

Actions	Compliance	Procedures
(1) Inspect the engine mount assembly for cracks.	For airplanes previously affected by AD 77-15-06: inspect within the next 50 hours time-in-service (TIS) after the last inspection required by AD 77-15-06 or within the next 50 hours TIS after April 22, 2002 (the effective date of this AD), whichever occurs first, and thereafter at intervals not to exceed 50 hours TIS. For all other airplanes: inspect within the next 50 hours TIS after April 22, 2002 (the effective date of this AD) and thereafter at intervals not to exceed 50 hours TIS.	In accordance with the Accomplishment Instructions section of Socata Service Bulletin SB 156-71, dated May 2001.
(2) If any crack is found during any inspection required by this AD that is less than 0.24 inches (6 mm) in length, repair the engine mounts assembly. If two repairs on the engine mount have already been performed, replace in accordance with paragraph (d)(3) of this AD.	Prior to further flight after the inspection in which the crack is found.	In accordance with the Accomplishment Instructions section of Socata Service Bulletin SB 156-71, dated May 2001.
(3) If any crack is found during any inspection required by this AD that is 0.24 inches (6 mm) or longer in length or if any crack is found and two repairs on the engine mount have already been performed, replace the engine mount assembly with part number 892-51-0-035-0 (or FAA-approved equivalent part number).	Prior to further flight after the inspection in which the crack is found. Repetitive inspections are no longer required after this replacement.	In accordance with the applicable maintenance manual.
(4) You may terminate the repetitive inspections of this AD after installing engine mount assembly, part number 892-51-0-035-0 (or FAA-approved equivalent part number).	At any time but it must be done prior to further flight if any of the criteria of paragraph (d)(3) are met.	In accordance with the applicable maintenance manual.

(e) *Can I comply with this AD in any other way?*

(1) You may use an alternative method of compliance or adjust the compliance time if:

(i) Your alternative method of compliance provides an equivalent level of safety; and

(ii) The Manager, Small Airplane Directorate, approves your alternative.

Submit your request through an FAA Principal Maintenance Inspector, who may add comments and then send it to the Manager, Small Airplane Directorate.

(2) Alternative methods of compliance approved in accordance with AD 77-15-06, which is superseded by this AD, are not approved as alternative methods of compliance with this AD.

**Note 1:** This AD applies to each airplane identified in paragraph (a) of this AD, regardless of whether it has been 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 (e) 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 you have not eliminated the unsafe condition, specific actions you propose to address it.

(f) *Where can I get information about any already-approved alternative methods of compliance?* Contact Karl Schletzbaum, Aerospace Engineer, FAA, Small Airplane Directorate, 901 Locust, Room 301, Kansas

City, Missouri 64106; telephone: (816) 329-4146; facsimile: (816) 329-4090.

(g) *What if I need to fly the airplane to another location to comply with this AD?* The FAA can issue a special flight permit under sections 21.197 and 21.199 of the Federal Aviation Regulations (14 CFR 21.197 and 21.199) to operate your airplane to a location where you can accomplish the requirements of this AD.

(h) *Are any service bulletins incorporated into this AD by reference?* Actions required by this AD must be done in accordance with Socata Service Bulletin SB 156-71, dated May 2001. The Director of the Federal Register approved this incorporation by reference under 5 U.S.C. 552(a) and 1 CFR part 51. You can get copies from SOCATA Groupe AEROSPATIALE, Customer Support, Aerodrome Tarbes-Ossun-Lourdes, BP 930—F65009 Tarbes Cedex, France; or the Product Support Manager, SOCATA Groupe AEROSPATIALE, North Perry Airport, 7501 Pembroke Road, Pembroke Pines, Florida 33023. You can look at copies at the FAA, Central Region, Office of the Regional Counsel, 901 Locust, Room 506, Kansas City, Missouri, or at the Office of the Federal Register, 800 North Capitol Street, NW., suite 700, Washington, DC.

