

Action	Compliance time	Procedures
(ii) Fabricate a placard that indicates the KC 225 AFCS is inoperative, and install this placard on the instrument panel within the pilot's clear view. The placard should use letters of at least 0.10-inch in height and contain the following words: "KC 225 AFCS INOPERATIVE."		
(3) As an alternative method of compliance to paragraphs (d)(2)(i) and (d)(2)(ii) of this AD for the KC 225 AFCS with only Mods 1 and/or 2 installed, accomplish either of the following to return the KC 225 AFCS to operation.	At any time as terminating action for all other requirements of this AD.	Do this following the Honeywell Installation Bulletin No. 472 Alert, Revision 1, dated January 2001.
(i) Return the AFCS to the Honeywell Service Center for modification to install Mod 1, 2, and 3 (or higher) levels and then incorporate this AFCS on the airplane; or.		
(ii) Contact Honeywell Product Support for a warranty replacement KC 225 AFCS that contains Mod 1, 2, and 3 (or higher) levels and then incorporate this AFCS on the airplane.		
(4) If no Mods are installed or at least Mods 1, 2, and 3 are installed, ensure that the aircraft records identify Mod status. No further action is required by this AD.	Prior to further flight after the inspection required by paragraph (d)(1) of this AD.	Do this following the Honeywell Installation Bulletin No. 472 Alert, Revision 1, dated January 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 ACO.

**Note:** This AD applies to each airplane with a Honeywell automatic flight control computer 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. You should include in the request 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 Clyde Erwin, Aerospace Engineer, FAA, Wichita Aircraft Certification Office, 1801 Airport Road, Room 100, Wichita, Kansas 67209; telephone: (316) 946-4149; facsimile: (329)946-4407.

(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 §§ 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 Honeywell Installation Bulletin No. 472 Alert, Revision 1, dated January 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 Honeywell, Business & General Aviation, One Technology Center, 23500 W. 105th Street, Olathe, Kansas 66061. 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 June 15, 2001.

Issued in Kansas City, Missouri, on May 14, 2001.

**Melvin D. Taylor,**

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

[FR Doc. 01-12634 Filed 5-22-01; 8:45 am]

**BILLING CODE 4910-13-P**

## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### 14 CFR Part 39

[Docket No. 99-NE-58-AD; Amendment 39-12238; AD 2001-10-12]

RIN 2120-AA64

#### Airworthiness Directives; GE Aircraft Engines CJ610 Series Turbojet and CF700 Turbofan Engines

**AGENCY:** Federal Aviation Administration, DOT.

**ACTION:** Final rule; request for comments.

**SUMMARY:** This amendment supersedes an existing airworthiness directive (AD) that is applicable to GE Aircraft Engines (GEAE) CJ610 series turbojet and CF700 series turbofan engines that currently requires removal of certain unapproved parts before further flight. This amendment requires removal of additional unapproved parts. This amendment is prompted by the discovery by the FAA of additional unapproved parts not listed in the original AD that have been introduced into the field and might be installed on the affected engines. The actions specified in this AD are intended to prevent the use of unapproved parts which could lead to an uncontained

engine failure and damage to the airplane.

**DATES:** Effective June 7, 2001.

Comments for inclusion in the Rules Docket must be received on or before July 23, 2001.

**ADDRESSES:** Submit comments in triplicate to the Federal Aviation Administration (FAA), New England Region, Office of the Regional Counsel, Attention: Rules Docket No. 99-NE-58-AD, 12 New England Executive Park, Burlington, MA 01803-5299. Comments may also be sent via the Internet using the following address: "9-ane-adcomment@faa.gov". Comments sent via the Internet must contain the docket number in the subject line.

**FOR FURTHER INFORMATION CONTACT:**

Kevin Donovan, Aerospace Engineer, Engine Certification Office, FAA, Engine and Propeller Directorate, 12 New England Executive Park, Burlington, MA 01803-5299; telephone (781) 238-7743, fax (238) 238-7199.

**SUPPLEMENTARY INFORMATION:** On January 5, 2000, the FAA issued AD 2000-01-09, Amendment 39-11506 (65 FR 1771) to require removal of certain unapproved parts before further flight. That amendment was prompted by findings that life-limited parts, with inaccurate records, have been introduced into the field and might be installed on the affected engines. That condition, if not corrected, could lead to an uncontained engine failure and damage to the airplane.

Since the issuance of that AD, the FAA discovered a compressor rotor during an audit with suspected military markings. The manufacturer confirmed that the marking was an electro-etched Low Cycle Fatigue Cycles (LCFC) marking used strictly on military parts. The original AD, AD 2000-01-09, did not identify this particular compressor rotor or the three additional rotors containing unapproved parts discovered at other locations during subsequent audits.

