

2001-15-17 Rockwell Collins, Inc.:
Amendment 39-12352; Docket No. 2001-CE-22-AD.

(a) *What airplanes are affected by this AD?*
This AD applies to CTL-92 transponder control panel part numbers 622-6523-204, 622-6523-205, 622-6523-206, 622-6523-207, and 622-6523-208 (serial numbers as specified in Rockwell Collins Service Bulletin 33 (CTL-92-34-33), dated April 5, 2001), that are installed in aircraft. These CTL-92 transponder control panels are

installed in, but not limited to, the following aircraft that are certificated in any category:
(1) Aerospatiale ATR42 and ATR72 series airplanes;
(2) Saab Aircraft Models 340B and SF340A airplanes;
(3) Embraer EMB-120 series airplanes;
(4) deHavilland DHC-8 series airplanes; and
(5) Raytheon Models C90A, B200, 350, and 1900D airplanes.
(b) *Who must comply with this AD?*
Anyone who wishes to operate an aircraft

equipped with one of the affected CTL-92 transponder control panels must comply with this AD.
(c) *What problem does this AD address?*
The actions specified by this AD are intended to prevent erroneous altitude interpretations, which could result in reduced vertical separation or unsafe traffic alert and collision avoidance system (TCAS) resolution advisories.
(d) *What must I do to address this problem?* To address this problem, you must accomplish the following actions:

Action	Compliance time	Procedures
(1) Modify the altitude encoder inputs of the CTL-92 transponder control panels.	Within the next 10 hours time-in-service (TIS) after August 20, 2001 (the effective date of this AD).	Modify in accordance with the Accomplishment Instructions section of Rockwell Collins Service Bulletin 33 (CTL-92-34-33), dated April 5, 2001.
(2) Do not install, on any aircraft, an affected CTL-92 transponder control panel that has not been modified as required by paragraph (d)(1) of this AD.	As of August 20, 2001 (the effective date of this AD).	Modify in accordance with the Accomplishment Instructions section of Rockwell Collins Service Bulletin 33 (CTL-92-34-33), dated April 5, 2001.

(e) *Can I comply with this AD in any other way?* You may use an alternative method of compliance or adjust the compliance time if:
(1) Your alternative method of compliance provides an equivalent level of safety; and
(2) The Manager, Wichita Aircraft Certification Office, approves your alternative. Send your request through an FAA Principal Maintenance Inspector, who may add comments and then send it to the Manager, Wichita Aircraft Certification Office.

Note: This AD applies to any aircraft with the equipment installed as identified in paragraph (a) of this AD, regardless of whether the aircraft has been modified, altered, or repaired in the area subject to the requirements of this AD. For aircraft 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?* You can contact Roger A. Souter, FAA, Wichita Aircraft Certification Office (ACO), 1801 Airport Road, Room 100, Wichita, Kansas 67209; telephone: (316) 946-4134; facsimile: (316) 946-4407, e-mail: roger.souter@faa.gov.

(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

Rockwell Collins Service Bulletin 33 (CTL-92-34-33), dated April 5, 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 Rockwell Collins, Business and Regional Systems, 400 Collins Road Northeast, Cedar Rapids, Iowa 52498. You can look at copies at 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) *When does this amendment become effective?* This amendment becomes effective on August 20, 2001.

Issued in Kansas City, Missouri, on July 19, 2001.

James E. Jackson,
Acting Manager, Small Airplane Directorate, Aircraft Certification Service.

[FR Doc. 01-18707 Filed 7-30-01; 8:45 am]

BILLING CODE 4910-13-P

**DEPARTMENT OF TRANSPORTATION
Federal Aviation Administration**

14 CFR Part 39

[Docket No. 98-ANE-71-AD; Amendment 39-12353; AD 2001-15-18]

RIN 2120-AA64

Airworthiness Directives; Pratt & Whitney JT8D Series Turbofan Engines

AGENCY: Federal Aviation Administration, DOT.

ACTION: Final rule.

SUMMARY: This amendment adopts a new airworthiness directive (AD), that is applicable to Pratt & Whitney (PW) JT8D series turbofan engines. This

amendment requires removing certain 2nd stage compressor disks, specified by part number (P/N) and serial number (SN), from service. This amendment is prompted by a report from PW of a number of JT8D engine 2nd stage compressor disks that were delivered to the field with potential machining damage to the tie rod, counterweight, and pin holes. The actions specified by this AD are intended to prevent rupture of the 2nd stage compressor disk caused by machining damage, which could result in an uncontained engine failure and damage to the airplane.

DATES: Effective date September 4, 2001. The incorporation by reference of certain publications listed in the regulations is approved by the Director of the Federal Register as of September 4, 2001.

ADDRESSES: The service information referenced in this AD 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 at the Federal Aviation Administration (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.

