

TABLE 1.—CFM56 ENGINES WITH SUSPECT NO. 4 BEARINGS—Continued

Part No.	Part serial No.	Engine model	Engine serial No.
305-355-717-0	DB387589-U	7B	877427
305-355-717-0	DB387656-O	7B	875232
305-355-717-0	DB387671-4	7B	874219

Replacement of Suspect No. 4 Bearings

(b) For engines that have a suspect No. 4 bearing that has a SN listed in Table 1 of this AD, replace the No. 4 bearing with a serviceable part within 2,000 hours TIS, after the effective date of this AD, but no later than December 31, 2001, whichever occurs earlier.

Installation of Suspect No. 4 Bearings

(c) After the effective date of this AD, do not install any No. 4 bearing that has a SN listed in Table 1 of this AD.

(d) After the effective date of this AD, do not install any engine that has a No. 4 bearing with a serial number listed in Table 1 of this AD.

Initial Inspections for Chip Detector Indications

(e) For engines that have a suspect No. 4 bearing that has a SN listed in Table 1 of this AD, inspect for magnetic chip indications within the specified times, and if necessary, disposition as follows:

(1) For CFM56-5B engines, check electronic magnetic chip detector (EMCD) visual indicator within 50 to 75 hours TIS after the effective date of this AD.

(2) For CFM56-5C engine (741948), check for class 2 Electronic Centralized Aircraft Monitor (ECAM) message "MAGNETIC CHIP DETECTED" before further flight.

(3) For CFM56-7B engines equipped with Debris Monitoring System (DMS) option, check Flight Management Computer—Master Control Display Unit (FMC-MCDU) for message 79-2114 before further flight.

(4) For CFM56-7B engines equipped with classic magnetic chip detectors (MCD), inspect aft sump MCD within 50 to 75 hours TIS after the effective date of this AD.

(5) For CFM56-2, -2B, and -3 engines, inspect aft sump MCD within 50 to 75 hours TIS after the effective date of this AD.

(6) If bearing particles are found, remove engine from service before further flight.

Repetitive Inspections for Chip Detector Indications

(f) Thereafter, inspect for chip indications in accordance with the specified time-since-last-inspection (TSLI), and if necessary, disposition as follows:

(1) For CFM56-5B engines, check EMCD visual indicator every 50-75 hours TSLI.

(2) For CFM56-5C engine (741948), check for class 2 ECAM message "MAGNETIC CHIP DETECTED" after every flight.

(3) For CFM56-7B engines equipped with DMS option, check FMC-MCDU for message 79-2114 once per day.

(4) For CFM56-7B engines equipped with classic MCD, inspect aft sump MCD every 50-75 hours TSLI.

(5) For CFM56-2, -2B, and -3 engines, inspect aft sump MCD every 50-75 hours TSLI.

(6) If bearing particles are found, remove engine from service before further flight.

Terminating Action

(g) Replacement of a No. 4 bearing that has a SN listed in Table 1 of this AD with a No. 4 bearing that does not have a SN listed in Table 1 of this AD is terminating action for the repetitive inspection requirements specified in paragraph (f) of this AD.

Alternative Methods of Compliance

(h) 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, Engine Certification Office. Operators shall submit their request through an appropriate FAA Principal Maintenance Inspector, who may add comments and then send it to the Manager, Engine Certification Office.

Note 2: Information concerning the existence of approved alternative methods of compliance with this airworthiness directive, if any, may be obtained from the Engine Certification Office.

Special Flight Permits

(i) Special flight permits may be issued in accordance §§ 21.197 and 21.199 of the Federal Aviation Regulations (14 CFR 21.197 and 21.199) to operate the aircraft to a location where the requirements of this AD can be accomplished.

Effective Date of This AD

(j) This amendment becomes effective on June 11, 2001.

Issued in Burlington, Massachusetts, on May 24, 2001.

Thomas A. Boudreau,

Acting Manager, Engine and Propeller Directorate, Aircraft Certification Service.

[FR Doc. 01-13720 Filed 5-31-01; 8:45 am]

BILLING CODE 4910-13-U

ACTION: Direct final rule; confirmation of effective date.

SUMMARY: This document confirms the effective date of a direct final rule which revises Class E airspace at Phillipsburg, KS.

EFFECTIVE DATE: 0901 UTC, July 12, 2001.

