

Appendix 2**Partial List of Nondestructive Inspection Testing Facilities Identified by Operators and FAA**

Met Chem Testing Laboratories Inc.
369 W. Gregson Ave. (3085 S.)
Salt Lake City, Utah 84115-3440
Phone: (801) 487-0801
FAX: (801) 466-8790
www.metchemtesting.com

Galactic NDT Services 10728 D. South
Pipeline RD

Hurst, Texas 76053
Phone: (800) 458-6387

Global Testing Technologies
1173 North Service Rd. Unit D3
Oakville Toronto Canada

Phone: (905) 847-9300
FAX: (905) 847-9330

Paragon Services, Inc.
1015 S. West St.

Wichita, KS 67213
Phone: (316) 945-5285
FAX: (316) 945-0629

NOE Services
8775 E. Orchard Rd. #809
Englewood, CO
Phone: (303) 741-0518
FAX: (303) 741-0519

Applied Technical Services, Inc.
1190 Atlanta Industrial Drive
Marietta, GA 30066
Phone: (770) 423-1400
FAX: (770) 514-3299

Rotorcraft Support
Van Nuys CA 91406
Phone: (818) 997-7667
FAX: (818) 997-1513

Palm Beach Aircraft Propeller, Inc
Palm Beach County Park Airport
2633 Lantana Road
Suite 23, Bldg 1501
Lantana, FL 33462
Phone: (800) 965-7767
FAX: (561) 965-7933
Email: info@pbapi.com
Website: www.pbapi.com
Contact: Will Burbage

Other FAA approved repair facilities may be used.

Appendix 3**AD Compliance Inspection Report (Sample Format)****Bell Model 47 Main Rotor Blade Grip**

Provide the following information and mail or fax it to:

Manager, Rotorcraft Certification Office,
Federal Aviation Administration, Fort Worth,
Texas, 76193-0170, USA, Fax: 817-222-5783.

Aircraft Registration No:

Helicopter Model:

Helicopter Serial Number:

Owner and Operator of the Helicopter:

	Grip #1	Grip #2
Part Number:		
Serial Number:		
Hours TIS on the Part at Inspection:		

Crack Found (Y/N)

If yes, describe below.

Description of Findings

Who performed the inspections?

If a crack was found, describe the crack size, location, and orientation (provide a sketch or pictures with the grip part and serial number).

Provide any other comments.

Issued in Fort Worth, Texas on August 15, 2001.

David A. Downey,

Manager, Rotorcraft Directorate, Aircraft Certification Service.

[FR Doc. 01-21749 Filed 8-28-01; 8:45 am]

BILLING CODE 4910-13-U

DEPARTMENT OF TRANSPORTATION**Federal Aviation Administration****14 CFR Part 39**

[Docket No. 2001-NM-145-AD; Amendment 39-12422; AD 98-24-02 R1]

RIN 2120-AA64

Airworthiness Directives; McDonnell Douglas Model MD-11 Series Airplanes

AGENCY: Federal Aviation Administration, DOT.

ACTION: Final rule.

SUMMARY: This amendment revises an existing airworthiness directive (AD), applicable to certain McDonnell Douglas Model MD-11 series airplanes, that requires a one-time inspection to identify the part numbers of two dimmer controls for the overhead instrument panel light and circuit breaker lightplate located in the flight compartment. For airplanes on which a dimmer control having an incorrect part number is installed, that AD also requires replacing the dimmer control with a new part; modifying and reinstalling the existing dimmer control; or reinstalling a dimmer control following modification of the part by the part manufacturer. That AD was prompted by reports of smoke emitting from the overhead panels in the cockpit area. The actions specified by that AD are intended to prevent an electrical failure in the overhead dimmer control due to overheating of a printed circuit board capacitor in the dimmer control, which could result in rupture of the capacitor and smoke in the flight compartment. This amendment revises the term "serial numbers" in the applicability statement to "fuselage numbers."

DATES: Effective October 3, 2001.

The incorporation by reference of certain publications listed in the regulations was approved previously by the Director of the **Federal Register** as of November 30, 1998 (63 FR 63402, November 13, 1998).

ADDRESSES: The service information referenced in this AD may be obtained from Boeing Commercial Aircraft Group, Long Beach Division, 3855 Lakewood Boulevard, Long Beach, California 90846, Attention: Data and Service Management, Dept. C1-L5A (D800-0024). This information may be examined at the Federal Aviation Administration (FAA), Transport Airplane Directorate, Rules Docket, 1601 Lind Avenue, SW., Renton, Washington; or at the FAA, Los Angeles Aircraft Certification Office, 3960 Paramount Boulevard, Lakewood, California; or at the Office of the Federal Register, 800 North Capitol Street, NW., suite 700, Washington, DC.

FOR FURTHER INFORMATION CONTACT:

Brett Portwood, Aerospace Engineer, Systems and Equipment Branch, ANM-130L, FAA, Los Angeles Aircraft Certification Office, 3960 Paramount Boulevard, Lakewood, California 90712-4137; telephone (562) 627-5350; fax (562) 627-5210.

