.

(2) The incorporation by reference of Boeing Alert Service Bulletin 767-32A0151, dated November 30, 1995; was approved previously by the Director of the Federal Register as of February 16, 1996 (61 FR 3552, February 1, 1996).

(3) The incorporation by reference of Boeing Service Bulletin 767-32A0151, Revision 1, dated October 10, 1996; was approved previously by the Director of the Federal Register as of November 29, 1996 (61 FR 55080, October 24, 1996).

(4) 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

(m) This amendment becomes effective on March 1, 2002.

Issued in Renton, Washington, on January 15, 2002.

**Vi L. Lipski,**

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

[FR Doc. 02-1452 Filed 1-24-02; 8:45 am]

**BILLING CODE 4910-13-U**

## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### 14 CFR Part 97

[Docket No. 30292; Amdt. No. 2090]

#### 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 (SIAP's) 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 SIAP's, 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: 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 SIAP's. 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 § 14 CFR 97.20 of the Federal Aviation Regulations (FAR). The applicable FAA Forms are identified as FAA Form 8260-5. Materials incorporated by reference are available for examination or purchase as stated above.

The large number of SIAP's, 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 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. The SIAP's contained in this amendment are based on the criteria contained in the United States 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.

The FAA has determined through testing that current non-localizer type, non-precision instrument approaches developed using the TERPS criteria can be flown by aircraft equipped with a Global Positioning System (GPS) and or Flight Management System (FMS) equipment. In consideration of the above, the applicable SIAP's will be altered to include "or GPS or FMS" in the title without otherwise reviewing or modifying the procedure. (Once a stand alone GPS or FMS procedure is developed, the procedure title will be altered to remove "or GPS or FMS" from these non-localizer, non-precision instrument approach procedure titles.)

The FAA has determined through extensive analysis that current SIAP's intended for use by Area Navigation (RNAV) equipped aircraft can be flown by aircraft utilizing various other types

of navigational equipment. In consideration of the above, those SIAP's currently designated as "RNAV" will be redesignated as "VOR/DME RNAV" without otherwise reviewing or modifying the SIAP's.

Because of the close and immediate relationship between these SIAP's 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 January 18, 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 as follows:

### PART 97—STANDARD INSTRUMENT APPROACH PROCEDURES

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

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

2. Amend 97.23, 97.27, 97.33 and 97.35, as appropriate, by adding, revising, or removing the following SIAP's, effective at 0901 UTC on the dates specified:

