

will not have a significant economic impact, positive or negative, on a substantial number of small entities under the criteria of the Regulatory Flexibility Act. A final evaluation has been prepared for this action and it is contained in the Rules Docket. A copy of it may be obtained from the Rules Docket at the location provided under the caption **ADDRESSES**.

**List of Subjects in 14 CFR Part 39**

Air transportation, Aircraft, Aviation safety, Incorporation by reference, Safety.

**Adoption of the Amendment**

Accordingly, pursuant to the authority delegated to me by the Administrator, the Federal Aviation Administration amends part 39 of the Federal Aviation Regulations (14 CFR part 39) as follows:

**PART 39—AIRWORTHINESS DIRECTIVES**

1. The authority citation for part 39 continues to read as follows:

**Authority:** 49 U.S.C. 106(g), 40113, 44701.

**§ 39.13 [Amended]**

2. Section 39.13 is amended by adding the following new airworthiness directive:

**2001-18-01 Airbus:** Amendment 39-12427. Docket 2000-NM-246-AD.

**Applicability:** Model A340-211 series airplanes modified by supplemental type certificate (STC) ST09092AC-D, certificated in any category.

**Note 1:** This AD applies to each airplane identified in the preceding applicability provision, regardless of whether it has been otherwise modified, altered, or repaired in the area subject to the requirements of this AD. For airplanes that have been modified, altered, or repaired so that the performance of the requirements of this AD is affected, the owner/operator must request approval for an alternative method of compliance in accordance with paragraph (c) of this AD. The request should include an assessment of the effect of the modification, alteration, or repair on the unsafe condition addressed by this AD; and, if the unsafe condition has not been eliminated, the request should include specific proposed actions to address it.

**Compliance:** Required as indicated, unless accomplished previously.

To ensure that the flight crew is able to remove electrical power from the entire passenger entertainment system (PES) when necessary and is advised of appropriate procedures for such action, accomplish the following:

**Modification and Flight Crew Operating Manual Revision**

(a) Within 18 months after the effective date of this AD, do paragraphs (a)(1) and (a)(2) of this AD.

(1) Modify the PES by replacing the three-unit busbar with a two-unit busbar and installing associated wiring, in accordance with Raytheon Service Bulletin A340VIP-24-1, dated August 28, 2000.

(2) Revise the Electrical Controls and Indicators section of the Airbus A340 Flight Crew Operating Manual to advise the flight crew that power to the PES can be removed by using the "COMMERCIAL" switch in the flight compartment, by inserting "Electrical Controls and Indicators," 1.24.20, page 4, Revision 07, dated October 1995, of the Airbus A340 Flight Crew Operating Manual.

**Spares**

(b) As of the effective date of this AD, no person shall install a PES system in accordance with STC ST09092AC-D on any airplane, unless it is modified and the Flight Crew Operating Manual is revised in accordance with this AD.

**Alternative Methods of Compliance**

(c) 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, Fort Worth Airplane Certification Office (ACO), FAA. Operators shall submit their requests through an appropriate FAA Principal Maintenance Inspector, who may add comments and then send it to the Manager, Fort Worth ACO.

**Note 2:** Information concerning the existence of approved alternative methods of compliance with this AD, if any, may be obtained from the Fort Worth ACO.

**Special Flight Permits**

(d) 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**

(e) The actions shall be done in accordance with Raytheon Service Bulletin A340VIP-24-1, dated August 28, 2000; and Airbus A340 Flight Crew Operating Manual "Electrical Controls and Indicators," 1.24.20, page 4, Revision 07, dated October 1995; as applicable. The Airbus A340 Flight Crew Operating Manual contains the following list of effective pages:

Page number	Revision level shown on page	Date shown on page
List of Effective Pages 01-52	07	October 1995.

(The revision date of this document is only contained in the "List of Normal Revisions"; no other page of the document contains this information.) 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 Raytheon Systems Company, Intelligence Information and Aircraft Integration Systems, 7500 Maehre Road, Waco, Texas 76705. Copies may be inspected

at the FAA, Transport Airplane Directorate, 1601 Lind Avenue, SW., Renton, Washington; at the FAA, Fort Worth Airplane Certification Office, 2601 Meacham Blvd., Fort Worth, Texas; or at the Office of the Federal Register, 800 North Capitol Street, NW., suite 700, Washington, DC.

