

Actions	Compliance	Procedures
(2) If cracks are found during any inspection required in paragraph (d)(1) of this AD, accomplish the following: (i) Obtain a repair scheme from the manufacturer through the FAA at the address specified in paragraph (f) of this AD; and (ii) Incorporate this repair scheme	Prior to further flight after the inspection in which the cracks are found. The incorporation of the repair scheme will terminate the repetitive inspections.	In accordance with the repair scheme obtained from Air Tractor, Incorporated, P.O. Box 485, Olney, Texas 76374. Obtain this repair scheme through the FAA at the address specified in paragraph (f) of this AD.
(3) If no cracks were found during any inspection required in paragraph (d)(1) of this AD, accomplish the following: (i) Inspect as required in paragraph (d)(1) to ensure there are no cracks; and (ii) Install gusset part numbers 11946-1 and 11686-1 (or FAA-approved equivalent part numbers)	Within the next 12 calendar months after the effective date of this AD. You may install the reinforcement gussets at any time to terminate the repetitive inspections provided that you inspect prior to installation and no cracks are found.	In accordance with Snow Engineering Co. Service Letter #213, dated November 13, 2001, Snow Engineering Co. Process Specification #102, revised January 5, 2001, Snow Engineering Co. Process Specification #120, revised December 16, 1997, and Snow Engineering Co. Process Specification #125, dated November 28, 1993, as specified in Service Letter #213, and the applicable maintenance manual.

(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, Fort Worth Aircraft Certification Office (ACO), approves your alternative. Submit your request through an FAA Principal Maintenance Inspector, who may add comments and then send it to the Manager, Fort Worth ACO.

Note: This AD applies to each airplane 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. 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 Andrew D. McAnaul, Aerospace Engineer, FAA, Fort Worth Airplane Certification Office, 2601 Meacham Boulevard, Fort Worth, Texas 76193-0150; telephone: (817) 222-5156; facsimile: (817) 222-5960.

(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) *How do I get copies of the documents referenced in this AD?* You may get copies of the documents referenced in this AD from Air Tractor, Incorporated, P.O. Box 485, Olney, Texas 76374. You may view these documents at FAA, Central Region, Office of the Regional Counsel, 901 Locust, Room 506, Kansas City, Missouri 64106.

Issued in Kansas City, Missouri, on March 4, 2002.

James E. Jackson,

Acting Manager, Small Airplane Directorate, Aircraft Certification Service.

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 71

[Airspace Docket No. 01-ANM-17]

Proposed Modification of Class E Airspace, Newport, OR

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Notice of proposed rulemaking (NPRM).

SUMMARY: This action proposes to modify existing Class E airspace at Newport, OR. Newly developed Area Navigation (RNAV) Special Standard Instrument Approach Procedure (SIAP) and the certification of new weather reporting equipment at the Newport Municipal Airport has made this proposal necessary. Additional Class E 700-foot and 1,200-foot controlled airspace, above the surface of the earth is required to contain aircraft executing the RNAV RWY 16 Global Positioning System (GPS) SIAP at Newport Municipal Airport. Newport Municipal Airport currently has part-time Class E-2 airspace due to the lack of weather reporting. New weather reporting equipment has been installed and certified, therefore, this proposal also changes the Class E-2 Airspace at Newport, OR, to 24-hour operation. The intended effect of this action is to provide adequate Class E controlled

airspace between the terminal and the en route phase of flight for aircraft executing Instrument Flight Rules (IFR) operations at Newport Municipal Airport, Newport, OR.

DATES: Comments must be received on or before April 25, 2002.

ADDRESSES: Send comments on the proposal in triplicate to: Manager, Airspace Branch, ANM-520, Federal Aviation Administration, Docket No. 01-ANM-17, 1601 Lind Avenue SW, Renton, Washington 98055-4056.

An informal docket may also be examined during normal business hours in the office of the Manager, Air Traffic Division, Airspace Branch, at the address listed above.

FOR FURTHER INFORMATION CONTACT: Brian Durham, ANM-520.7, Federal Aviation Administration, Docket No. 01-ANM-17, 1601 Lind Avenue SW., Renton, Washington 98055-4056; telephone number: (425) 227-2527.

SUPPLEMENTARY INFORMATION:

Comments Invited

Interested parties are invited to participate in this proposed rulemaking by submitting such written data, views, or arguments, as they may desire. Comments that provide the factual basis supporting the views and suggestions presented are particularly helpful in developing reasoned regulatory decisions on the proposal. Comments are specifically invited on the overall regulatory, aeronautical, economic, environmental, and energy related aspects of the proposal. Communications should identify the airspace docket number and be submitted in triplicate to the address listed above. Commenters wishing the FAA to acknowledge receipt of their comments on this action must submit, with those comments, a self-addressed

stamped postcard on which the following statement is made:

“Comments to Airspace Docket No. 01–ANM–17.” The postcard will be date/time stamped and returned to the commenter. All communications received on or before the specified closing date for comments will be considered before taking action on the proposed rule. The proposal contained in this action may be changed in the light of comments received. All comments submitted will be available for examination at the address listed above both before and after the closing date for comments. A report summarizing each substantive public contact with FAA personnel concerned with this rulemaking will be filed in the docket.