*Effective February 21, 2002*

Sacramento, CA, Sacramento Mather,  
VOR or GPS RWY 4R, Orig-C,  
CANCELLED

Sacramento, CA, Sacramento Mather,  
VOR RWY 4R, Orig-C  
Sacramento, CA, Sacramento Mather,  
VOR/DME or GPS RWY 22L, Orig-C,  
CANCELLED  
Sacramento, CA, Sacramento Mather,  
VOR/DME RWY 22L, Orig-C  
Santa Ana, CA, John Wayne Airport-  
Orange County, NDB or GPS RWY 1L,  
Amdt 1A, CANCELLED  
Santa Ana, CA, John Wayne Airport-  
Orange County, NDB RWY 1L, Amdt  
1A  
Santa Ana, CA, John Wayne Airport-  
Orange County, NDB or GPS RWY  
19R, Amdt 1, CANCELLED  
Santa Ana, CA, John Wayne Airport-  
Orange County, NDB RWY 19R, Amdt  
1  
Fort Lauderdale, FL, Fort Lauderdale-  
Hollywood Intl, NDB or GPS RWY 13,  
Amdt 15, CANCELLED  
Fort Lauderdale, FL, Fort Lauderdale-  
Hollywood Intl, NDB RWY 13, Amdt  
15  
Fort Lauderdale, FL, Fort Lauderdale-  
Hollywood Intl, VOR or GPS RWY  
27R, Amdt 11, CANCELLED  
Fort Lauderdale, FL, Fort Lauderdale-  
Hollywood Intl, VOR RWY 27R, Amdt  
11  
Atlanta, GA, The William B. Hartsfield  
Atlanta Intl, VOR or GPS RWY 27L,  
Amdt 4A, CANCELLED  
Atlanta, GA, The William B. Hartsfield  
Atlanta Intl, VOR RWY 27L, Amdt 4A  
Kahului, HI, Kahului, NDB/DME or GPS  
RWY 2, Amdt 2A, CANCELLED  
Kahului, HI, Kahului, NDB/DME RWY  
2, Amdt 2A  
Pella, IA, Pella Muni, NDB or GPS RWY  
34, Amdt 7, CANCELLED  
Pella, IA, Pella Muni, NDB RWY 34,  
Amdt 7  
Chicago, IL, Chicago Midway, NDB or  
GPS RWY 4R, Amdt 12C,  
CANCELLED  
Chicago, IL, Chicago Midway, NDB  
RWY 4R, Amdt 12C  
Marks, MS, Sels, NDB or GPS RWY 2,  
Amdt 4, CANCELLED  
Marks, MS, Sels, NDB RWY 2, Amdt 4  
West Point, MS, McCharen Field, VOR/  
DME RNAV or GPS RWY 36, Amdt  
3A, CANCELLED  
West Point, MS, McCharen Field, VOR/  
DME RNAV RWY 36, Amdt 3A  
Kalispell, MT, Glacier Park Intl, VOR or  
GPS RWY 30, Amdt 9A, CANCELLED  
Kalispell, MT, Glacier Park Intl, VOR  
RWY 30, Amdt 9A  
Asheville, NC, Asheville Regional, NDB  
or GPS RWY 16, Amdt 15B,  
CANCELLED  
Asheville, NC, Asheville Regional, NDB  
RWY 16, Amdt 15B  
Asheville, NC, Asheville Regional, NDB  
or GPS RWY 34, Amdt 18C,  
CANCELLED

Asheville, NC, Asheville Regional, NDB RWY 34, Amdt 18C  
 Monroe, NC, Monroe, NDB or GPS RWY 5, Amdt 2C, CANCELLED  
 Monroe, NC, Monroe, NDB RWY 5, Amdt 2C  
 Newark, NJ, Newark Intl, NDB or GPS RWY 4L, Amdt 10A, CANCELLED  
 Newark, NJ, Newark Intl, NDB RWY 4L, Amdt 10A  
 Newark, NJ, Newark Intl, NDB or GPS RWY 4R, Amdt 6A, CANCELLED  
 Newark, NJ, Newark Intl, NDB RWY 4R, Amdt 6A  
 Albuquerque, NM, Albuquerque Intl Sunport, NDB or GPS RWY 35, Amdt 7B, CANCELLED  
 Albuquerque, NM, Albuquerque Intl Sunport, NDB RWY 35, Amdt 7B  
 Medford, OR, Medford/Rouge Valley Intl-Medford, VOR/DME or GPS RWY 14, Amdt 4, CANCELLED  
 Medford, OR, Medford/Rouge Valley Intl-Medford, VOR/DME RWY 14, Amdt 4  
 Harrisburg, PA, Harrisburg Intl, VOR or GPS RWY 31, Amdt 1, CANCELLED  
 Harrisburg, PA, Harrisburg Intl, VOR RWY 31, Amdt 1  
 Madisonville, TX, Madisonville Muni, VOR/DME or GPS RWY 18, Amdt 1, CANCELLED  
 Madisonville, TX, Madisonville Muni, VOR/DME RWY 18, Amdt 1  
 Roanoke, VA, Roanoke Regional/Woodrum Field, NDB or GPS RWY 33, Amdt 9, CANCELLED  
 Roanoke, VA, Roanoke Regional/Woodrum Field, NDB RWY 33, Amdt 9

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## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### 14 CFR Part 97

[Docket No. 30291; Amdt. No. 2089]

#### 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, US 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: 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 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 of 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