

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,**

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[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;