

To prevent chafing and damage to electrical wires of the cockpit and consequent electrical arcing due to wires that were routed improperly during production of the airplane, which could result in fire and smoke in the airplane, accomplish the following:

One-Time General Visual Inspection

(a) Within 6 months after the effective date of this AD, do a one-time general visual inspection of the electrical wiring of the right side of the cockpit to determine if the electrical wiring is chafing against the observer station and to detect damaged wires, per Boeing Alert Service Bulletin MD11-24A117, dated May 18, 2000.

Note 2: For the purposes of this AD, a general visual inspection is defined as "A visual examination of an interior or exterior area, installation, or assembly to detect obvious damage, failure, or irregularity. This level of inspection is made under normally available lighting conditions such as daylight, hangar lighting, flashlight, or drop-light, and may require removal or opening of access panels or doors. Stands, ladders, or platforms may be required to gain proximity to the area being checked."

Condition 1 (No Chafing)

(b) If all electrical wires are found not to be chafing against the observer station during the inspection required by paragraph (a) of this AD, no further action is required by this AD.

Condition 2 (Chafing and No Wire Damage)

(c) If any electrical wire is found to be chafing against the observer station and if no wire is found damaged during the inspection required by paragraph (a) of this AD, before further flight, loosen the wire clamps, reposition the wires, and tighten the wire clamps, per Boeing Alert Service Bulletin MD11-24A117, dated May 18, 2000.

Condition 3 (Chafing and Wire Damage)

(d) If any electrical wire is found to be chafing against the observer station and if any wire is found damaged during the inspection required by paragraph (a) of this AD, before further flight, do the action specified in paragraph (d)(1) or (d)(2) of this AD, as applicable, AND do the action specified in paragraph (d)(3) of this AD; per Boeing Alert Service Bulletin MD11-24A117, dated May 18, 2000.

(1) For damage within repairable limits: Repair damaged insulation.

(2) For damage outside repairable limits: Replace damaged wires with new wires.

(3) Loosen the wire clamps, reposition the wires, and tighten the wire clamps.

Alternative Methods of Compliance

(e) 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 3: Information concerning the existence of approved alternative methods of compliance with this AD, if any, may be obtained from the Los Angeles ACO.

Special Flight Permits

(f) Special flight permits may be issued in accordance with sections 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

(g) The actions shall be done in accordance with Boeing Alert Service Bulletin MD11-24A117, dated May 18, 2000. 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 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

(h) This amendment becomes effective on September 26, 2001.

Issued in Renton, Washington, on August 14, 2001.

Vi L. Lipski,

*Manager, Transport Airplane Directorate,
Airplane Certification Service.*

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 71

[Airspace Docket No. 01-AWP-17]

Establishment of a Class E Enroute Domestic Airspace Area, Kingman, AZ

AGENCY: Federal Aviation Administration (FAA) DOT.

ACTION: Final rule; Confirmation of effective date.

SUMMARY: This document confirms the effective date of a direct final rule which establishes a Class E enroute domestic airspace area beginning at 1,200 feet above ground level (AGL) in the vicinity of Kingman, AZ and replaces existing Class G uncontrolled airspace.

EFFECTIVE DATE: 0901 UTC September 6, 2001.

ADDRESSES: Send comments on the direct final rule effective date in

triplicate to: Federal Aviation Administration, Attn: Manager, Airspace Branch, AWP-520, Docket No. 01-AWP-17, Air Traffic Division, 15000 Aviation Boulevard, Lawndale, California 90261.

The official docket may be examined in the Office of the Assistant Chief Counsel, Western-Pacific Region, Federal Aviation Administration, Room 6007, 15000 Aviation Boulevard, Lawndale, California 90261.

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

FOR FURTHER INFORMATION CONTACT:

Larry Tonish, Air Traffic Division, Airspace Specialist, AWP-520.10, Western-Pacific Region, Federal Aviation Administration, 15000 Aviation Boulevard, Lawndale, California 90261, telephone (310) 725-6539.

SUPPLEMENTARY INFORMATION: On June 18, 2001, the FAA published in the **Federal Register** a direct final rule; request for comments, which established a Class E enroute domestic airspace area beginning at 1,200 feet above ground level in the vicinity of Kingman, AZ (FR Document 01-4680, 66 FR 32731, Airspace Docket No. 01-AWP-17). The FAA uses the direct final rulemaking procedure for a non-controversial rule where the FAA believes that there will be no adverse public comment. This direct final rule advised the public that no adverse comments were anticipated, and that unless a written adverse comment, or a written notice of intent to submit such an adverse comment, were received within the comment period, the regulation would become effective on September 6, 2001. No adverse comments were received; therefore this document confirms that this direct final rule will become effective 0901 UTC, on September 6, 2001.

Issued in Los Angeles, California, on August 8, 2001.

Dawna J. Vicars,

*Acting Manager, Air Traffic Division,
Western-Pacific Region.*

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