

per Rockwell Collins Air Transport Systems Overhaul Manual with Illustrated Parts List, Temporary Revision No. 34-44-00-38, dated April 20, 2000, are considered acceptable for compliance with paragraph (a) of this AD.

Replacement

(b) If the pulse width test required by paragraph (a) of this AD detects malfunction of a transponder, prior to further flight, perform the requirements specified in paragraph (b)(1) or (b)(2) of this AD, as applicable, in accordance with Rockwell Collins Service Bulletin 621A-3-34-21, Revision 1, dated November 14, 1975.

(1) For transponders having serial numbers up to and including 7192: Replace the transmitter tube and resistor with a new tube and resistor and repeat the pulse width test required by paragraph (a) of this AD.

(2) For transponders having serial numbers 7193 and subsequent: Replace the transmitter tube with a new tube and repeat the pulse width test required by paragraph (a) of this AD.

Note 4: Accomplishment of the replacement specified in paragraph (b)(1) or (b)(2) of this AD, as applicable, prior to the effective date of this AD, per Rockwell Collins Service Information Letter (SIL) 00-1, dated May 25, 2000, is acceptable for compliance with the applicable replacement required by paragraph (b)(1) or (b)(2) of this AD.

Repair

(c) If the follow-up pulse width test required by paragraph (b) of this AD detects malfunction of a transponder: Prior to further flight, repair the transponder in accordance with the applicable Mode C transponder component maintenance manual and airplane maintenance manual. If the repair information is not available in the applicable manual, prior to further flight, repair the transponder in accordance with a method approved by the Manager, Seattle Aircraft Certification Office (ACO), FAA.

Note 5: The airplane may be operated in accordance with the provisions and limitations specified in the FAA-approved Master Minimum Equipment List (MMEL), provided that only one Mode C transponder on the airplane is inoperative.

Reporting Requirement

(d) Submit a report of the results (both positive and negative) of the tests required by paragraphs (a) and (b) of this AD, at the applicable time specified in paragraph (d)(1) or (d)(2) of this AD, to: Elizabeth Zurcher, Aerospace Engineer, FAA, Seattle ACO, Systems and Equipment Branch, ANM-130S, 1601 Lind Avenue, SW., Renton, Washington 98055-4056; fax (425) 227-1181. The report must include the part number of the Mode C transponder(s) and whether corrective action was required. Information collection requirements contained in this regulation 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 pulse width test (using a bench check, if necessary) is

accomplished after the effective date of this AD: Submit the report within 60 days after performing the test required by paragraph (a) or (b) of this AD, as applicable.

(2) For airplanes on which the pulse width test has been accomplished prior to the effective date of this AD: Submit the report within 60 days after the effective date of this AD.

Alternative Methods of Compliance

(e) 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 or Avionics 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.

Special Flight Permits

(f) 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

(g) Except as provided by paragraph (c) of this AD: The actions shall be done in accordance with Rockwell Collins Air Transport Systems Overhaul Manual with Illustrated Parts List, Temporary Revision No. 34-44-00-38, dated April 20, 2000; and Rockwell Collins Service Bulletin 621A-3-34-21, Revision 1, dated November 14, 1975; as applicable. Revision 1 of Rockwell Collins Service Bulletin 621A-3-34-2 contains the following effective pages:

Page No.	Revision level shown on page	Date shown on page
1, 4	1	Nov. 14, 1975.
2, 3, 5/6	Original	June 15, 1975.

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 Rockwell Collins, Inc., 400 Collins Road NE; Cedar Rapids, Iowa 52498. 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

(h) This amendment becomes effective on April 26, 2002.

Issued in Renton, Washington, on March 13, 2002.

Vi L. Lipski,

Manager, Transport Airplane Directorate, Aircraft Certification Service.