(i) *Does this AD action affect any existing AD actions?* This amendment supersedes AD 77-15-06, Amendment 39-2975.

**Note 2:** The subject of this AD is addressed in French AD 2001-400(A), dated September 19, 2001.

(j) *When does this amendment become effective?* This amendment becomes effective on April 22, 2002.

Issued in Kansas City, Missouri, on March 1, 2002.

**Michael Gallagher,**  
Manager, Small Airplane Directorate, Aircraft Certification Service.

[FR Doc. 02-5526 Filed 3-8-02; 8:45 am]

**BILLING CODE 4910-13-P**

## DEPARTMENT OF TRANSPORTATION

### 14 CFR Part 71

[Airspace Docket No. 00-AGL-29]

#### Modification of Class E Airspace; Hillsboro, ND; Correction

**AGENCY:** Federal Aviation Administration (FAA), DOT.

**ACTION:** Final rule; correction.

**SUMMARY:** This action corrects an error in the heading of a final rule that was published in the **Federal Register** on Friday, January 4, 2002 (67 FR 515), Airspace Docket No. 00-AGL-29. The final rule modified Class E Airspace at Hillsboro, ND.

**EFFECTIVE DATE:** 0901 UTC, February 21, 2002.

**FOR FURTHER INFORMATION CONTACT:**

Denis C. Burke, Air Traffic Division, Airspace Branch, AGL-520, Federal Aviation Administration, 2300 East Devon Avenue, Des Plaines, IL 60018, telephone: (847) 294-7477.

**SUPPLEMENTARY INFORMATION:****History**

**Federal Register** document 02-256, Airspace Docket No. 00-AGL-29, published on January 4, 2002 (67 FR 515), modified Class E Airspace at Hillsboro, ND. An error in the heading for the Class E airspace for Hillsboro, ND, was published. The word proposed should not have been used. This action corrects that error.

**Correction to Final Rule**

Accordingly, pursuant to the authority delegated to me, the heading for the Class E airspace, Hillsboro, ND, as published in the **Federal Register** January 4, 2002 (67 FR 515), (FR Doc. 02-256), is corrected as follows: On page 515, column 2, in the heading, line 5, remove the word "Proposed".

Issued in Des Plaines, Illinois on February 6, 2002.

**Nancy B. Shelton,**

*Manager, Air Traffic Division, Great Lakes Region.*

[FR Doc. 02-5118 Filed 3-8-02; 8:45 am]

**BILLING CODE 4910-13-M**

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

[Airspace Docket No. 00-AGL-28]

**Establishment of Class E Airspace; Stanley, ND; Correction**

**AGENCY:** Federal Aviation Administration (FAA), DOT.

**ACTION:** Final rule; correction.

**SUMMARY:** This action corrects an error in the preamble under the caption "The Rule" of a Final Rule that was published in the **Federal Register** on Friday, January 4, 2002 (67 FR 516), Airspace Docket No. 00-AGL-28. The Final rule established Class E Airspace at Stanley, ND.

**EFFECTIVE DATE:** 0901 UTC February 21, 2002.

**FOR FURTHER INFORMATION CONTACT:**

Denis C. Burke, Air Traffic Division, Airspace Branch, AGL-520, Federal Aviation Administration, 2300 East Devon Avenue, Des Plaines, Illinois 60018, telephone (847) 294-7568.

**SUPPLEMENTARY INFORMATION:****History**

**Federal Register** document 02-257, Airspace docket No. 00-AGL-28, published on January 4, 2002 (67 FR 516), established Class E Airspace at Stanley, ND. The following error was contained in the preamble under the caption "The Rule": The city of Kenmare was referred to instead of Stanley. This action corrects this error.