FOR FURTHER INFORMATION CONTACT: Kathy Randolph, Air Traffic Division, Airspace Branch, ACE-520C, DOT Regional Headquarters Building, Federal Aviation Administration, 901 Locust, Kansas City, MO 64106; telephone: (816) 329-2525.

SUPPLEMENTARY INFORMATION: The FAA published this direct final rule with a request for comments in the **Federal Register** on March 2, 2001 (66 FR 13011). The FAA uses the direct final rulemaking procedure for a non-controversial rule where the FAA believes that there will be no adverse public comment. This direct final rule advised the public that no adverse comments were anticipated, and that unless a written adverse comment, or a written notice of intent to submit such an adverse comment, were received within the comment period, the regulation would become effective on July 12, 2001. No adverse comments were received, and thus this notice confirms that this direct final rule will become effective on that date.

Issued in Kansas City, MO, on May 9, 2001.

Richard L. Day,

Acting Manager, Air Traffic Division, Central Region.

[FR Doc. 01-13673 Filed 5-31-01; 8:45 am]

BILLING CODE 4910-13-M

DEPARTMENT OF TRANSPORTATION**DEPARTMENT OF TRANSPORTATION****Federal Aviation Administration****14 CFR Part 71**

[Airspace Docket No. 01-ACE-2]

Amendment to Class E Airspace; Phillipsburg, KS

AGENCY: Federal Aviation Administration, DOT.

Federal Aviation Administration**14 CFR Part 97**

[Docket No. 30249; Amdt. No. 2052]

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. 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

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 tapes 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 May 25, 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, MSL, MSL/DME, MLS/RNAV; § 97.31 RADAR SIAPs; § 97.33 RNAV SIAPs; and § 97.35 COPTER SIAPs, identified as follows:

* * * *Effective July 12, 2001*

Twin Falls, ID, Joslin Field-Magic Valley Regional, ILS RWY 25, Amdt 8
Manistee, MI, Manistee County-Blacker, VOR RWY 9, Orig
Manistee, MI, Manistee County-Blacker, VOR RWY 27, Orig

Manistee, MI, Manistee County-Blacker, VOR OR GPS RWY 9, Amdt 11 CANCELLED
 Manistee, MI, Manistee County-Blacker, VOR OR GPS RWY 27, Amdt 11 CANCELLED
 Saginaw, MI, MBS Intl, VOR RWY 5, Amdt 14A
 Saginaw, MI, MBS Intl, VOR RWY 14, Amdt 13B
 Saginaw, MI, MBS Intl, VOR RWY 23, Amdt 14A
 Saginaw, MI, MBS Intl, VOR RWY 32, Amdt 9B
 Saginaw, MI, MBS Intl, RNAV (GPS) RWY 5, Orig
 Saginaw, MI, MBS Intl, RNAV (GPS) RWY 14, Orig
 Saginaw, MI, MBS Intl, RNAV (GPS) RWY 23, Orig
 Saginaw, MI, MBS Intl, RNAV (GPS) RWY 32, Orig
 Minneapolis, MN Minneapolis-St Paul Intl/World Chamberlain, ILS RWY 22, Amdt 8
 Point Lookout, MO, M. Graham Clark, NDB RWY 29, Amdt 7A (CANCELLED)
 St. Louis, MO, Lambert-St. Louis Int'l, ILS PRM RWY 30R, Orig (Simultaneous Close Parallel)
 Fargo, ND, Hector Intl, VOR OR TACAN RWY 35, Amdt 12B
 Fargo, ND, Hector Intl, VOR/DME OR TACAN RWY 17, Orig-D
 Fargo, ND, Hector Intl, RNAV (GPS) RWY 13, Orig
 Fargo, ND, Hector Intl, RNAV (GPS) RWY 17, Orig
 Fargo, ND, Hector Intl, RNAV (GPS) RWY 31, Orig
 Fargo, ND, Hector Intl, RNAV (GPS) RWY 35, Orig
 Del Rio, TX, Del Rio Intl, RNAV (GPS) RWY 13, Orig
 Del Rio, TX, Del Rio Intl, GPS RWY 13, Amdt 1, CANCELLED
 Charlotte Amalie, VI, Cyril E. King, RNAV (GPS) Z RWY 10, Amdt 1

* * * Effective September 6, 2001

White Plains, NY, Westchester County, RNAV (GPS) RWY 34, Amdt 1

[FR Doc. 01-13794 Filed 5-31-01; 8:45 am]

BILLING CODE 4910-13-M

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 97

[Docket No. 30250; Amdt. No. 2053]

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, 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 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,