SUPPLEMENTARY INFORMATION: A proposal to amend part 39 of the Federal Aviation Regulations (14 CFR part 39) by revising AD 98-24-02, amendment 39-10889 (63 FR 63402, November 13, 1998), which is applicable to certain McDonnell Douglas Model MD-11 series airplanes, was published in the **Federal Register** on June 11, 2001 (66 FR 31194). The action proposed to continue to require a one-time inspection to identify the part numbers of two dimmer controls for the overhead instrument panel light and circuit breaker lightplate located in the flight compartment. For airplanes on which a dimmer control having an incorrect part number is installed, the action also proposed to continue to require replacing the dimmer control with a new part; modifying and reinstalling the existing dimmer control; or reinstalling a dimmer control following modification of the part by the part manufacturer. The action also proposed to revise the term "serial numbers" in the applicability statement to "fuselage numbers."

Comments

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

The commenter has no objection to the proposed revision.

Conclusion

After careful review of the available data, including the comment noted above, the FAA has determined that air safety and the public interest require the adoption of the rule as proposed.

Cost Impact

There are approximately 174 Model MD-11 series airplanes of the affected design in the worldwide fleet. The FAA estimates that 65 airplanes of U.S. registry will be affected by this AD, that it will take approximately 1 work hour per airplane to accomplish the required actions, and that the average labor rate is \$60 per work hour. Based on these figures, the cost impact of the AD on U.S. operators is estimated to be \$3,900, or \$60 per airplane.

The cost impact figure discussed above is based on assumptions that no operator has yet accomplished any of the requirements of this AD action, and that no operator would accomplish those actions in the future if this AD were not adopted. The cost impact figures discussed in AD rulemaking actions represent only the time necessary to perform the specific actions actually required by the AD. These figures typically do not include incidental costs, such as the time required to gain access and close up, planning time, or time necessitated by other administrative actions.

Regulatory Impact

The regulations adopted herein will 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. Therefore, it is determined that this final rule does not have federalism implications under Executive Order 13132.

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 DOT Regulatory Policies and Procedures (44 FR 11034, February 26, 1979); and (3) 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 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, 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 by removing amendment 39-10889 (63 FR 63402, November 13, 1998), and by adding a new airworthiness directive (AD), amendment 39-12422, to read as follows:

98-24-02 R1 McDonnell Douglas:

Amendment 39-12422. Docket 2001-NM-145-AD. Revises AD 98-24-02, Amendment 39-10889.

Applicability: Model MD-11 series airplanes, fuselage numbers 447 through 597 inclusive; certificate in any category.

Note 1: This AD applies to each airplane 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 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 (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: Required as indicated, unless accomplished previously.

To prevent an electrical failure in the dimmer control for the overhead instrument panel light and circuit breaker lightplate due to overheating of a printed circuit board (PCB) capacitor in the dimmer control, which could result in rupture of the capacitor and smoke in the flight compartment, accomplish the following:

Inspection and Corrective Action, If Necessary

(a) Within 30 days after November 30, 1998 (the effective date of AD 98-24-02, amendment 39-10889), perform a one-time visual inspection of the two dimmer controls for the overhead instrument panel light and circuit breaker lightplate located in the flight compartment to identify the part numbers of the dimmer controls.

(1) If all dimmer controls are identified as part number (P/N) 263-2, no further action is required by this AD.

(2) If any dimmer control is identified as P/N 263-1, within 30 days after accomplishing the inspection specified by paragraph (a) of this AD, accomplish the actions required by paragraph (a)(2)(i), (a)(2)(ii), or (a)(2)(iii) of this AD, in accordance with McDonnell Douglas Service Bulletin MD11-33-045, dated June 14, 1995.

(i) Replace any dimmer control, P/N 263-1, with a new dimmer control, P/N 263-2. Or

(ii) Modify any dimmer control, P/N 263-1, and reinstall the modified and reidentified dimmer control in the flight compartment. Or

(iii) Remove any dimmer control, P/N 263-1; return it for modification and reidentification to Olin Aerospace Company, 11441 Willows Road NE, Redmond, Washington 98073-9745; and reinstall the modified and reidentified dimmer control in the flight compartment.

Spares

(b) As of November 30, 1998, no person shall install on any McDonnell Douglas Model MD-11 series airplane, a dimmer control, P/N 263-1, unless that dimmer control has been modified and reidentified to P/N 263-2 in accordance with McDonnell Douglas Service Bulletin MD11-33-045, dated June 14, 1995.

Alternative Methods of Compliance

(c) 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, Los Angeles Aircraft Certification Office (ACO), FAA. Operators shall submit their requests through an appropriate FAA Principal Maintenance Inspector, who may add comments and then send it to the Manager, Los Angeles ACO.

Note 2: Information concerning the existence of approved alternative methods of compliance with this AD, if any, may be obtained from the Manager, Los Angeles ACO.