[FR Doc. 02-6793 Filed 3-21-02; 8:45 am]

BILLING CODE 4910-13-P

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 97

[Docket No. 30301; Amdt. No. 2098]

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

The 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 15, 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 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
02/25/02	MI	HOWELL	LIVINGSTON COUNTY	2/1650	NDB RWY 13, AMDT 2
02/26/02	MI	PORT HURON	ST. CLAIR COUNTY INTL	2/1665	NDB OR GPS RWY 4, AMDT 3
02/26/02	MI	PORT HURON	ST. CLAIR COUNTY INTL	2/1666	VOR/DME RNAV OR GPS RWY 22, AMDT 2
02/26/02	MI	PORT HURON	ST. CLAIR COUNTY INTL	2/1667	VOR/DME OR GPS-A, AMDT 7
02/26/02	MI	PORT HURON	ST. CLAIR COUNTY INTL	2/1670	ILS RWY 4, AMDT 3
02/27/02	WY	GREYBULL	SOUTH BIG HORN COUNTY	2/1755	NDB OR GPS RWY 33, AMDT 1
02/27/02	WY	RIVERTON	RIVERTON REGIONAL	2/1756	VOR RWY 28, AMDT 8A
02/28/02	TN	DAYTON	MARK ANTON	2/1777	NDB OR GPS RWY 3, AMDT 1
02/28/02	CA	STOCKTON	STOCKTON METROPOLITAN	2/1778	VOR RWY 29R AMDT 18