**Effective Date**

(f) This amendment becomes effective on October 15, 2001.

Issued in Renton, Washington, on August 27, 2001.

**Kalene C. Yanamura,**

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

[FR Doc. 01-22084 Filed 9-7-01; 8:45 am]

**BILLING CODE 4910-13-P**

**DEPARTMENT OF TRANSPORTATION**

**Federal Aviation Administration**

**14 CFR Part 97**

[Docket No. 30266; Amdt. No. 2067]

**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 August 31, 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. 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 and 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 November 1, 2001*

Hot Springs, AR, Memorial Field, RNAV (GPS) RWY 5, Orig  
Hot Springs, AR, Memorial Field, GPS RWY 5, Orig, CANCELLED  
Burbank, CA, Burbank-Glendale-Pasadena, VOR RWY 8, Amdt 10C  
Burbank, CA, Burbank-Glendale-Pasadena, RNAV (GPS) RWY 8, Orig  
Grand Junction, CO, Walker Field, RNAV (GPS) RWY 11, Orig  
Grand Junction, CO, Walker Field, RNAV (GPS) RWY 29, Orig  
Grand Junction, CO, Walker Field, GPS RWY 11, Orig, CANCELLED  
Grand Junction, CO, Walker Field, GPS RWY 29, Orig-A, CANCELLED  
Crystal River, FL, Crystal River, VOR/DME OR GPS-A, Amdt 1  
Gainesville, FL, Gainesville Regional, VOR/DME RWY 6, Orig  
Gainesville, FL, Gainesville Regional, VOR/DME RWY 10, Orig  
Gainesville, FL, Gainesville Regional, VOR RWY 24, Orig  
Gainesville, FL, Gainesville Regional, VOR RWY 28, Orig  
Gainesville, FL, Gainesville Regional, LOC/DME BC RWY 10, Orig  
Gainesville, FL, Gainesville Regional, NDB RWY 28, Amdt 9  
Gainesville, FL, Gainesville Regional, ILS RWY 28, Amdt 12  
Keystone Heights, FL, Keystone Airpark, VOR/DME RWY 4, Orig  
Lake City, FL, Lake City Muni, NDB RWY 28, Amdt 2  
Miami, FL, Dade-Collier Training and Transition, NDB OR GPS RWY 9, Amdt 13  
Miami, FL, Dade-Collier Training and Transition, ILS RWY 9, Amdt 14  
Williston, FL, Williston Muni, VOR/DME RWY 23, Orig  
Centralia, IL, Centralia Muni, VOR-A, Amdt 1  
Centralia, IL, Centralia Muni, RNAV (GPS) RWY 18, Orig

