

accordance with paragraph (f) 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 prevent oil cooler blower bearing failure, loss of tail rotor drive, and a subsequent forced landing, accomplish the following:

(a) Before further flight, insert the tailwind limitation and caution, contained in Temporary Revision (TR) 9, dated January 15, 2002, into the Bell Model 407 Rotorcraft Flight Manual (RFM), dated February 9, 1996.

Note 2: TR 9 is attached to Bell Helicopter Textron (BHT) Alert Service Bulletin (ASB) 407-02-49, dated January 7, 2002.

(b) Within 10 hours time-in-service (TIS), inspect the forward and aft oil cooler blower bearings by hand-rotating the driveshaft with the oil cooler driveshaft connected. If a bearing is rough, a seal is torn, the expelled grease has turned black, or metal particles are visible in the expelled grease, replace the affected bearing before further flight.

(c) At intervals not to exceed 25 hours TIS, for oil cooler blower bearings, P/N 406-040-339-ALL and 407-340-339-103:

(1) Inspect the bearings by hand-rotating the driveshaft in accordance with the Accomplishment Instructions, Part I, paragraph 2, of BHT ASB 407-01-47, dated November 9, 2001 (ASB 407-01-47). If a bearing is rough, a seal is torn, the expelled grease has turned black, or metal particles are visible in the expelled grease, replace the affected bearing before further flight.

(2) Lubricate the bearings in accordance with the Accomplishment Instructions, Part II, paragraph 2, of ASB 407-01-47.

(d) For oil cooler blower bearings, P/N 407-340-339-101:

(1) At intervals not to exceed 25 hours TIS, inspect the bearings by hand-rotating the driveshaft in accordance with the Accomplishment Instructions, Part II, paragraph 1, of BHT ASB 407-01-44, Revision A, dated October 25, 2001 (ASB 407-01-44, Revision A). If a bearing is rough, a seal is torn, the expelled grease has turned black, or metal particles are visible in the expelled grease, replace the affected bearing before further flight.

(2) At intervals not to exceed 100 hours TIS, lubricate the bearings in accordance with the Accomplishment Instructions, Part III, paragraphs 1 and 2, of ASB 407-01-44, Revision A.

(e) Within 100 hours TIS, replace the forward and aft oil cooler blower bearings, P/N 406-040-339-ALL and 407-340-339-103, if installed, with airworthy bearings, P/N 407-340-339-101. Continue to inspect and lubricate the bearings in accordance with paragraph (d) of this AD.

(f) 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, Regulations Group, Rotorcraft Directorate, FAA. Operators shall submit their requests through

an FAA Principal Maintenance Inspector, who may concur or comment and then send it to the Manager, Regulations Group.

Note 3: Information concerning the existence of approved alternative methods of compliance with this AD, if any, may be obtained from the Regulations Group.

(g) Special flight permits will not be issued.

(h) The inspections and lubrication of the oil cooler blower bearings shall be done in accordance with the Accomplishment Instructions, Part I, paragraph 2, of Bell Helicopter Textron Alert Service Bulletin 407-01-47, dated November 9, 2001 and Part II, paragraph 1, of Bell Helicopter Textron Alert Service Bulletin 407-01-44, Revision A, dated October 25, 2001. 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 Bell Helicopter Textron Canada, 12,800 Rue de l'Avenir, Mirabel, Quebec J7J1R4, telephone (450) 437-2862 or (800) 363-8023, fax (450) 433-0272. Copies may be inspected at the FAA, Office of the Regional Counsel, Southwest Region, Attention: Rules Docket No. 2002-SW-08-AD, 2601 Meacham Blvd., Room 663, Fort Worth, Texas 76137; or at the Office of the Federal Register, 800 North Capitol Street, NW., suite 700, Washington, DC.

(i) This amendment becomes effective on May 2, 2002, to all persons except those persons to whom it was made immediately effective by Emergency AD 2002-06-52, issued March 15, 2002, which contained the requirements of this amendment.

Note 4: The subject of this AD is addressed in Transport Canada AD CF-2002-18, dated March 4, 2002.

Issued in Fort Worth, Texas, on April 4, 2002.

David A. Downey,

Manager, Rotorcraft Directorate, Aircraft Certification Service.

[FR Doc. 02-9173 Filed 4-16-02; 8:45 am]

BILLING CODE 4910-13-U

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 71

[Docket No. FAA-2001-9559; Airspace Docket No. 01-AWP-02]

Revision of VOR Federal Airway 105 and Jet Route 86, AZ; and the Establishment of Jet Routes 614 and 616

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Final rule.

