

Actions	Compliance	Procedures
(2) If there is no paint marking (torque putty) or if marking proves that the piston rod rotates remove the gas strut from the engine mount and secure the rod end using Loctite, then apply marking paint line (torque putty).	Within the next 30 days after May 26, 2001 (the effective date of this AD).	Do this action following the Instructions paragraph of DG Flugzeugbau TN No. 873/13, dated June 30, 1999, and the maintenance manual.
(3) Install an additional filter for the primer valve	Within the next 3 calendar months after May 26, 2001 (the effective date of this AD).	Do this action following the Instructions paragraph of DG Flugzeugbau TN No. 873/12, dated March 9, 1999, and Working Instruction No. 1 for TN No. 873/12.
(4) Inspect and align the exhaust system .....	Within the next 3 calendar months after May 26, 2001 (the effective date this AD).	Do this action following the Instructions paragraph of DG of Flugzeugbau TN No. 873/12, dated March 9, 1999, and Working Instruction No. 2 for TN No. 873/12.

(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, 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.

**Note 1:** This AD applies to each sailplane 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 sailplanes 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 Mike Kiesov, Aerospace Engineer, FAA, Small Airplane Directorate, 901 Locust, Room 301, Kansas City, Missouri 64016; telephone: (816) 329-4144; facsimile: (816) 329-4090.

(g) *What if I need to fly the sailplane 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 sailplane 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 DG Flugzeugbau Technical Note No. 873/12 (including Working Instruction No. 1 and No. 2), dated March 9, 1999, and DG Flugzeugbau Technical Note No. 873/13, dated June 30, 1999. 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 DG Flugzeugbau, Postbox 41 20, D-76646 Bruchsal, Federal Republic of Germany. 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) *When does this amendment become effective?* This amendment becomes effective on May 26, 2001.

**Note 2:** The subjects of this AD are addressed in German AD 1999-269, Effective Date: July 22, 1999, and German AD 1999-167, Effective Date: May 20, 1999.

Issued in Kansas City, Missouri, on March 27, 2001.

**David R. Showers,**

*Acting Manager, Small Airplane Directorate, Aircraft Certification Service.*

[FR Doc. 01-8067 Filed 4-4-01; 8:45 am]

**BILLING CODE 4910-13-P**

## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### 14 CFR Part 71

[Docket No. FAA 2001-8682; Airspace Docket No. 01-ASW-1]

RIN 2120-AA66

#### Establishment of V-611 and Revocation of V-19; NM

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

**ACTION:** Final rule.

**SUMMARY:** This action changes the designation of Federal Airway 19 (V-19) to V-611. Currently, two airways with similar designations, V-19 and V-190, converge at the Albuquerque very high frequency omnidirectional range tactical air navigation (VORTAC) facility. This similarity has resulted in some pilots inadvertently joining the wrong route segment. This action will eliminate the similarity by redesignating V-19 as V-611. Except for the route designation, the airway alignment, radials, and published altitudes will all remain unchanged. This action will reduce the

air traffic controller workload and enhance aviation safety.

**EFFECTIVE DATE:** 0901 UTC, May 17, 2001.

#### FOR FURTHER INFORMATION CONTACT:

Steve Rohring, 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

The FAA has identified a potentially unsafe situation resulting from two airways with similar names (V-19 and V-190) that cross the Albuquerque, NM, VORTAC navigation facility and proceed in the same general direction. Aircraft that were cleared via V-19 have been observed joining V-190 by mistake. This results in a potentially unsafe situation because the minimum en route altitude (MEA) on V-190 is 13,000 feet above mean sea level (MSL) while the MEA on V-19 is only 9,000 feet above MSL. As a result, aircraft cleared via V-19, but joining V-190 by mistake, may not be high enough to clear the mountains northeast of the VORTAC. This is a common mistake and in a recent incident, corrective action was taken by the controller to prevent an unsafe situation.

##### The Rule

This amendment to 14 CFR part 71 changes the designation of V-19 in its entirety to V-611. There are no changes to any of the existing radials or altitudes.

This change is necessary because two airways with similar designations, V-19 and V-190, converge at the Albuquerque, NM, VORTAC navigation facility. This similarity has resulted in some pilots inadvertently joining the wrong route segment northeast of the Albuquerque, NM, VORTAC while continuing to fly at an altitude that

would have been safe on the correct airway route segment but that would not be safe on the route segment that they joined by mistake. This action will reduce the likelihood that this mistake would happen by redesignating V-19 as V-611. Because this action is needed for safety reasons, for good cause, I find that notice and public procedure under 5 U.S.C. 553(b) are impracticable and contrary to the public interest. Comments are not being requested because it is unlikely that useful information will be received.