FDC Date	State	City	Airport	FDC No.	Subject
02/28/02	HI	HILO	HILO INTL	2/1789	ILS RWY 26, AMDT 12
03/01/02	HI	HONOLULU	HONOLULU INTL	2/1811	ILS RWY 4R, AMDT 11A
03/04/02	FL	PENSACOLA	PENSACOLA REGIONAL	2/1885	VOR RWY 8, AMDT 3A
03/04/02	GA	LAWRENCEVILLE	GWINNETT COUNTY-BRISCOE FIELD.	2/1889	NDB OR GPS RWY 25, ORIG-B
03/04/02	GA	LAWRENCEVILLE	GWINNETT COUNTY-BRISCOE FIELD.	2/1891	ILS RWY 25, AMDT 1A
03/04/02	CT	WILLIMANTIC	WINDHAM	2/1904	LOC RWY 27, AMDT 2
03/04/02	CT	WILLIMANTIC	WINDHAM	2/1905	VOR OR GPS-A, AMDT 8
03/06/02	NY	BINGHAMTON	BINGHAMTON REGIONAL/EDWIN A. LINK FIELD.	2/1950	ILS RWY 16, AMDT 6A
03/06/02	CA	SACRAMENTO	SACRAMENTO INTL	2/1969	ILS RWY 16R, AMDT 13B
03/06/02	CA	SACRAMENTO	SACRAMENTO INTL	2/2010	ILS RWY 34L, AMDT 5B
03/06/02	CA	SACRAMENTO	SACRAMENTO INTL	2/2012	NDB OR GPS RWY 34L, AMDT 4A
03/06/02	CA	SACRAMENTO	SACRAMENTO INTL	2/2014	NDB OR GPS RWY 34, ORIG-A
03/07/02	TN	CLARKSVILLE	OUTLAW FIELD	2/1991	LOC RWY 35, AMDT 5D
03/07/02	TN	CLARKSVILLE	OUTLAW FIELD	2/1992	NDB OR GPS RWY 35, AMDT 5D
03/07/02	TN	CLARKSVILLE	OUTLAW FIELD	2/1993	VOR RWY 35, AMDT 15C
03/07/02	NY	OLEAN	CATTARAUGUS COUNTY-OLEAN ...	2/2005	VOR/DME RNAV RWY 22, AMDT 4A
03/07/02	NY	OLEAN	CATTARAUGUS COUNTY-OLEAN ...	2/2006	LOC RWY 22, AMDT 5
03/07/02	NY	OLEAN	CATTARAUGUS COUNTY-OLEAN ...	2/2007	NDB RWY 22, AMDT 12
03/07/02	NY	OLEAN	CATTARAUGUS COUNTY-OLEAN ...	2/2009	GPS RWY 22, ORIG
03/07/02	NY	WELLSVILLE	WELLSVILLE MUNI ARTP, TARANTINE FLD.	2/2015	NDB OR GPS RWY 28, AMDT 6A
03/07/02	NY	WELLSVILLE	WELLSVILLE MUNI ARPT, TARANTINE FLD.	2/2016	VOR OR GPS-A, AMDT 5A
03/07/02	NY	WELLSVILLE	WELLSVILLE MUNI ARPT, TARANTINE FLD.	2/2017	LOC RWY 28, AMDT 3A
03/11/02	GA	ATLANTA	DEKALB-PEACHTREE	2/2083	ILS RWY 20L, AMDT 7B
03/11/02	GA	ATLANTA	DEKALB-PEACHTREE	2/2084	VOR/DME OR GPS RWY 20L, AMDT 1A
03/11/02	GA	ATLANTA	THE WILLIAM B. HARTSFIELD AT- LANTA INTL.	2/2089	RNAV (GPS) RWY 27L, ORIG
03/12/02	SD	RAPID CITY	RAPID CITY REGIONAL	2/2120	ILS RWY 32, AMDT 17A
03/12/02	SD	RAPID CITY	RAPID CITY REGIONAL	2/2121	VOR OR TACAN RWY 32, AMDT 24B
03/12/02	SD	RAPID CITY	RAPID CITY REGIONAL	2/2122	NDB RWY 32, AMDT 3B
03/12/02	SD	RAPID CITY	RAPID CITY REGIONAL	2/2123	VOR OR TACAN RWY 14, ORIG-B
03/12/02	SD	RAPID CITY	RAPID CITY REGIONAL	2/2124	RNAV (GPS) RWY 14, ORIG
03/12/02	SD	RAPID CITY	RAPID CITY REGIONAL	2/2125	RNAV (GPS) RWY 32, ORIG-A
03/13/02	AK	TALKEETNA	TALKEETNA	2/2142	VOR-A, AMDT 9B
03/13/02	AK	TALKEETNA	TALKEETNA	2/2143	GPS RWY 35, ORIG-A
03/13/02	AK	TALKEETNA	TALKEETNA	2/2143	VOR/DME RWY 36, AMDT 1B
03/13/02	TN	FAYETTEVILLE	FAYETTEVILLE MUNI	2/2164	NDB RWY 20, AMDT 3B
03/13/02	TN	FAYETTEVILLE	FAYETTEVILLE MUNI	2/2169	GPS RWY 2, ORIG
03/13/02	TN	FAYETTEVILLE	FAYETTEVILLE MUNI	2/2170	GPS RWY 20, ORIG
03/13/02	GA	METTER	METTER MUNI	2/2172	NDB OR GPS RWY 10, AMDT 2
03/13/02	TN	FAYETTEVILLE	FAYETTEVILLE MUNI	2/2175	SDF RWY 20, AMDT 2B
02/13/02	TN	FAYETTEVILLE	FAYETTEVILLE MUNI	2/2178	VOR/DME RWY 2, ORIG-B
03/13/02	ND	FARGO	HECTOR INTL	2/2184	VOR OR TACAN RWY 35, AMDT 12B
03/13/02	ND	FARGO	HECTOR INTL	2/2185	HI-VOR OR TACAN RWY 35, ORIG
03/07/02	NY	OLEAN	CATTARAUGUS COUNTY-OLEAN ...	2/2008	GPS RWY 4, ORIG

[FR Doc. 02-6968 Filed 3-21-02; 8:45 am]

BILLING CODE 4910-13-M

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 97

[Docket No. 30300; Amdt. No. 2097]

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.

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 March 15, 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 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: