

fasteners) in accordance with the service bulletin, except as required by paragraph (d) of this AD.

(b) Perform a rotating probe inspection to detect cracking of the applicable attachment holes in the horizontal flange of the internal corner angle fitting of frame FR47, in accordance with Airbus Service Bulletin A300-57-6086, dated June 6, 2000. Do the inspection at the applicable time specified by the service bulletin, except as required by paragraph (e) of this AD. Repeat the inspection thereafter at intervals not to exceed the applicable interval specified in the service bulletin, except that all touch-and-go landings must be counted in determining the total number of flight cycles between consecutive inspections.

(1) If no cracking is detected: Prior to further flight, install new fasteners in accordance with the service bulletin.

(2) If any cracking is detected: Prior to further flight, perform applicable corrective actions (including inspecting hole T, reaming the holes, and installing oversize fasteners) in accordance with the service bulletin, except as required by paragraph (d) of this AD.

Modification

(c) Modify the left and right internal angle fittings of the wing center box. The modification includes performing a rotating probe inspection to detect cracking, repairing cracks, cold expanding holes, and installing medium interference fitting bolts. Perform the modification in accordance with and at the applicable time specified by paragraph 1.B.(4), Accomplishment Timescale, of

Airbus Service Bulletin A300-57-6050, Revision 02, dated February 10, 2000; except as required by paragraphs (d) and (e) of this AD.

Note 2: Modification prior to the effective date of this AD in accordance with Airbus Service Bulletin A300-57-6050, dated September 9, 1994, or Revision 01, dated May 31, 1999, is acceptable for compliance with the requirements of paragraph (c) of this AD.

Exceptions to Specifications in Service Bulletins

(d) If any crack is detected during any inspection required by paragraph (b) or (c) of this AD, and the applicable service bulletin specifies to contact the manufacturer for disposition of certain corrective actions: Prior to further flight, repair in accordance with a method approved by either the Manager, International Branch, ANM-116, FAA, Transport Airplane Directorate, or the Direction Générale de l'Aviation Civile (DGAC) (or its delegated agent).

(e) Where the service bulletins specified in paragraphs (a), (b), and (c) of this AD specify a grace period relative to receipt of the service bulletin, this AD requires compliance within the applicable grace period following the effective date of this AD, if the threshold has been exceeded.

Alternative Methods of Compliance

(f)(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,

International Branch, ANM-116. Operators shall submit their requests through an appropriate FAA Principal Maintenance Inspector, who may add comments and then send it to the Manager, International Branch, ANM-116.

(2) Alternative methods of compliance, approved previously in accordance with AD 97-16-06, amendment 39-10097, are approved as alternative methods of compliance with the applicable requirements of this AD.

Note 3: Information concerning the existence of approved alternative methods of compliance with this AD, if any, may be obtained from the International Branch, ANM-116.

Special Flight Permits

(g) 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

(h) Except as required by paragraph (d) of this AD: The actions shall be done in accordance with Airbus Service Bulletin A300-57-6049, Revision 4, dated July 27, 2000; Airbus Service Bulletin A300-57-6086, dated June 6, 2000; and Airbus Service Bulletin A300-57-6050, Revision 02, dated February 10, 2000; as applicable. Revision 02 of Airbus Service Bulletin A300-57-6050 contains the following effective pages:

Page number	Revision level shown on page	Date shown on page
1, 4, 8, 9, 17-32, 41, 42, 57, 58, 61-63, 75, 77	02	February 10, 2000.
2, 3, 5-7, 10-12, 33, 34, 37, 38, 47, 59, 60, 76	01	May 31, 1999.
13-16, 35, 36, 39, 40, 43-46, 48-56, 64-74	Original	September 9, 1994.

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 Airbus Industrie, 1 Rond Point Maurice Bellonte, 31707 Blagnac Cedex, France. 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.

Note 4: The subject of this AD is addressed in French airworthiness directive 2000-533-328(B), dated December 27, 2000.

Effective Date

(i) This amendment becomes effective on July 8, 2002.

Issued in Renton, Washington, on May 22, 2002.

Ali Bahrami,

Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.
[FR Doc. 02-13422 Filed 5-31-02; 8:45 am]

BILLING CODE 4910-13-P

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 97

[Docket No. 30311; Amdt. No. 3007]

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 operation 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 provide 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 Printed 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) 954-4165.