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 Department of Transportation (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.

Federal airways are published in paragraph 6010(a) of FAA Order 7400.9H dated September 1, 2000, and effective September 16, 2000, which is incorporated by reference in 14 CFR 71.1. The Federal airways listed in this document will be published subsequently in the Order.

#### List of Subjects in 14 CFR Part 71

Airspace, Incorporation by reference, Navigation (air).

#### Adoption of 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 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 the 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 6010(a)—Domestic VOR Federal Airways

\* \* \* \* \*

V-19 [Remove]

\* \* \* \* \*

V-611 [New]

From Newman, TX, via INT Newman 286° and Truth or Consequences, NM, 159° radials; Truth or Consequences; INT Truth or Consequences 028° and Socorro, NM, 189° radials; Socorro; Albuquerque, NM; INT Albuquerque 036° and Santa Fe, NM, 245° radials; Santa Fe; Las Vegas, NM; Cimarron, NM; Pueblo, CO; Black Forest, CO; INT Black Forest 036° and Gill, CO, 149° radials; Gill; Cheyenne, WY; Muddy Mountain, WY; 5 miles, 45 miles 71 MSL, Crazy Woman, WY; Sheridan, WY; Billings, MT; 38 miles 72 MSL, INT Billings 347° and Lewistown, MT, 104° radials; Lewistown; INT Lewistown 322° and Havre, MT, 226° radials; to Havre.

\* \* \* \* \*

Issued in Washington, DC, on March 30, 2001.

**Reginald C. Matthews,**

*Manager, Airspace and Rules Division.*

[FR Doc. 01–8439 Filed 4–4–01; 8:45 am]

**BILLING CODE 4910–13–U**

#### NATIONAL AERONAUTICS AND SPACE ADMINISTRATION

#### 48 CFR Parts 1812, 1823, and 1852

#### Safety and Health (Short Form)

**AGENCY:** National Aeronautics and Space Administration (NASA).

**ACTION:** Interim rule.

**SUMMARY:** This interim rule amends the NASA FAR Supplement (NFS) to add a new Safety and Health (Short Form) clause which requires contractors to take all reasonable safety and occupational health measures in contracts above the micro-purchase threshold; amends other existing safety and health clauses to make them consistent with the new NASA Safety and Health (Short Form) clause; and adds an Alternate I, Safety and Health Plan, to address submission of safety and health plans under Invitations for Bids (IFBs).

**DATES:** *Effective Date:* This rule is effective May 7, 2001.

*Applicability Date:* This rule applies to solicitations issued on or after May 7, 2001.

*Comment Date:* Comments should be submitted to NASA at the address below on or before June 4, 2001.

**ADDRESSES:** Interested parties should submit written comments to Jeff Cullen, NASA Headquarters Office of Procurement, Contract Management Division (Code HK), Washington, DC 20546. Comments may also be submitted by e-mail to [jcullen@hq.nasa.gov](mailto:jcullen@hq.nasa.gov).

**FOR FURTHER INFORMATION CONTACT:** Jeff Cullen, (202) 358–1784.

#### SUPPLEMENTARY INFORMATION:

##### A. Background

Emphasizing safety and occupational health can result in reductions in the number of incidents involving injury or death to personnel, and in a reduction in lost or restricted workdays. These reductions enhance the probability of mission success by decreasing development time, cycle times, operational delays and costs. Since NASA contracts account for approximately 80 percent of its budget, NASA recognizes that for it to achieve mission success, it is critically important that NASA contractors also emphasize safety and occupational health. While the existing NASA Safety and Health clause (1852.223–70) applies to many high dollar value and high-risk contracts, NASA has many more contracts that it does not apply to that are also critical to the agency achieving its mission. This interim rule implements a Safety and Health (Short Form) clause to address safety and occupational health in all of its contracts above the micro-purchase threshold where 1852.223–70 does not apply. This clause will hold contractors accountable for the safety and occupational health measures consistent with standard industry practice in performing the contract. It also defines NASA's safety priority to protect: (1) The public, (2) astronauts and pilots, (3) the NASA workforce, and (4) high-value equipment and property. This will help lead to mission success for NASA and its contractors. Additionally, this interim rule amends the NASA Safety and Health clause (1852.223–70), the Safety and Health Plan clause (1852.223–73), and the Major Breach of Safety or Security clause (1852.223–75) to make them consistent with the new NASA Safety and Health (Short Form) clause (1852.223–72) by adding the safety priority; and adds an Alternate I to 1852.223–73, Safety and Health Plan,