SUMMARY: This action revises Federal Airway 105 (V-105) and Jet Route 86 (J-86) in the vicinity of Phoenix, AZ. The FAA is revising V-105 between the

Drake and Phoenix, AZ, Very High Frequency Omnidirectional Radio Range and Tactical Air Navigation Aids (VORTAC) in order to enhance the management of aircraft operations in the Phoenix, AZ, terminal area. Additionally, the FAA is revising J-86 between Winslow, AZ, as part of the National Airspace Redesign effort and to improve system efficiency in the Phoenix, AZ, area. The FAA is also modifying the descriptions for J-58 and J-86, and renaming portions of J-58 and J-86 in the state of Florida. These modifications are also part of the National Airspace Redesign effort to improve system efficiency.

EFFECTIVE DATE: 0901 UTC, August 8, 2002.

FOR FURTHER INFORMATION CONTACT: Ken McElroy, Airspace and Rules Division, ATA-400, Office of Air Traffic Airspace Management, Federal Aviation Administration, 800 Independence Avenue, SW., Washington, DC 20591; telephone: (202) 267-8783.

SUPPLEMENTARY INFORMATION:

Background

V-105

On June 20, 2001, FAA-2001-9559, Airspace Docket No. 01-AWP-02, (66 FR 30654), was published in the **Federal Register**. In that airspace docket the FAA proposed to realign V-105 and J-86 in the Phoenix, AZ, area. The June 20, 2001, Notice of Proposed Rulemaking (NPRM) contained an inadvertent error in the proposed description of V-105. Specifically, the description transposed the magnetic and true radials of V-105. A supplemental NPRM (SNPRM) corrected that error. Interested parties were invited to participate in this rulemaking proceeding by submitting written comments on the proposal to the FAA. No comments were received. With the exception of editorial changes, this amendment is the same as that proposed in the notice.

Currently the navigational signal in the vicinity of the Gulf of Mexico is not sufficient to support the segment of J-58 between the Harvey, LA, VORTAC, and the Sarasota VORTAC. The same problem affects that segment of J-86 between the Leeville VORTAC and the Sarasota, FL, VORTAC. Due to the weak navigational signal coverage on these routes, they no longer pass flight inspection. In this action, the FAA revokes the route over the Gulf, and terminates the routes at the Harvey VORTAC (for J-58) and the Leeville VORTAC (for J-86) respectively.

To replace the revoked segments, over-water advanced navigation routes

were established under a separate action. These over-water navigation routes do not rely on ground based navigation facilities and are not subject to navigation signal coverage limitations. Additionally, in this action, the FAA will rename the route segments of J-58 and J-86 in Florida to J-614 and J-616, to avoid any confusion.

Final Rule

This action amends Title 14 Code of Federal Regulations (14 CFR) part 71 by revising V-105 and J-86 in the vicinity of Phoenix, AZ. The FAA is also revising J-58 by terminating the route at the Harvey, LA, VORTAC; revoking the segment of J-58 between the Harvey VORTAC and the Sarasota, FL, VORTAC; and renaming the route from the Sarasota VORTAC to the Dolphin, FL, VORTAC, J-614. Additionally, the FAA is revising J-86 between Winslow, AZ, and the Leeville, LA, VORTAC; revoking the segment of J-86 between the Leeville VORTAC and the Sarasota, FL, VORTAC; and renaming the J-86 route segment from the Sarasota VORTAC to the Dolphin, FL, VORTAC, J-616. These actions are necessary because J-58 and J-86 failed to pass flight inspection due to gaps in navigation signal coverage over the Gulf of Mexico. These changes are also part of the National Airspace Redesign effort to improve system efficiency and safety.

Jet routes and domestic VOR Federal Airways are published in paragraphs 2004 and 6010(a), respectively, of FAA Order 7400.9J, dated August 31, 2001, and effective September 16, 2001, which is incorporated by reference in 14 CFR 71.1. The jet routes and VOR Federal Airways listed in this document will be published subsequently in the Order.

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. Therefore, this regulation: (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. Since this is a routine matter that will only affect air traffic procedures and air navigation, it is certified that this rule, when promulgated, will not have a significant economic impact on a substantial number of small entities under the criteria of the Regulatory Flexibility Act.