FOR FURTHER INFORMATION CONTACT: Robert McCabe, Aerospace Engineer, Engine Certification Office, FAA, Engine and Propeller Directorate, 12 New England Executive Park, Burlington, MA 01803-5299; telephone (781) 238-7138; fax (781) 238-7199.

SUPPLEMENTARY INFORMATION: A proposal to amend part 39 of the Federal

Aviation Regulations (14 CFR part 39) to include an AD that is applicable to Pratt & Whitney JT8D series turbofan engines was published in the **Federal Register** on December 12, 2000 (65 FR 77530). That action proposed to require removing certain 2nd stage compressor disks, specified by P/N and SN, from service in accordance with PW JT8D Alert Service Bulletin (ASB) JT8D A6336, Revision 1, dated June 29, 1999, that lists the SN's of certain 2nd stage compressor disks, P/N 745902, P/N 790832, and P/N 807502, and describes procedures replacing the disk if it is listed by SN in the ASB.

Comments

Interested persons have been afforded an opportunity to participate in the making of this amendment. Due consideration has been given to the comments received.

Limit AD Applicability

Two commenters request that the AD be limited to only those later or upper engine models specified by the JT8D Illustrated Parts Catalog, P/N 481675, referenced in the P&W Alert Service Bulletin (ASB) A6336, Revision 1, dated June 29, 1999. The affected 2nd stage compressor disk P/N's 745902, 790832 and 807502 are applicable only to engine models JT8D -9, -9A, -11, -15, -15A, -17A, -17R and -17AR. The FAA agrees and will limit applicability of the amendment to these specific engine models.

Cost Impact Statement

The manufacturer requests that the Cost Impact Statement reflect that PW has provided a support program for the disk replacement, and that the program is identified in the PW ASB A6336, Revision 1, dated June 29, 1999. The FAA agrees. The cost statement reflects the costs of compliance with the AD without considering any original equipment manufacturer (OEM) industry support program. The cost statement also states that the OEM may offset some of those costs.

Two commenters agree with the AD as written.

After careful review of the available data, including the comments noted above, the FAA has determined that air safety and the public interest require the adoption of the rule with the changes described previously. The FAA has determined that these changes will neither increase the economic burden on any operator nor increase the scope of the AD.

Cost Impact

There are approximately 110 engines of the affected design in the worldwide fleet. The FAA estimates that 60 engines, installed on airplanes of U.S. registry, would be affected by this proposed AD, that it would take approximately 48 work hours per engine to accomplish the proposed actions, and that the average labor rate is \$60 per work hour. The prorated average cost of the unusable life of a 2nd stage disk is \$30,000. Based on these figures, the FAA estimates the total cost impact of the proposed AD on U.S. operators to be \$1,972,800. The manufacturer has informed the FAA that it may pay the cost of the disk, which may lower the cost to operators.

Regulatory Impact

This final rule does not have federalism implications, as defined in Executive Order 13132, because it would not have a substantial direct effect on the States, on the relationship between the national government and the States, or on the distribution of power and responsibilities among the various levels of government. Accordingly, the FAA has not consulted with state authorities prior to publication of this final rule.

For the reasons discussed above, I certify that this action (1) is not a "significant regulatory action" under Executive Order 12866; (2) is not a "significant rule" under the DOT Regulatory Policies and Procedures (44 FR 11034, February 26, 1979); and (3) if promulgated, will not have a significant economic impact, positive or negative, on a substantial number of small entities under the criteria of the Regulatory Flexibility Act. A final evaluation has been prepared for this action and it is contained in the Rules Docket. A copy of it may be obtained by contacting the Rules Docket at the location provided under the caption **ADDRESSES**.

List of Subjects in 14 CFR Part 39

Air transportation, Aircraft, Aviation safety, Incorporation by reference, Safety.

Adoption of the Amendment

Accordingly, pursuant to the authority delegated to me by the Administrator, the Federal Aviation Administration amends part 39 of the Federal Aviation Regulations (14 CFR part 39) as follows:

PART 39—AIRWORTHINESS DIRECTIVES

1. The authority citation for part 39 continues to read as follows:

Authority: 49 U.S.C. 106(g), 40113, 44701.

§ 39.13 [Amended]

2. Section 39.13 is amended adding a new airworthiness directive to read as follows:

2001-15-18 Pratt & Whitney: Amendment 39-12353. Docket 98-ANE-71-AD.

Applicability

This airworthiness directive (AD) is applicable to Pratt & Whitney (PW) JT8D-9, -9A, -11, -15, -15A, -17, -17A, -17R, and -17AR series turbofan engines with 2nd stage compressor disks, part number (P/N) 745902, P/N 790832, and P/N 807502, installed. These engines are installed on, but not limited to, Boeing 727 series airplanes, Boeing 737-100 and -200 series airplanes and McDonnell Douglas DC-9 series airplanes.