**FAA's Determination of an Unsafe Condition and Proposed Actions**

Since an unsafe condition has been identified that is likely to exist or develop on other GE Aircraft Engines (GEAE) CJ610 series turbojet and CF700 series turbofan engines of the same type design, this AD supersedes AD 2000-01-09 to require removal before further flight of the additional unapproved parts not listed in the original AD that have been introduced into the field and might be installed on the affected engines.

**Immediate Adoption of This AD**

Since a situation exists that requires the immediate adoption of this regulation, it is found that notice and opportunity for prior public comment hereon are impracticable, and that good cause exists for making this amendment effective in less than 30 days.

**Comments Invited**

Although this action is in the form of a final rule that involves requirements affecting flight safety and, thus, was not preceded by notice and an opportunity for public comment, comments are invited on this rule. Interested persons are invited to comment on this rule by submitting such written data, views, or arguments as they may desire. Communications should identify the Rules Docket number and be submitted in triplicate to the address specified under the caption **ADDRESSES**. All communications received on or before the closing date for comments will be considered, and this rule may be amended in light of the comments received. Factual information that supports the commenter's ideas and suggestions is extremely helpful in evaluating the effectiveness of the AD action and determining whether additional rulemaking action would be needed.

Comments are specifically invited on the overall regulatory, economic, environmental, and energy aspects of the rule that might suggest a need to modify the rule. All comments submitted will be available, both before and after the closing date for comments, in the Rules Docket for examination by interested persons. A report that summarizes each FAA-public contact concerned with the substance of this AD will be filed in the Rules Docket.

Commenters wishing the FAA to acknowledge receipt of their comments submitted in response to this action must submit a self-addressed, stamped postcard on which the following statement is made: "Comments to Docket Number 99-NE-58-AD." The postcard will be date stamped and returned to the commenter.

**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.

The FAA has determined that this regulation is an emergency regulation that must be issued immediately to correct an unsafe condition in aircraft, and is not a "significant regulatory action" under Executive Order 12866. It has been determined further that this action involves an emergency regulation under DOT Regulatory Policies and Procedures (44 FR 11034, February 26, 1979). If it is determined that this emergency regulation otherwise would be significant under DOT Regulatory Policies and Procedures, a final regulatory evaluation will be prepared and placed in the Rules Docket. A copy of it, if filed, may be obtained from the Rules Docket at the location provided under the caption **ADDRESSES**.

**List of Subjects in 14 CFR Part 39**

Air transportation, Aircraft, Aviation safety, 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 by removing Amendment 39-11506 (65 FR 1771, January 12, 2000), and by adding a new airworthiness directive (AD), Amendment 39-12238, to read as follows:

**2001-10-12 GE Aircraft Engines (GEAE)**  
Amendment 39-12238. Docket 99-NE-58-AD. Supersedes AD 2000-01-09, Amendment 39-11506.

**Applicability**

This airworthiness directive (AD) is applicable to GEAE CJ610 series turbojet and CF700 series turbofan engines, with parts listed by part number (P/N) and serial number (SN) in Tables I and II, installed. These engines are installed on, but not limited to, the Dassault-Aviation Fan Jet Falcon 20 series, Sabreliner NA265 series, Learjet 20 series, Israel Aircraft Industries Westwind series, Hansa Jet, Aero Commander, and Jet Commander.

**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 (c) 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 the use of unapproved parts, which could lead to an uncontained engine

failure and damage to the airplane, accomplish the following:

#### Replacement of Unapproved Parts

(a) Before further flight, remove any part listed by P/N and SN in Tables I and II of this AD, and replace it with a serviceable part:

TABLE I.—UNAPPROVED PARTS LISTED IN AD 2000–01–09

Part number	Part name	Serial number
3007T98G01 .....	Shaft, compressor drive .....	HPCTQA11693
3007T98G01 .....	Shaft, compressor drive .....	HPCTQA11929
3007T98G01 .....	Shaft, compressor drive .....	HPCTQA1929
3007T98G01 .....	Shaft, compressor drive .....	HPGTQA9947
3007T98G01 .....	Shaft, compressor drive .....	TQA14300
37D401014P101 .....	Torque ring, turbine .....	GGM681
37D401014P101 .....	Torque ring, turbine .....	GGMCBK1977
37D401014P101 .....	Torque ring, turbine .....	GGMWZA1230
37D401014P101 .....	Torque ring, turbine .....	GGMWZA2322
37D401014P101 .....	Torque ring, turbine .....	GGMWZA4665
37D401014P101 .....	Torque ring, turbine .....	PMB08403P
37D401014P102 .....	Torque ring, turbine .....	PMB19204
37D401302P101 .....	Spacer, stage 2 .....	GATI2099WYR
37D401302P101 .....	Spacer, stage 2 .....	GATWZA09656
37D401302P101 .....	Spacer, stage 2 .....	GATWZA10002
37D401302P101 .....	Spacer, stage 2 .....	GATWZA10148
37D401302P101 .....	Spacer, stage 2 .....	GATWZA5419
37D401303P102 .....	Spacer, stage 3 .....	GATCBK02192
37D401303P102 .....	Spacer, stage 3 .....	GATWZA12030
37D401303P102 .....	Spacer, stage 3 .....	GGMWZA1022
37D401303P104 .....	Spacer, stage 3 .....	GATWYR5364
37D401304P104 .....	Spacer, stage 4 .....	GATANWA2378
37D401305P103 .....	Spacer, stage 5 .....	GATANW9528
37D401305P103 .....	Spacer, stage 5 .....	GATANWA7441
37D401305P103 .....	Spacer, stage 5 .....	GATANWA8542
37D401305P103 .....	Spacer, stage 5 .....	GGMANW3172
37D401306P103 .....	Spacer, stage 6 .....	GATANW6380
37D401306P103 .....	Spacer, stage 6 .....	GGMANW2331
37D401306P105 .....	Spacer, stage 6 .....	GATCDY71386
37D401306P105 .....	Spacer, stage 6 .....	GATO7040CDY
37D401307P103 .....	Spacer, stage 7 .....	GAT59653
37D401307P103 .....	Spacer, stage 7 .....	GATANW7170
37D401307P103 .....	Spacer, stage 7 .....	GATANWA7134
37D401307P103 .....	Spacer, stage 7 .....	GGMANW3104
37D401312P101 .....	Disc, stage 2 .....	GATI0156WZA
37D401312P101 .....	Disc, stage 2 .....	GATO8253WZA
37D401312P101 .....	Disc, stage 2 .....	GATWZA3983
37D401312P101 .....	Disc, stage 2 .....	GATWZA6604
37D401312P101 .....	Disc, stage 2 .....	GGMCBK620
37D401312P101 .....	Disc, stage 2 .....	GGMLBA4491
37D401313P101 .....	Disc, stage 3 .....	GATI3249WYI
37D401313P101 .....	Disc, stage 3 .....	GATO7644WZA
37D401313P101 .....	Disc, stage 3 .....	GATWZA6522
37D401313P101 .....	Disc, stage 3 .....	GATWZA6723
37D401313P101 .....	Disc, stage 3 .....	GGMLBA2102
37D401314P102 .....	Disc, stage 4 .....	GAT05572WZA
37D401314P102 .....	Disc, stage 4 .....	GATO4383WZA
37D401314P102 .....	Disc, stage 4 .....	GGMWZA6818
37D401315P101 .....	Disc, stage 5 .....	GAT12406WZA
37D401315P101 .....	Disc, stage 5 .....	GATWZA4753
37D401315P101 .....	Disc, stage 5 .....	GATWZA7093
37D401316P101 .....	Disc, stage 6 .....	GAT10162WZA
37D401316P101 .....	Disc, stage 6 .....	GATWZA4435
37D401316P101 .....	Disc, stage 6 .....	GATWZA7208
37D401316P101 .....	Disc, stage 6 .....	GGMWZA3376
37D401317P101 .....	Disc, stage 7 .....	GAT10013WZA
37D401317P101 .....	Disc, stage 7 .....	GAT13322WZA
37D401317P101 .....	Disc, stage 7 .....	GATI5009WYR
37D401709P101 .....	Disc, stage 8 .....	GATO3900WZA
37D401709P101 .....	Disc, stage 8 .....	GATO5381WZA
37D401709P101 .....	Disc, stage 8 .....	GGMWZA6906
37D401709P101 .....	Disc, stage 8 .....	GGMWZA6942
37E501428P102 .....	Disc and shaft, stage 1 .....	GATI2001WZA