Accordingly, pursuant to the authority delegated to me, the error for the Class E airspace, Stanley, ND, as published in the **Federal Register** January 4, 2002 (67 FR 516), (FR Doc. 02-257), is corrected as follows:

On page 516, column 2, under the caption "The Rule", first sentence, correct "Kenmare" to read "Stanley".

Issued in Des Plaines, Illinois on February 6, 2002.

**Nancy B. Shelton,**

*Manager, Air Traffic Division, Great Lakes Region.*

[FR Doc. 02-5117 Filed 3-8-02; 8:45 am]

**BILLING CODE 4910-13-M**

**DEPARTMENT OF TRANSPORTATION****14 CFR Part 71**

[Airspace Docket No. 00-AGL-24]

**Modification of Class E Airspace; Youngstown-Warren Regional Airport, OH; Correction**

**AGENCY:** Federal Aviation Administration (FAA), DOT.

**ACTION:** Final rule; correction.

**SUMMARY:** This action corrects an error in the **SUMMARY** of a Final Rule that was published in the **Federal Register** on Friday, January 4, 2002 (67 FR 517), Airspace Docket No. 00-AGL-24. The Final Rule modified Class E Airspace at Youngstown-Warren Regional Airport, OH.

**EFFECTIVE DATE:** 0901 UTC, February 21, 2002.

**FOR FURTHER INFORMATION CONTACT:**

Denis C. Burke, Air Traffic Division, Airspace Branch, AGL-520, Federal Aviation Administration, 2300 East Devon Avenue, Des Plaines, IL 60018, telephone: (847) 294-7477.

**SUPPLEMENTARY INFORMATION:****History**

**Federal Register** document 02-258, Airspace Docket No. 00-AGL-24, published on January 4, 2002 (67 FR 517), modified class E Airspace at Youngstown-Warren Regional Airport, OH. An error in the **SUMMARY** for the Class E airspace for Youngstown-Warren

Regional Airport, OH, was published. This action corrects that error.

**Correction to Final Rule**

Accordingly, pursuant to the authority delegated to me, the **SUMMARY** for the Class E airspace, Youngstown-Warren Regional Airport, OH, as published in the **Federal Register** January 4, 2002 (67 FR 517), (FR Doc. 02-258), is corrected as follows:

On page 517, column 1, second sentence of the **SUMMARY**, remove the words "to Runway 26".

Issued in Des Plaines, Illinois on January 25, 2002.

**Nancy B. Shelton,**

*Manager, Air Traffic Division, Great Lakes Region.*

[FR Doc. 02-5116 Filed 3-8-02; 8:45 am]

**BILLING CODE 4910-13-M**

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

[Airspace Docket No. 01-AAL-1]

**Revocation of Class E Airspace; Umiat, AK**

**AGENCY:** Federal Aviation Administration (FAA), DOT.

**ACTION:** Final rule.

**SUMMARY:** This action revokes Class E airspace at Umiat, AK. This action is necessary because the Umiat airport no longer meets the requirements for Class E airspace to protect Instrument Flight Rules (IFR) operations at Umiat, AK. This rule results in the removal of controlled airspace at Umiat, AK.

**EFFECTIVE DATE:** 0901 UTC, June 13, 2002.

**FOR FURTHER INFORMATION CONTACT:**

Derril D. Bergt, AAL-538, Federal Aviation Administration, 222 West 7th Avenue, Box 14, Anchorage, AK 99513-7587; telephone number (907) 271-2796; fax: (907) 271-2850; e-mail: Derril.CTR.Bergt@faa.gov. Internet address: <http://www.alaska.faa.gov/at> or at address <http://162.58.28.41/at>.

**SUPPLEMENTARY INFORMATION:****History**

On November 7, 2001, a proposal to amend part 71 of the Federal Aviation Regulations (14 CFR part 71) to revoke the Class E airspace at Umiat, AK, was published in the **Federal Register** (66 FR 56257). The Umiat airport does not have a standard instrument approach procedure, it is unattended, and does not meet the requirements to be used as