Note 1: This AD applies to each engine identified in the preceding applicability provision, regardless of whether it has been modified, altered, or repaired in the area subject to the requirements of this AD. For engines 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 (b) 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

Compliance with this AD is required as indicated, unless already done. To prevent a rupture of the 2nd stage compressor disk caused by machining damage, which could result in an uncontained engine failure and damage to the airplane, accomplish the following:

Removal of Disk

(a) Remove from service 2nd stage compressor disks, P/N 745902, P/N 790832, and P/N 807502, identified by serial number (SN) in the Accomplishment Instructions of PW JT8D Alert Service Bulletin (ASB) JT8D A6336, Revision 1, dated June 29, 1999, prior to accumulating 2,000 cycles since new.

Alternative Methods of Compliance

(b) 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 shall submit their requests 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

(c) 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 accomplished.

Documents That Have Been Incorporated By Reference

(d) The disks identified by SN's must be removed in accordance with Pratt & Whitney ASB JT8D A6336, Revision 1, dated June 29, 1999. 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 of the ASB may be obtained from Pratt & Whitney, 400 Main St., East Hartford, CT 06108; telephone (860) 565-6600, fax (860) 565-4503. Copies may be inspected 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.

(e) This amendment becomes effective on September 4, 2001.

Issued in Burlington, Massachusetts on July 20, 2001.

Francis A. Favara,

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

[FR Doc. 01-18760 Filed 7-30-01; 8:45 am]

BILLING CODE 4910-13-P

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 71

[Airspace Docket No. 01-ASO-9]

Establishment of Class E2 Airspace; Greenwood, MS

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Final rule.

SUMMARY: This action establishes Class E2 airspace at Greenwood, MS, for the Greenwood-Leflore Airport. The Greenwood Airport Traffic Control Tower is a part time facility. When the control tower is closed, Memphis Air Route Traffic Control Center (ARTCC) provides approach control service. This requires establishment of Class E2 surface area airspace.

EFFECTIVE DATE: July 31, 2001.

FOR FURTHER INFORMATION CONTACT:

Walter R. Cochran, Manager, Airspace Branch, Air Traffic Division, Federal Aviation Administration, P.O. Box 20636, Atlanta, Georgia 30320; telephone (404) 305-5627.

SUPPLEMENTARY INFORMATION:

History

The Greenwood-Leflore Airport lies within Class D airspace. The Greenwood Airport Traffic Control Tower is a part

time facility. When the control tower closes, Memphis ARTCC provides approach control service for the Greenwood-Leflore Airport. Since the Memphis ARTCC provides approach control service and the proper classification of airspace to accommodate aircraft conducting standard instrument approach procedures is not available, flight safety interests may be affected. Accordingly, immediate corrective action is taken herein, in the interest of flight safety, to establish Class E2 airspace in the vicinity of Greenwood-Leflore Airport. Therefore, I find that notice and public procedure under 5 U.S.C. 553(b) are impracticable and contrary to the public interest. Designations for Class E are published in FAA Order 7400.9H, dated September 1, 2000, and effective September 16, 2000, which is incorporated by reference in 14 CFR part 71.1. The Class E designations listed in this document will be published subsequently in the Order.

The Rule

This amendment to Part 71 of the Federal Aviation Regulations (14 CFR Part 71) establishes Class E2 airspace at Greenwood, MS.

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

List 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; EO 10854, 24 FR 9565, 3 CFR, 1959-1963 Comp., p. 389; 14 CFR 11.69.

§ 71.1 [Amended]

2. The incorporation by reference in 14 CFR 71.1 of Federal Aviation Administration Order 7400.9H, Airspace Designations and Reporting Points, dated September 1, 2000, and effective September 16, 2000, is amended as follows:

Paragraph 6002 Class E Airspace Designated as Surface Areas.

* * * * *

ASO MS E2 Greenwood, MS [New]

Greenwood—Leflore Airport, MS
(Lat. 33°29'44"N, long. 90°05'03"W)

Within a 4-mile radius of Greenwood—Leflore Airport. This Class E airspace area is effective during the specific days and times established in advance by a Notice to Airmen. The effective date and time will thereafter be continuously published in the Airport/Facility Directory.

* * * * *

Issued in College Park, Georgia, on July 19, 2001.

Richard Biscomb,

Acting Manager, Air Traffic Division, Southern Region.

[FR Doc. 01-19044 Filed 7-30-01; 8:45 am]

BILLING CODE 4910-13-M

DEPARTMENT OF STATE

22 CFR Part 42

[Public Notice 3721]

Visas: Documentation of Immigrants Under the Immigration and Nationality Act, as Amended—Diversity Visas

AGENCY: Bureau of Consular Affairs, Department of State.

ACTION: Interim Rule with Request for Comments.

SUMMARY: This document makes certain amendments to the regulations implementing the Diversity Immigrant (DV) Program (the Program). The Department feels the amendments are necessary to further clarify its interpretation of the statute with respect to the Program and to enhance the Department's ability to combat fraudulent practices in the DV Program. The Department is also amending the