TABLE I.—UNAPPROVED PARTS LISTED IN AD 2000-01-09—Continued

Part number	Part name	Serial number
37E501428P102	Disc and shaft, stage 1	GATWZA8639
37E501428P106	Disc and shaft, stage 1	GATO8474WZA
37E501428P106	Disc and shaft, stage 1	GGMWZA3231
4010T01P01	Seal labyrinth, stage 8	JADCSF334P59
4010T01P01	Seal labyrinth, stage 8	JADCSF5222
4010T01P01	Seal labyrinth, stage 8	JADCSF5444P21
4010T01P01	Seal labyrinth, stage 8	JADMC13214
4036T24P01	Turbine wheel, stage 2	GATWYR14035
4036T24P01	Turbine wheel, stage 2	GATWYR14655
5013T79P01	Disc, stage 5	GATI1679WZA
5013T82P01	Disc, stage 7	GATI7662WYR
5013T88P01	Spacer, stage 4	GAT69935
5013T88P01	Spacer, stage 4	GATCDY66715
5013T89P01	Spacer, stage 5	GAT60180CDY
5013T89P01	Spacer, stage 5	GAT60180CDY
5013T90P01	Spacer, stage 7	GAT81678CDY
5013T90P01	Spacer, stage 7	GATCDY82036
5018T16P01	Disc, stage 4	GAT12222WYR
6028T44P01	Turbine wheel, stage 1	GAT11900
6028T44P01	Turbine wheel, stage 1	GAT13094
6028T44P01	Turbine wheel, stage 1	GAT14749
6028T44P01	Turbine wheel, stage 1	GAT15160
6028T44P01	Turbine wheel, stage 1	GAT15396WYR
6028T44P01	Turbine wheel, stage 1	GAT15703
6028T44P01	Turbine wheel, stage 1	GAT15821
6028T44P01	Turbine wheel, stage 1	GAT15899
6028T44P01	Turbine wheel, stage 1	GAT59743
6028T44P01	Turbine wheel, stage 1	GAT60190
6028T44P01	Turbine wheel, stage 1	GAT60197
6028T44P01	Turbine wheel, stage 1	GAT60483
6028T44P01	Turbine wheel, stage 1	GAT7321
6028T44P01	Turbine wheel, stage 1	GATA8475
6028T44P01	Turbine wheel, stage 1	GATA8492
6028T44P01	Turbine wheel, stage 1	GATAJ204
6028T44P01	Turbine wheel, stage 1	GATB6925
6028T44P01	Turbine wheel, stage 1	GATBE998
6028T44P01	Turbine wheel, stage 1	GATE2150
6028T44P01	Turbine wheel, stage 1	GATE2259
6028T44P01	Turbine wheel, stage 1	GATE2291
6028T44P01	Turbine wheel, stage 1	GATE2336
6028T44P01	Turbine wheel, stage 1	GATF4496
6028T44P01	Turbine wheel, stage 1	GATF4507
6028T44P01	Turbine wheel, stage 1	GATFE953
6028T44P01	Turbine wheel, stage 1	GATG6470
6028T44P01	Turbine wheel, stage 1	GATV6541
6028T44P01	Turbine wheel, stage 1	GATV6588
6028T44P01	Turbine wheel, stage 1	GATW1573
634E583P04	Turbine wheel, stage 1	GATWZA4994
634E583P5	Turbine wheel, stage 1	GAT10650
634E583P5	Turbine wheel, stage 1	GAT13048
646C596P2	Turbine wheel, stage 2	GATCBK01912
646C596P2	Turbine wheel, stage 2	GATWYR12725
646C596P2 *	Turbine wheel, stage 2	GATWZA9723
646C594P2 *	Turbine wheel, stage 2	GATWZA9723
646C594P1 *	Turbine wheel, stage 2	GATWZA9723
841B690P7	Assy, Turbine wheel, stage 1	GAT9383WZA
841B690P7	Assy, Turbine wheel, stage 1	GATMKF07225
841B690P7	Assy, Turbine wheel, stage 1	GATWYR12358
841B690P7	Assy, Turbine wheel, stage 1	GATWYR13457
841B690P7	Assy, Turbine wheel, stage 1	GATWYR13677
841B690P7	Assy, Turbine wheel, stage 1	GATWZA8110
841B690P7	Assy, Turbine wheel, stage 1	GATWZA8263
841B690P7	Assy, Turbine wheel, stage 1	GATWZA9182
841B690P7	Assy, Turbine wheel, stage 1	OJL0145
841B690P7	Assy, Turbine wheel, stage 1	WDBMKF07219

\* The FAA has determined that up to three Stage 2 Turbine wheels, SN GATWZA9723, may have been distributed with three different P/N's. Therefore, while only P/N 646C596P1 is an approved P/N for the CJ610 and CF700 model engine, all three part numbers are listed.