Centralia, IL, Centralia Muni, RNAV (GPS) RWY 36, Orig  
 Minneapolis, MN, Minneapolis-St Paul Intl (Wold-Chamberlain), NDB RWY 4, Amdt 20A  
 Minneapolis, MN, Minneapolis-St Paul Intl (Wold-Chamberlain), RNAV (GPS) RWY 4, Orig  
 Hazen, ND, Mercer County Regional, RNAV (GPS) RWY 14, Orig  
 Hazen, ND, Mercer County Regional, RNAV (GPS) RWY 32, Orig  
 Hazen, ND, Mercer County Regional, GPS RWY 14, Orig, CANCELLED  
 Hazen, ND, Mercer County Regional, GPS RWY 32, Orig, CANCELLED  
 Gordon, NE, Gordon Muni, RNAV (GPS) RWY 22, Orig  
 Gordon, NE, Gordon Muni, GPS RWY 22, Orig, CANCELLED  
 North Platte, NE, North Platte Regional Lee Bird Field, RNAV (GPS) RWY 30, Orig  
 Newark, NJ, Newark Intl, VOR RWY 11, Amdt 2  
 Newark, NJ, Newark Intl, RNAV (GPS) RWY 11, Orig  
 Newark, NJ, Newark Intl, GPS RWY 11, Orig, CANCELLED  
 Boise City, OK, Boise City, RNAV (GPS) RWY 4, Orig  
 Boise City, OK, Boise City, GPS RWY 4, Orig, CANCELLED  
 Butler, PA, Butler County/K W Scholter Field, ILS RWY 8, Amdt 6  
 Collegeville, PA, Perkiomen Valley, VOR OR GPS RWY 9, Amdt 4  
 Galetton, PA, Cherry Springs, VOR-A, Amdt 6, CANCELLED  
 Galetton, PA, Cherry Springs, VOR/DME-A, Orig  
 Lancaster, PA, Lancaster, RNAV (GPS) RWY 8, Orig  
 Angleton/Lake Jackson, TX, Brazoria County, NDB RWY 17, Amdt 3  
 Angleton/Lake Jackson, TX, Brazoria County, RNAV (GPS) RWY 17, Amdt 1  
 Angleton/Lake Jackson, TX, Brazoria County, RNAV (GPS) RWY 35, Amdt 1  
 Conroe, TX, Montgomery County, ILS RWY 14, Amdt 2  
 Conroe, TX, Montgomery County, NDB RWY 14, Amdt 2  
 Conroe, TX, Montgomery County, RNAV (GPS) RWY 32, Orig  
 Conroe, TX, Montgomery County, VOR/DME RNAV RWY 32, Amdt 1B, CANCELLED  
 Conroe, TX, Montgomery County, GPS RWY 32, Orig-C, CANCELLED  
 Hondo, TX, Hondo Muni, RNAV (GPS) RWY 17L, Orig  
 Hondo, TX, Hondo Muni, GPS RWY 17L, Amdt 1, CANCELLED  
 Houston, TX, Clover Field, VOR-A, Amdt 1  
 Houston, TX, Clover Field, GPS RWY 32L, Orig, CANCELLED  
 Houston, TX, Clover Field, RNAV (GPS) RWY 32L, Orig  
 Houston, TX, David Wayne Hooks Memorial, RNAV (GPS) RWY 17R, Orig  
 Houston, TX, David Wayne Hooks Memorial, RNAV (GPS) RWY 35L, Orig  
 Houston, TX, Ellington Field, RNAV (GPS) RWY 4, Orig  
 Houston, TX, Ellington Field, GPS RWY 4, Orig-A, CANCELLED  
 Houston, TX, Ellington Field, GPS RWY 22, Orig, CANCELLED

Houston, TX, George Bush Intercontinental Arpt/Houston, GPS RWY 15L, Orig-B, CANCELLED  
 Houston, TX, George Bush Intercontinental Arpt/Houston, RNAV (GPS) RWY 15L, Orig  
 Houston, TX, George Bush Intercontinental Arpt/Houston, GPS RWY 27, Amdt 1, CANCELLED  
 Houston, TX, George Bush Intercontinental Arpt/Houston, GPS RWY 33R, Orig, CANCELLED  
 Houston, TX, George Bush Intercontinental Arpt/Houston, RNAV (GPS) RWY 27, Orig  
 Houston, TX, George Bush Intercontinental Arpt/Houston, RNAV (GPS) RWY 33R, Orig  
 Houston, TX, Houston-Southwest, NDB RWY 9, Amdt 5  
 Houston, TX, Houston-Southwest, NDB RWY 27, Amdt 4  
 Houston, TX, Houston-Southwest, RNAV (GPS) RWY 9, Orig  
 Houston, TX, Houston-Southwest, RNAV (GPS) RWY 27, Orig  
 Houston, TX, Houston-Southwest, VOR/DME RNAV RWY 9, Amdt 2  
 Houston, TX, Houston-Southwest, VOR/DME RNAV RWY 27, Amdt 3  
 Houston, TX, Houston-Southwest, GPS RWY 27, Orig, CANCELLED  
 Houston, TX, Houston-Southwest, GPS RWY 9, Orig, CANCELLED  
 Houston, TX, Sugar Land Muni/Hull Field, VOR/DME-A, Amdt 1  
 Houston, TX, Sugar Land Muni/Hull Field, NDB RWY 17, Amdt 9  
 Houston, TX, Sugar Land Muni/Hull Field, RNAV (GPS) RWY 17, Orig  
 Houston, TX, Sugar Land Muni/Hull Field, RNAV (GPS) RWY 35, Orig  
 Houston, TX, Weiser Airport, RNAV (GPS)-E, Orig  
 Houston, TX, William P. Hobby, VOR/DME RWY 22, Amdt 24A, CANCELLED  
 La Porte, TX, La Porte Muni, VOR-A, Orig  
 La Porte, TX, La Porte Muni, VOR OR GPS-A, Amdt 12, CANCELLED  
 La Porte, TX, La Porte Muni, NDB RWY 30, Amdt 2  
 La Porte, TX, La Porte Muni, RNAV (GPS) RWY 30, Orig  
 Charlotte Amalie, VI, Cyril E King, ILS RWY 10, Amdt 1  
 Madison, WI, Dane County Regional-Truax Field, VOR RWY 13, Orig  
 Madison, WI, Dane County Regional-Truax Field, VOR RWY 18, Orig  
 Madison, WI, Dane County Regional-Truax Field, VOR RWY 36, Orig  
 Madison, WI, Dane County Regional-Truax Field, VOR OR TACAN OR GPS RWY 13, Amdt 23B, CANCELLED  
 Madison, WI, Dane County Regional-Truax Field, VOR OR TACAN OR GPS RWY 18, Amdt 20B, CANCELLED  
 Madison, WI, Dane County Regional-Truax Field, VOR OR TACAN OR GPS RWY 31, Amdt 24C, CANCELLED  
 Madison, WI, Dane County Regional-Truax Field, VOR/DME OR TACAN RWY 13, Orig  
 Madison, WI, Dane County Regional-Truax Field, VOR/DME OR TACAN RWY 18, Orig  
 Madison, WI, Dane County Regional-Truax Field, VOR/DME OR TACAN RWY 31, Orig