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 of 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 May 26, 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:

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

By amending: § 97.23 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; § 97.35 COPTER SIAPs, identified as follows:

* * * *Effective June 13, 2002*

San Francisco, CA, San Francisco Intl, ILS RWY 19L, Amdt 2
 San Francisco, CA, San Francisco Intl, ILS RWY 28L, Amdt 21
 San Francisco, CA, San Francisco Intl, ILS RWY 28R, Amdt 10
 San Francisco, CA, San Francisco Intl, RNAV (GPS) Y RWY 10R, Orig
 San Francisco, CA, San Francisco Intl, RNAV (GPS) Z RWY 10R, Orig
 San Francisco, CA, San Francisco Intl, RNAV (GPS) Y RWY 19L, Orig
 San Francisco, CA, San Francisco Intl, RNAV (GPS) Z RWY 19L, Orig
 San Francisco, CA, San Francisco Intl, RNAV (GPS) Y RWY 19R, Orig
 San Francisco, CA, San Francisco Intl, RNAV (GPS) Z RWY 19R, Orig
 San Francisco, CA, San Francisco Intl, GPS RWY 19L, Orig, CANCELLED
 San Francisco, CA, San Francisco Intl, RNAV (GPS) RWY 28L, Orig
 San Francisco, CA, San Francisco Intl, RNAV (GPS) RWY 28R, Amdt 1
 Orlando, FL, Orlando Intl, ILS RWY 17, Amdt 3
 Orlando, FL, Orlando Intl, ILS RWY 18R, Amdt 6
 Orlando, FL, Orlando Intl, ILS RWY 35, Amdt 4
 Orlando, FL, Orlando Intl, ILS RWY 36R, Amdt 7
 Orlando, FL, Orlando Intl, RNAV (GPS) RWY 18L, Orig
 Orlando, FL, Orlando Intl, GPS RWY 36L, Amdt 1B, CANCELLED
 Orlando, FL, Orlando Intl, RNAV (GPS) RWY 17, Orig
 Orlando, FL, Orlando Intl, RNAV (GPS) RWY 18R, Orig
 Orlando, FL, Orlando Intl, RNAV (GPS) RWY 35, Orig
 Orlando, FL, Orlando Intl, RNAV (GPS) RWY 36L, Orig
 Orlando, FL, Orlando Intl, RNAV (GPS) RWY 36R, Orig
 Honolulu, HI, Honolulu Intl, RNAV (GPS) RW 4L, Orig
 Honolulu, HI, Honolulu Intl, RNAV (GPS) RWY 4R, Orig

Honolulu, HI, Honolulu Intl, RNAV (GPS) RWY 8L, Orig
 Honolulu, HI, Honolulu Intl, RNAV (GPS) RWY 8R, Orig
 Newburgh, NY, Stewart Intl, ILS RWY 27, Orig
 Cleveland, OH, Cleveland-Hopkins Intl, ILS RWY 6R, Amdt 17
 Cleveland, OH, Cleveland-Hopkins Intl, RNAV (GPS) RWY 28, Orig
 Cleveland, OH, Cleveland-Hopkins Intl, RNAV (GPS) RWY 10, Orig
 Cleveland, OH, Cleveland-Hopkins Intl, RNAV (GPS) Z RWY 6R, Orig
 Cleveland, OH, Cleveland-Hopkins Intl, RNAV (GPS) Y RWY 6R, Orig
 Cleveland, OH, Cleveland-Hopkins Intl, RNAV (GPS) RWY 24L, Orig
 Houston, TX, George Bush Intercontinental Arpt/Houston, ILS RWY 15R, Orig
 Houston, TX, George Bush Intercontinental Arpt/Houston, RNAV (GPS) RWY 15R, Orig
 Houston, TX, George Bush Intercontinental Arpt/Houston, ILS RWY 15L, Amdt 12, CANCELLED
 Houston, TX, George Bush Intercontinental Arpt/Houston, RNAV (GPS) RWY 15L, Orig, CANCELLED
 Houston, TX, George Bush Intercontinental Arpt/Houston, VOR/DME RWY 15L, Amdt 16, CANCELLED

* * * Effective August 8, 2002

Pahokee, FL, Palm Beach County Glades, VOR/DME-A, Orig
 Pahokee, FL, Palm Beach County Glades, VOR OR GPS RWY 17, Amdt 8A, CANCELLED
 Huntingburg, IN, Huntingburg, VOR RWY 9, Amdt 4
 Baton Rouge, LA, Baton Rouge Metro Ryan Field, ILS RWY 13, Amdt 27
 Aurora, OR, Aurora State, NDB RWY 17, Amdt 1, CANCELLED
 Memphis, TN, Memphis Intl, RADAR-1, Amdt 39, CANCELLED
 Temple, TX, Draughon-Miller Central Texas Region, LOC BC RWY 33, Amdt 4
 [FR Doc. 02-13817 Filed 5-31-02; 8:45 am]

BILLING CODE 4910-13-M

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 97

[Docket No. 30312; Amdt. No. 3008]

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.

Incorporated 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,