

TABLE 1.—15TH STAGE HPC DISK INITIAL INSPECTION

Action	If:	Then:
(1) Borescope-inspect disk, within 4,600 cycles-since-new (CSN) or before 90 days after the effective date of this AD, whichever occurs later.	(i) Borescope inspection shows a crack in any knife edge area.	Replace the disk with a serviceable disk before further flight.
	(ii) Borescope inspection shows a suspect crack in any loading slot.	Perform an eddy current inspection (ECI) to confirm crack within the next 25 cycles-in-service (CIS), and if cracked replace with a serviceable disk before further flight.

### Repetitive Inspections

(b) Perform repetitive inspections in accordance with the inspection procedures in paragraph (a) of this AD at intervals of no more than 1,000 CIS since the last inspection.

### New Cyclic Life Limit

(c) This AD establishes a new cyclic life limit for 15th stage HPC disks P/N's 56H015 and 57H715 of 8,000 cycles-since-new (CSN). Thereafter, except as provided in paragraph (d) of this AD, no alternative cyclic life limit may be approved for 15th stage HPC disks P/N's 56H015 and 57H715.

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

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

### Special Flight Permits

(e) Special flight permits may be issued in accordance with §§ 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 done.

### Documents That Have Been Incorporated by Reference

(f) The inspections must be done in accordance with PW Service Bulletin PW4G-112-A72-242, dated May 1, 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 Pratt & Whitney, 400 Main St., East Hartford, CT 06108; telephone (860) 565-6600, fax (860) 565-4503. This information may be examined, by appointment, at the FAA, New England Region, Office of the Regional Counsel, 12 New England Executive Park, Burlington, MA.; or at the Office of the Federal Register, 800 North Capitol Street, NW, suite 700, Washington, DC.

### Effective Date

(g) This amendment becomes effective on June 6, 2002.

Issued in Burlington, Massachusetts, on April 18, 2002.

**Francis A. Favara,**

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

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## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### 14 CFR Part 71

**[Airspace Docket No. 01-AEA-17]**

### Establishment of Class E Airspace at Sharon, PA

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

**ACTION:** Final rule; correction.

**SUMMARY:** This action corrects an error in the description of Shenango-UMPC Horizon Hospital Heliport, PA Class E5 airspace published as a final rule in the **Federal Register** on September 28, 2001, Airspace Docket Number 01-AEA-17FR. The final rule established Class E airspace at Sharon, PA.

**EFFECTIVE DATE:** May 2, 2002.

**FOR FURTHER INFORMATION CONTACT:** Mr. Francis Jordan, Airspace Specialist, Airspace Branch, AEA-520, Air Traffic Division, Eastern Region, Federal Aviation Administration, 1 Aviation Plaza, Jamaica, New York 11434-4809, telephone: (718) 553-4521.

### SUPPLEMENTARY INFORMATION:

#### History

Federal Register Document 01-23938, Airspace Docket 01-AEA-17FR, published on September 28, 2001 (66 FR 49518-49519), established Class E5 airspace at Shenango-UMPC Horizon Hospital Heliport, Sharon, PA. An error was discovered in the description of the airspace in the latitude and the reference point for the description of the delegated airspace. This action corrects the description of the minutes of latitude and the reference point.

### Correction to Final Rule

Accordingly, pursuant to the authority delegated to me, the airspace designation for the Shenango-UMPC Horizon Hospital Heliport, Sharon, PA Class E5 airspace, as published in the **Federal Register** on September 28, 2001 (66FR 49518-49519) is corrected as follows:

#### § 71.1 [Corrected]

On page 49519, column 1, in the airspace designation for Sharon, PA correct the description to read: "That airspace extending upward from 700 feet above the surface within a 6 mile radius of the Point in Space for the SIAP RNAV262 to the Shenango-UMPC Hospital Heliport."

Issued in Jamaica, New York on April 22, 2002.

**Richard J. Ducharme,**

*Assistant Manager, Air Traffic Division, Eastern Region.*

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## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### 14 CFR Part 97

**[Docket No. 30306; Amdt. No. 3003]**

### 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