Madison, WI, Dane County Regional-Truax Field, NDB RWY 36, Amdt 29  
 Madison, WI, Dane County Regional-Truax Field, RNAV (GPS) RWY 13, Orig  
 Madison, WI, Dane County Regional-Truax Field, RNAV (GPS) RWY 18, Orig  
 Madison, WI, Dane County Regional-Truax Field, RNAV (GPS) RWY 21, Orig-A  
 Madison, WI, Dane County Regional-Truax Field, RNAV (GPS) RWY 31, Orig  
 Madison, WI, Dane County Regional-Truax Field, RNAV (GPS) RWY 36, Orig  
 Oshkosh, WI, Wittman Field, RNAV (GPS) RWY 36, Orig

**Note:** The FAA published the following procedures in Docket No. 30264, Amdt. No. 2065 to Part 97 of the Federal Aviation Administration Regulations (**Federal Register** Vol. 66, No. 164, Page 44301-44302, dated Thursday, August 23, 2001) under Section 97.23 & 97.33 effective October 4, 2001 is hereby amended as follows:

Change the effective on the following procedures to November 1, 2001:

Burbank, CA, Burbank-Glendale-Pasadena, VOR RWY 8, Amdt 10C

Burbank, CA Burbank-Glendale-Pasadena, RNAV (GPS) RWY 8, Orig

[FR Doc. 01-22658 Filed 9-7-01; 8:45 am]

**BILLING CODE 4910-13-M**

## DEPARTMENT OF COMMERCE

### National Oceanic and Atmospheric Administration

#### 15 CFR Part 922

[Docket No. 970626156-1021-04]

RIN 0648-AK01

### Regulation of the Operation of Motorized Personal Watercraft in the Gulf of the Farallones National Marine Sanctuary

**AGENCY:** Office of National Marine Sanctuaries, National Ocean Service (NOS), National Oceanic and Atmospheric Administration (NOAA) Department of Commerce.

**ACTION:** Final rule; notice of availability of environmental assessment.

**SUMMARY:** NOAA amends the regulations governing activities in the Gulf of the Farallones National Marine Sanctuary (GFNMS or Sanctuary) to prohibit the operation of motorized personal watercraft (MPWC) within the boundaries of the GFNMS. This regulation is necessary to protect sensitive biological resources, to minimize user conflict, and to protect the ecological, aesthetic, and recreational qualities of the Sanctuary. NOAA also announces the availability of an Environmental Assessment (EA) on the rule.

**DATES:** Effective October 10, 2001.