Special Flight Permits

(d) 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 airplane to a location where the requirements of this AD can be accomplished.

Incorporation by Reference

(e) Except as provided by paragraph (a) of this AD, the actions shall be done in accordance with McDonnell Douglas Service Bulletin MD11-33-045, dated June 14, 1995. The incorporation by reference of this document was approved previously by the Director of the Federal Register as of November 30, 1998 (63 FR 63402, November 13, 1998). Copies may be obtained from Boeing Commercial Aircraft Group, Long Beach Division, 3855 Lakewood Boulevard, Long Beach, California 90846, Attention: Data and Service Management, Dept. C1-L5A (D800-0024). Copies may be inspected at the FAA, Transport Airplane Directorate, 1601 Lind Avenue, SW., Renton, Washington; or at

the FAA, Los Angeles Aircraft Certification Office, 3960 Paramount Boulevard, Lakewood, California; or at the Office of the Federal Register, 800 North Capitol Street, NW., suite 700, Washington, DC.

Effective Date

(f) This amendment becomes effective on October 3, 2001.

Issued in Renton, Washington, on August 22, 2001.

Ali Bahrami,

Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.

[FR Doc. 01-21746 Filed 8-28-01; 8:45 am]

BILLING CODE 4910-13-P

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 71

[Airspace Docket No. 00-ANM-28]

Modification of Class D and Class E Airspace, Bellingham, WA

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Final rule.

SUMMARY: This action modifies the Class D airspace at Bellingham, WA, by amending the effective hours to coincide with the Bellingham Airport Traffic Control Tower (ATCT) hours of operation. This action also modifies the Class E airspace extension at Bellingham International Airport when the Bellingham ATCT is closed. The effect of this action clarifies when two-way radio communication with Bellingham ATCT is required and provides adequate controlled airspace when the Bellingham ATCT is closed.

EFFECTIVE DATE: 0901 UTC, November 1, 2001.

FOR FURTHER INFORMATION CONTACT: Brian Durham, ANM-520.7, Federal Aviation Administration, Docket No. 00-ANM-28, 1601 Lind Avenue SW., Renton, Washington, 98055-4056; telephone number: (425) 227-2527.

SUPPLEMENTARY INFORMATION:

History

On June 18, 2001, the FAA proposed to amend Title 14 Code of Federal Regulations, part 71 (14 CFR part 71) by modifying Class D and Class E airspace at Bellingham, WA, in order to clarify when two-way communications with the Bellingham ATCT is required and to provide adequate controlled airspace for IFR operations when the ATCT is closed (66 FR 32781). Interested parties were invited to participate in the rulemaking proceeding by submitting written

comments on the proposal. A comment was received from the FAA, AVN-500, National Aeronautical Charting Office. A revision to the legal description, as written in the Notice for Proposed Rule Making (NPRM), was required to amend a small discrepancy in the airport coordinates. This is considered an insignificant modification to the airspace description as the corrections did not change the dimension of the proposed airspace action described in the NPRM.

The Rule

This amendment to Title 14 Code of Federal Regulations, part 71 (14 CFR part 71) modifies Class D and Class E airspace at Bellingham, WA, in order to clarify when two-way communications with the Bellingham ATCT is required and to provide adequate controlled airspace for IFR operations. This action modifies the Class D airspace area at Bellingham, WA, by amending the effective hours to coincide with the Bellingham ATCT hours of operation. This action modifies the Class E airspace extension at Bellingham International Airport when the Bellingham ATCT is closed. The FAA establishes Class D and Class E airspace where necessary to protect aircraft transitioning between the terminal and en route environments, and to provide local VFR sequencing by ATCT personnel. The effect of this proposal is designed to provide safe and efficient use of the navigable airspace and to promote safe flight operations under Instrument Flight Rules (IFR) and VFR at Bellingham International Airport and between the terminal and en route transition stages.

The area will be depicted on aeronautical charts for pilot reference. The coordinates for this airspace docket are based on North American Datum 83. Class D airspace areas designated for an airport, are published in Paragraph 5000, and Class E airspace areas designated as surface areas, are published in Paragraph 6004 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 Class D and E airspace designation 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. 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 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 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 5000 General.

* * * * *

ANM WA D Bellingham, WA [Revised]

Bellingham International Airport
(Lat. 48°47'34" N., long. 122°32'15" W.)

That airspace extending upward from the surface to and including 2,700 feet MSL within a 4-mile radius of Bellingham International Airport. This Class D airspace is effective during specific dates 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.

* * * * *

Paragraph 6004 Class E airspace consisting of airspace extending upward from the surface designated as an extension of Class D airspace.

* * * * *

ANM WA E4 Bellingham, WA [Revised]

Bellingham International Airport
(Lat. 48°47'34" N., long. 122°32'15" W.)

Whatcom VORTAC
(Lat. 48°56'43" N., long. 122°34'45" W.)

That airspace extending upward from the surface within the 1.8 miles each side of the