

TABLE 1.—PART NUMBERS AND REPLACEMENT LIFE LIMITS—Continued

For model—	Replace Servo-Controls having the following part numbers with new parts having the same part numbers:	Replace before—
(2) A340 series airplanes	(iv) 3337457–59 and –60 (inboard)	60,000 flight hours. This is a temporary and life limit; if the operator wants to use the parts beyond 60,000 flight hours the accumulated flight hours of the parts since their origin must be tracked and a request submitted for an alternative method of compliance in accordance with paragraph (d) of this AD.
	(v) 3337458–30, 31, –34, –35, 36, –37, and –38 (outboard).	21,000 flight cycles or 32,000 flight hours, whichever occurs first.
	(vi) 3337458–59 and –60 (outboard)	60,000 flight hours. This is a temporary life limit; if the operator wants to use the parts beyond 60,000 flight hours the accumulated flight hours of the parts since their origin must be tracked and a request submitted for an alternative method of compliance in accordance with paragraph (d) of this AD.
	(i) 3337457–21, –22, and –23 (inboard)	9,000 flight hours.
	(ii) 3337457–25, –26, and –27 (inboard)	27,000 flight hours.
	(iii) 3337457–30, –31, –34, –35, 36, –37, and –38 (inboard).	16,400 flight cycles or 65,600 flight hours, whichever occurs first.
	(iv) 3337457–59 and –60 (inboard)	80,000 flight hours. This is a temporary and life limit; if the operator wants to use the parts beyond 80,000 flight hours the accumulated flight hours of the parts since their origin must be tracked and a request submitted for an alternative method of compliance in accordance with paragraph (d) of this AD.
	(v) 3337458–30, 31, –34, –35, 36, –37, and –38 (outboard).	16,400 flight cycles or 65,600 flight hours, whichever occurs first.
	(vi) 3337458–59 and –60 (outboard)	80,000 flight hours. This is a temporary life limit and if the operator wants to use the parts beyond 80,000 flight hours must track the accumulated flight hours of the parts since their origin and request approval for an alternative method of compliance in accordance with paragraph (d) of this AD.

(c) Except as provided by paragraph (d) of this AD: After the actions specified in paragraphs (a) and (b) of this AD have been accomplished, no alternative life limits may be approved for the components specified in paragraph (b) of this AD.

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

Note 2: 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

(e) 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.

Note 3: The subject of this AD is addressed in French airworthiness directives 2001–529(B) and 2001–530(B), both dated November 14, 2001.

Effective Date

(f) This amendment becomes effective on August 18, 2003.

Issued in Renton, Washington, on July 7, 2003.

Ali Bahrami,

Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.

[FR Doc. 03–17694 Filed 7–11–03; 8:45 am]

BILLING CODE 4910–13–P

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 97

[Docket No. 30376; Amdt. No. 3065]

Standard Instrument Approach Procedures; Miscellaneous Amendments

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Final rule.

SUMMARY: This amendment establishes, amends, suspends, 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: This rule is effective July 14, 2003. The compliance date for each SIAP is specified in the amendatory provisions.

The incorporation by reference of certain publications listed in the regulations is approved by the Director of the Federal Register as of July 14, 2003.

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;

3. The Flight Inspection Area Office which originated the SIAP; or,
4. The Office of Federal Register, 800 North Capitol Street, NW., Suite 700, Washington, DC.

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 amendment 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 required 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 condition 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, Incorporation by reference, and Navigation (Air).

Issued in Washington, DC on July 3, 2003.

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 continues to read as follows:

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

■ 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, 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 August 7, 2003

Oakland, CA, Metropolitan Oakland Intl, VOR/DME RWY 29, Amdt 1
Athens (Albany), OH, Ohio University Snyder Field, ILS OR LOC RWY 25, Amdt 1

