

been eliminated, the request should include specific proposed actions to address it.

Compliance

Compliance with this AD is required as indicated.

To prevent an LPT conical support from remaining in service beyond its certified cyclic life limit, which could result in an uncontained engine failure and damage to the airplane, accomplish the following:

(a) Remove LPT conical support, P/N 337-002-407-0, at or before accumulating 9,350 cycles-since-new (CSN) and replace with a serviceable part.

(b) After the effective date of this AD, do not install any LPT conical support, P/N 337-002-407-0 with 9,350 CSN or greater, into CFM56-5C4/1 model engines.

(c) This AD reestablishes the certified cyclic life limit for LPT conical support, P/N 337-002-407-0, which was published incorrectly in the Time Limits Section of Chapter 5 of the CFM56-5C Engine Shop Manual. This Manual will be revised to correct this error. Thereafter, except as provided in paragraph (d) of this AD, no alternative cyclic retirement life limits may be approved for LPT conical support, P/N 337-002-407-0.

Alternative Methods of Compliance

(d) 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, Engine Certification Office (ECO). Operators must submit their requests through an appropriate FAA Principal Maintenance Inspector, who may add comments and then send it to the Manager, ECO.

Note 2: Information concerning the existence of approved alternative methods of compliance with this airworthiness directive, if any, may be obtained from the ECO.

Effective Date of This AD

(e) This amendment becomes effective on September 7, 2001.

Issued in Burlington, Massachusetts, on August 15, 2001.

Jay J. Pardee,

Manager, Engine and Propeller Directorate,
Aircraft Certification Service.

[FR Doc. 01-21221 Filed 8-22-01; 8:45 am]

BILLING CODE 4910-13-P

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 97

[Docket No. 30265; Amdt. No. 2066]

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: 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 August 17, 2001.

Nicholas A. Sabatini,

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).

§§ 97.23, 97.25, 97.27, 97.29, 97.31, 97.33, AND 97.35— [Amended]

2. Part 97 is amended to read as follows:

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
07/24/01	NM	Albuquerque	Albuquerque Intl Sunport	1/7485	ILS Rwy 3, Orig—C
07/30/01	LA	Ryan Field	Baton Rouge Metropolitan	1/7666	ILS Rwy 13, Amdt 26
07/30/01	LA	Baton Rouge	Baton Rouge Metropolitan	1/7666	ILS Rwy 13, Amdt 26
08/01/01	TX	Fort Worth	Fort Worth Alliance	1/7760	RNAV (GPS) Rwy 34R, Orig
08/01/01	TX	Fort Worth	Fort Worth Alliance	1/7761	RNAV (GPS) Rwy 16L, Orig
08/01/01	TX	Fort Worth	Fort Worth Alliance	1/7768	ILS Rwy 34R, Amdt 4
08/01/01	TX	Fort Worth	Fort Worth Alliance	1/7769	ILS Rwy 16L, Amdt 5
08/02/01	WI	Oshkosh	Wittman Regional	1/7800	LOC/DME BC Rwy 18, Amdt 6A
08/02/01	WV	Charleston	Yeager	1/7841	ILS Rwy 23, Amdt 28
08/02/01	WV	Charleston	Yeager	1/7843	VOR or GPS—A, Amdt 12
08/03/01	IL	Mount Vernon	Mount Vernon	1/7866	VOR Rwy 5, Amdt 16A
08/03/01	MI	Manistee	Manistee County-Blacker	1/7869	ILS Rwy, Orig
08/03/01	OK	Oklahoma City	Will Rogers World	1/7878	NDB Rwy 17R, Amdt 24A
08/06/01	CA	Sacramento	Sacramento Mather	1/7945	VOR or GPS Rwy 4R, Orig—B
08/06/01	CA	Sacramento	Sacramento Mather	1/7950	ILS Rwy 22L, Amdt 1A
08/06/01	MD	Churchville	Harford County	1/7952	GPS Rwy 10, Orig
08/06/01	MD	Churchville	Harford County	1/7953	VOR/DME—A, Amdt 1
08/06/01	NV	Las Vegas	Las Vegas/McCarran Intl	1/7969	VOR/DME—A, Orig—A
08/06/01	UT	Provo	Provo Muni	1/7971	GPS Rwy 13, Orig
08/06/01	UT	Provo	Provo Muni	1/7972	VOR Rwy 13, Amdt 2
08/06/01	WV	Charleston	Yeager	1/7975	ILS Rwy 5, Amdt 4A
08/06/01	WV	Charleston	Yeager	1/7976	VOR/DME RNAV or GPS Rwy 33, Amdt 2
08/06/01	WV	Charleston	Yeager	1/7977	VOR/DME RNAV or GPS Rwy 15, Amdt 2
08/07/01	WA	Hoquiam	Bowerman	1/8001	VOR or GPS Rwy 6, Amdt 14
08/07/01	WA	Hoquiam	Bowerman	1/8002	ILS/DME Rwy 24, Amdt 1
08/07/01	WA	Hoquiam	Bowerman	1/8003	VOR/DME or GPS Rwy 24, Amdt 5
08/07/01	IL	Salem	Salem-Leckrone	1/8012	RNAV (GPS) Rwy 18, Orig
08/07/01	IL	Salem	Salem-Leckrone	1/8013	RNAV (GPS) Rwy 36, Orig
08/07/01	IL	Salem	Salem-Leckrone	1/8014	NDB Rwy 18, Amdt 10
08/08/01	SC	Myrtle Beach	Myrtle Beach Intl	1/8042	ILS Rwy 17, Amdt 1B
08/08/01	SC	Myrtle Beach	Myrtle Beach Intl	1/8043	ILS Rwy 35, Amdt 1A
08/08/01	SC	Myrtle Beach	Myrtle Beach Intl	1/8044	VOR/DME or GPS—A, Orig—A
08/08/01	SC	Myrtle Beach	Myrtle Beach Intl	1/8045	RNAV (GPS) Rwy 17, Orig—B
08/08/01	SC	Myrtle Beach	Myrtle Beach Intl	1/8046	RNAV (GPS) Rwy 35, Orig—A
08/08/01	SC	Myrtle Beach	Myrtle Beach Intl	1/8047	Radar—1, Orig—B
08/08/01	NE	Scribner	Scribner State	1/8059	VOR Rwy 35, Amdt 1
08/08/01	NE	Freemont	Freemont Muni	1/8060	VOR Rwy 13, Orig—C
08/08/01	IA	Ottumwa	Ottumwa Industrial	1/8071	LOC/DME BC Rwy 13, Amdt 3
08/09/01	IL	Mattoon-Charleston	Coles County Memorial	1/8079	VOR or GPS Rwy 24, Amdt 10C
08/09/01	RI	Providence	Theodore Francis Green State	1/8089	GPS Rwy 16, Orig—A
08/09/01	RI	Providence	Theodore Francis Green State	1/8090	VOR/DME Rwy 16, Amdt 4A
08/09/01	RI	Providence	Theodore Francis Green State	1/8091	VOR/DME Rwy 34, Amdt 5B
08/09/01	RI	Providence	Theodore Francis Green State	1/8092	VOR or GPS Rwy 34, Amdt 4A
08/09/01	RI	Providence	Theodore Francis Green State	1/8093	VOR Rwy 5R, Amdt 13B