Environmental Review

The FAA has determined that this action qualifies for categorical exclusion under the National Environmental Policy Act in accordance with FAA Order 1050.1D, Policies and Procedures for Considering Environmental Impacts. This airspace action is not expected to cause any potentially significant environmental impacts, and no extraordinary circumstances exist that warrant preparation of an environmental assessment.

List of Subjects in 14 CFR Part 71

Airspace, Incorporation by reference, Navigation (air).

Adoption of the Amendment

In consideration of the foregoing, the Federal Aviation Administration amends 14 CFR part 71 as follows:

PART 71—DESIGNATION OF CLASS A, CLASS B, CLASS C, CLASS D, AND CLASS E AIRSPACE AREAS; AIRWAYS; ROUTES; AND REPORTING POINTS

1. The authority citation for 14 CFR part 71 continues to read as follows:

Authority: 49 U.S.C. 106(g), 40103, 40113, 40120; E.O. 10854, 24 FR 9565, 3 CFR, 1959–1963 Comp., p.389.

§ 71.1 [Amended]

2. The incorporation by reference in 14 CFR 71.1 of Federal Aviation Administration Order 7400.9J, Airspace Designations and Reporting Points, dated August 31, 2001, and effective September 16, 2001, is amended as follows:

Paragraph 2004—Jet Routes

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J-58 [REVISED]

From Oakland, CA, via Manteca, CA; Coaldale, NV; Wilson Creek, NV; Milford, UT; Farmington, NM; Las Vegas, NM; Panhandle, TX; Wichita Falls, TX; Ranger, TX; Alexandria, LA; Harvey, LA.

J-86 [REVISED]

From Beatty, NV; INT Beatty 131° and Boulder City, NV, 284° radials; Boulder City; Peach Springs, AZ; INT of Peach Springs 091° and Winslow, AZ, 301° radials, Winslow, AZ; El Paso, TX; Fort Stockton, TX; Junction, TX; Humble, TX; Leeville, LA.

J-614 [NEW]

Sarasota; Lee County, FL; to the INT Lee County 120° and Dolphin, FL, 293° radials; Dolphin.

J-616 [NEW]

Sarasota; INT Sarasota 103° and La Belle, FL, 313° radials; La Belle; to Dolphin, FL.

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Paragraph 6010(a)—Domestic VOR Federal Airways

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V-105 [REVISED]

From Tucson, AZ; INT Tucson 300° and Stanfield, AZ 145° radials; Stanfield; Phoenix, AZ; INT Phoenix 333° and Drake, AZ, 182° radials; Drake; 25 miles, 22 miles 85 MSL; Boulder City, NV; Las Vegas, NV; INT Las Vegas 266° and Beatty, NV, 142° radials; 17 miles, 105 MSL; Beatty; 105 MSL, Coaldale, NV; 82 miles, 110 MSL; to Mustang, NV.

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Issued in Washington, DC, on April 5, 2002.

Reginald C. Matthews,

Manager, Airspace and Rules Division.

[FR Doc. 02–9122 Filed 4–16–02; 8:45 am]

BILLING CODE 4910–13–P

FEDERAL TRADE COMMISSION

16 CFR Part 312

Children's Online Privacy Protection Rule

AGENCY: Federal Trade Commission.

ACTION: Final rule amendment.

SUMMARY: The Federal Trade Commission ("the Commission") issues a final amendment to the Children's Online Privacy Protection Rule ("the Rule") to extend, until April 21, 2005, the time period during which website operators may use an e-mail message from the parent, coupled with additional steps, to obtain verifiable parental consent for the collection of personal information from children for internal use by the website operator.

EFFECTIVE DATE: April 21, 2002.

ADDRESSES: Requests for copies of the amended Rule and the Statement of Basis and Purpose should be sent to: Public Reference Branch, Federal Trade Commission, Room H-130, 600 Pennsylvania Avenue NW, Washington, DC 20580.

FOR FURTHER INFORMATION CONTACT: Elizabeth Delaney, (202) 326–2903, Rona Kelner, (202) 326–2752, or Mamie Kresses, (202) 326–2070, Division of Advertising Practices, Bureau of Consumer Protection, Federal Trade Commission, 600 Pennsylvania Avenue NW., Washington, DC 20580.

Statement of Basis and Purpose

I. Introduction

As part of the effort to protect children's online privacy, Congress enacted the Children's Online Privacy Protection Act of 1998, 15 U.S.C. 6501 *et seq.* ("COPPA"), to prohibit unfair or