Availability of NPRM's

Any person may obtain a copy of this NPRM by submitting a request to the Federal Aviation Administration, Airspace Branch, ANM–520, 1601 Lind Avenue SW, Renton, Washington 98055–4056. Communications must identify the docket number of this NPRM. Persons interested in being placed on a mailing list for future NPRM's should also request a copy of Advisory Circular No. 11–2A, which describes the application procedure.

The Proposal

The FAA is considering an amendment to Title 14 Code of Federal Regulations, part 71 (14 CFR part 71) by modifying existing Class E airspace at Newport, OR. Newly developed RNAV RWY 16 SIAP at the Newport Municipal Airport and newly installed 24-hour weather reporting equipment has made this proposal necessary. Additional Class E 700-foot and E 1,200-foot controlled airspace, above the surface of the earth is required to contain aircraft executing the Instrument Flight Rules (IFR) operations, at Newport Municipal Airport. Newport Municipal Airport currently has part-time Class E–2 airspace due to the lack of weather reporting. New weather reporting equipment has been installed and certified; therefore, this proposal also changes the Class E–2 Airspace at Newport, OR, to a 24-hour operation. The FAA establishes Class E airspace where necessary to contain aircraft transitioning between the terminal and en route environments. The intended effect of this proposal is designed to provide for the safe and efficient use of the navigable airspace. This proposal would promote safe flight operations under IFR at the Newport Municipal

Airport and between the terminal and en route transition stages.

The area would be depicted on aeronautical charts for pilot reference. The coordinates for this airspace docket are based on North American Datum 83. Class E airspace designated as surface area for an airport, are published in Paragraph 6002; Class E airspace areas extending upward from 700-feet or more above the surface of the earth, are published in Paragraph 6005, of FAA Order 7400.9J, dated August 31, 2001, and effective September 16, 2001, which is incorporated by reference in 14 CFR 71.1. The Class E airspace designations listed in this document will be published subsequently in the Order.

The FAA has determined that this proposed 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 11013; 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.

List of Subjects in 14 CFR Part 71

Airspace, Incorporation by reference, Navigation (air).

The Proposed Amendment

In consideration of the foregoing, the Federal Aviation Administration proposes to amend 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 7400.9J, Airspace Designations and Reporting Points,

dated August 31, 2001, and effective September 16, 2001, is amended as follows:

Paragraph 6002 Class E airspace designated as surface area for an airport.

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ANM OR E2 Newport, OR [Revised]

Newport Municipal Airport, OR
(Lat. 44°34'49" N, long. 124°03'28" W.)
Newport VORTAC
(Lat. 44°34'31" N, long. 124°03'38" W.)

Within a 4-mile radius of the Newport Municipal Airport, and within 3.5 miles each side of the Newport VORTAC 357° radial extending from the 4-mile radius to 7.9 miles north of the VORTAC.

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Paragraph 6005 Class E airspace areas extending upward from 700-feet or more above the surface of the earth.

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ANM OR E5 Newport, or [Revised]

Newport Municipal Airport, OR
(Lat. 44°34'49" N, long. 124°03'28" W.)
Newport VORTAC
(Lat. 44°34'31" N, long. 124°03'38" W.)

That airspace extending upward from 700-feet above the surface within a 5.5 mile radius of Newport Municipal Airport, and within 3.5 miles each side of the 005° bearing from the Newport VORTAC extending from the 5.5 mile radius to 8.7 miles north of the VORTAC, and within 2 miles each side of the Newport VORTAC 044° radial extending from the 5.5 mile radius to 11.4 miles northeast of the VORTAC, and within 3 miles each side of the Newport VORTAC 341° radial extending from the 5.5 mile radius to 7 miles northwest of the VORTAC; and that airspace extending upward from 1,200-feet above the surface, bounded by a line beginning at lat. 44°35'27" N., long. 124°17'15" W.; to lat. 44°47'56" N., long. 124°21'20" W.; to lat. 44°51'32" N., long. 124°21'30" W.; to lat. 44°54'10" N., long. 124°19'50" W.; to lat. 45°05'37" N., long. 124°18'01" W.; to lat. 45°05'37" N., long. 123°52'30" W.; to lat. 44°31'59" N., long. 123°58'04" W., to lat. 44°18'20" N.; long. 124°11'55" W., to lat. 44°21'58" N.; long. 124°20'30" W., to lat. 44°25'22" N.; long. 124°14'40" W.; thence to point of origin; excluding that airspace within Federal Airways, the Tillamook and Corvallis, OR, Class E airspace area.

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Issued in Seattle, Washington, on February 27, 2002.

Charles E. Davis,

Acting Assistant Manager, Air Traffic Division, Northwest Mountain Region.

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