FDC Date	State	City	Airport	FDC No.	Subject
08/09/01	RI	Providence	Theodore Francis Green State	1/8094	NDB Rwy 5R, Amdt 15B
08/09/01	RI	Providence	Theodore Francis Green State	1/8095	ILS Rwy 23L, Amdt 4A
08/09/01	RI	Providence	Theodore Francis Green State	1/8096	VOR/DME or GPS Rwy 23L, Amdt 6C
08/09/01	RI	Providence	Theodore Francis Green State	1/8097	ILS/DME Rwy 34, Amdt 9A
08/09/01	PR	Aguadilla	Rafael Hernandez	1/8104	VOR/DME Rwy 8, Amdt 1
08/09/01	PR	Aguadilla	Rafael Hernandez	1/8105	VOR Rwy 8, Amdt 5A
08/09/01	OR	Eugene	Mahlon Sweet Field	1/8107	VOR/DME or TACAN Rwy 16, Amdt 4A
08/09/01	GA	Columbus	Columbus Metropolitan	1/8113	ILS Rwy 5, Amdt 24A
08/09/01	CA	Sacramento	Sacramento Mather	1/8122	VOR/DME or GPS Rwy 22L, Orig-B
08/10/01	IL	Greenwood/Wonder Lake	Galt Field	1/8168	RNAV (GPS)-B, Orig
08/10/01	TX	Waco	McGregor Executive	1/8169	VOR Rwy 17, Amdt 10
08/10/01	TX	Waco	McGregor Executive	1/8171	Radar-1, Amdt 1
08/13/01	TX	Fort Worth	Fort Worth Spinks	1/8281	VOR/DME RNAV Rwy 35L, Orig-A
08/13/01	TX	Fort Worth	Dallas-Fort Worth Intl	1/8289	ILS Rwy 17R, Amdt 20
08/13/01	TX	Fort Worth	Dallas-Fort Worth Intl	1/8290	Converging ILS Rwy 17R, Amdt 6
08/13/01	TX	Fort Worth	Dallas-Fort Worth Intl	1/8291	Converging ILS Rwy 35L, Amdt 1C
08/13/01	TX	Fort Worth	Dallas-Fort Worth Intl	1/8292	ILS Rwy 35L, Amdt 2B
08/14/01	RI	Pawtucket	North Central State	1/8318	VOR or GPS-A, Amdt 6
08/14/01	SC	Pickens	Pickens County	1/8321	VOR/DME or GPS-A, Orig-C

[FR Doc. 01-21295 Filed 8-22-01; 8:45 am]

BILLING CODE 4910-13-M

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 97

[Docket No. 30264; Amdt. No. 2065]

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, 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.