Effective September 4, 2003

Frederick, MD, Frederick Muni, RNAV (GPS) 23, Amdt 1
Eliot, ME, Littlebrook Air Park, VOR-A, Amdt 2
Eliot, ME, Littlebrook Air Park, NDB-B, Amdt 1
Eliot, ME, Littlebrook Air Park, RNAV (GPS) RWY 30, Orig
Eliot, ME, Littlebrook Air Park, GPS RWY 30, Orig, CANCELLED
Bozeman, MT, Gallatin Field, RNAV (GPS)-A, Orig
Wayne, NE, Wayne Muni, NDB OR GPS RWY 22, Amdt 3A, CANCELLED
Lumberton, NJ, Flying W, RNAV (GPS) RWY 1, Orig
Lumberton, NJ, Flying W, RNAV (GPS) RWY 19, Orig
Lumberton, NJ, Flying W, VOR-A, Amdt 3
Lumberton, NJ, Flying W, GPS RWY 1, Orig, CANCELLED
Lumberton, NJ, Flying W, GPS RWY 19, Orig, CANCELLED
Shelby, OH, Shelby Community, VOR-A, Amdt 5
Poteau, OK, Robert S. Kerr, RNAV (GPS) RWY 18, Orig
Poteau, OK, Robert S. Kerr, RNAV (GPS) RWY 36, Orig
Poteau, OK, Robert S. Kerr, GPS RWY 18, Orig, CANCELLED
Poteau, OK, Robert S. Kerr, GPS RWY 36, Orig, CANCELLED
Pittsburgh, PA, Allegheny County, ILS RWY 10, Amdt 5
Pittsburgh, PA, Allegheny County, RNAV (GPS) RWY 5, Amdt 2
Pittsburgh, PA, Allegheny County, RNAV (GPS) Y RWY 10, Orig

Pittsburgh, PA, Allegheny County, RNAV (GPS) Z RWY 10, Amdt 2
 Pittsburgh, PA, Allegheny County, RNAV (GPS) RWY 28, Amdt 2
 Pittsburgh, PA, Pittsburgh International, ILS RWY 10L, Amdt 25
 Pittsburgh, PA, Pittsburgh International, ILS RWY 10R, Amdt 10
 Pittsburgh, PA, Pittsburgh International, ILS RWY 10C, Orig, CANCELLED
 Pittsburgh, PA, Pittsburgh International, ILS RWY 28L, Amdt 8
 Pittsburgh, PA, Pittsburgh International, ILS RWY 28R, Amdt 8
 Pittsburgh, PA, Pittsburgh International, ILS RWY 28C, Orig, CANCELLED
 Pittsburgh, PA, Pittsburgh International, ILS RWY 32, Amdt 11
 Pittsburgh, PA, Pittsburgh International, Converging ILS RWY 28R, Amdt 3
 Pittsburgh, PA, Pittsburgh International, Converging ILS RWY 32, Amdt 4
 Pittsburgh, PA, Pittsburgh International, RNAV (GPS) RWY 10C, Amdt 2
 Pittsburgh, PA, Pittsburgh International, RNAV (GPS) RWY 10L, Amdt 2
 Pittsburgh, PA, Pittsburgh International, RNAV (GPS) RWY 10R, Amdt 2
 Pittsburgh, PA, Pittsburgh International, RNAV (GPS) Y RWY 14, Orig
 Pittsburgh, PA, Pittsburgh International, RNAV (GPS) Z RWY 14, Amdt 2
 Pittsburgh, PA, Pittsburgh International, RNAV (GPS) Y RWY 28C, Amdt 1
 Pittsburgh, PA, Pittsburgh International, RNAV (GPS) Z RWY 28C, Amdt 2
 Pittsburgh, PA, Pittsburgh International, RNAV (GPS) Y RWY 28L, Amdt 1
 Pittsburgh, PA, Pittsburgh International, RNAV (GPS) Z RWY 28L, Amdt 2
 Pittsburgh, PA, Pittsburgh International, RNAV (GPS) RWY 28R, Amdt 2
 Pittsburgh, PA, Pittsburgh International, RNAV (GPS) Y RWY 32, Amdt 1
 Pittsburgh, PA, Pittsburgh International, RNAV (GPS) Z RWY 32, Amdt 2
 Millington, TN, VOR/DME OR TACAN RWY 22, Amdt 1
 Pleasanton, TX, Pleasanton Muni, NDB-A, Amdt 5A, CANCELLED
 Pleasanton, TX, Pleasanton Muni, GPS RWY 34, Orig, CANCELLED
 Delavan, WI, Lake Lawn, RNAV (GPS) RWY 18, Orig
 Delavan, WI, Lake Lawn, RNAV (GPS) RWY 36, Orig
 Delavan, WI, Lake Lawn, NDB RWY 18, Orig
 Delavan, WI, Lake Lawn, NDB OR GPS RWY 18, Amdt 21, CANCELLED
 Necedah, WI, Necedah, RNAV (GPS) RWY 36, Orig
 Necedah, WI, Necedah, GPS RWY 36, Orig, CANCELLED

[FR Doc. 03-17654 Filed 7-11-03; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 97

[Docket No. 30377; Amdt. No. 3066]

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: This rule is effective July 14, 2003. The compliance date for each SIAP is specified in the amendatory provisions.

The incorporation by reference of certain publications listed in the regulations is approved by the Director of the Federal Register as of July 14, 2003.

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.
4. The Office of the Federal Register, 800 North Capitol Street, NW., Suite 700, Washington, DC.

For Purchase—Individual SIAP copies may be obtained from:

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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