TABLE II.—ADDITIONAL UNAPPROVED PARTS DISCOVERED SINCE PUBLICATION OF AD 2000-01-09

Part Number	Part name	Serial Number
37E501428P102	1st Stg Disc/Shaft/Spacer	GAT14210WYR
37E501428P106	Disc & Shaft Stg 1 Comp	GAT115140WZA
37D401312P101	Disc Stg 2 Comp	GAT2107WYR
37D401312P101	Disc Stg 2 Comp	GAT07432WZA
37D401313P101	Disc Stg 3 Comp	GAT2432WYR
37D401313P101	Disc Stg 3 Comp	GAT10717WZA
5018T16P01	Disc Stg 4 Comp	GAT10058WYR
5018T16P01	Disc Stg 4 Comp	GAT05724WZA
37D401315P101	Disc Stg 5 Comp	GAT16068WYR
37D401316P101	Disc Stg 6 Comp	GAT15035WYR
37D401317P101	Disc Stg 7 Comp	GAT6493WYR
5013T82P01	Disc Stg 7 Comp	GAT15819WYR
37D401709P101	Disc Stg 8 Comp	GAT08842WYR
5013T83P01	Disc Stg 8 Comp	GAT07464WYR
4010T010P02	Seal Rot Stg 8 Comp	JADMSA09181
4010T010P01	Seal Rot Stg 8 Comp	APVM0F00180
4010T01P01	Seal Rot Stg 8 Comp	APVM0F00192
5004T73P02	Shaft Rear Comp	HPCTQA12100
3007T98G01	Shaft Rear Comp	HPCTQ1474
37D401303P102	Spacer Stg 3 Comp	GGMWZA1112
5013T88P01	Spacer Stg 4 Comp	GAT1A402
37D401302P101	Spacer Stg 2 Comp	GATWRY12483
37D401302P103	Spacer Stg 2 Comp	GATE0A00429
37D401303P102	Spacer Stg 3 Comp	GATWZA5858
37D401304P103	Spacer Stg 4 Comp	GATANW10309
37D401304P103	Spacer Stg 4 Comp	GATANWA5510
5013T88P01	Spacer Stg 4 Comp	GATCDY61557
37D401305P103	Spacer Stg 5 Comp	GATANW11066
37D401306P103	Spacer Stg 6 Comp	GATANW09191
37D401306P105	Spacer Stg 6 Comp	GAT8654CDY
37D401307P103	Spacer Stg 7 Comp	GATANW9286
37D401307P103	Spacer Stg 7 Comp	GATANWA6612

**Alternate 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.

**Effective Date of This AD**

(c) This amendment becomes effective on June 7, 2001.

Issued in Burlington, Massachusetts, on May 16, 2001.

**Diane S. Romanosky,**

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

[FR Doc. 01-12942 Filed 5-22-01; 8:45 am]

**BILLING CODE 4910-13-P**

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

[Airspace Docket No. 00-ANM-24]

**Revision of Class E Airspace, Jackson Hole, WY**

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

**ACTION:** Final rule.

**SUMMARY:** This action revises the Jackson Hole, WY, Class E airspace to accommodate airspace required for new Standard Instrument Approach Procedure (SIAP) and Departure Procedures (DP) to the Jackson Hole Airport, Jackson Hole, WY. Newly developed approach and departure procedures at the Jackson Hole Airport has made this action necessary. Additional Class E 700-feet, and 1,200 feet controlled airspace, above the surface of the earth is required to contain aircraft executing the Instrument Landing System (ILS) Runway (RWY) 18 Standard Instrument Approach Procedure (SIAP) and the Geyser One and Jacho One Departure Procedures (DP) at Jackson Hole Airport. The intended effect of this proposal is

to provide adequate controlled airspace for Instrument Flight Rules (IFR) operations at Jackson Hole Airport, Jackson Hole, WY.

**EFFECTIVE DATE:** 0901 UTC, June 18, 2001.

**FOR FURTHER INFORMATION CONTACT:** Brian Durham, ANM-520.7, Federal Aviation Administration, Docket No. 00-ANM-24, 1601 Lind Avenue SW, Renton, Washington 98055-4056; telephone number: (425) 227-2527.

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

On February 13, 2001, the FAA proposed to amend Title 14 Code of Federal Regulations, part 71 (14 CFR part 71) by revising Class E airspace at Jackson Hole, WY, in order to accommodate a new SIAP and DPs at Jackson Hole Airport, Jackson Hole, WY (66 FR 30). This amendment provides Class E5 airspace at Jackson Hole, WY, to meet current criteria standards associated with the SIAP and DPs. Interested parties were invited to participate in the rulemaking proceeding by submitting written comments on the proposal. No comments were received.