Action	Compliance time	Procedures
(2) If no fuel leaks or no signs of fuel stains are found during each inspection required by paragraph (d)(1) of this AD, mark the valve cover with the date of inspection (month/year).	Prior to further flight after any inspection required by paragraph (d)(1) of this AD.	Use permanent ink and letters of at least 1/10-inch, but no larger than 1/4-inch, in height and make this mark below the date of manufacturer as specified in JanAero Devices Service Bulletin No. A–107, dated January 8, 2001.
(3) If any fuel leak(s) is/are found during any inspection required by paragraph (d)(1) of this AD, replace the valve. Ensure there are no fuel leaks in the replacement valve by following the inspection and identification requirements of paragraphs (d)(1) and (d)(2) of this AD, respectively.	Before further flight after the inspection where any fuel leak was found.	In accordance with the applicable maintenance manual.
(4) As an alternative method of compliance to this AD, you may disable the heater provided you immediately comply with the inspection, identification, and replacement requirements of this AD when you bring the heater back into service. Accomplish the following actions when disabling: (i) Cap the fuel supply line; (ii) Disconnect the electrical power and ensure that the connections are properly secured to reduce the possibility of electrical spark or structural damage; (iii) Inspect and test to ensure that the cabin heater system is disabled; (iv) Ensure that no other aircraft system is affected by this action; (v) Ensure there are no fuel leaks; and (vi) Fabricate a placard with the words: ''System Inoperative''. Install this placard at the heater control valve within the pilot's clear view.	If you choose this option, you must accomplish it before the required inspection times (within the next 25 hours TIS after September 11, 2001, and thereafter prior to further flight after installing any fuel regulator shutoff valve on an aircraft). To bring the heater back into service, you must accomplish the actions of paragraphs (d)(1), (d)(2), and (d)(3) of this AD (inspection, identification, and replacement, as necessary).	Not Applicable.

(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, Atlanta 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, Atlanta Aircraft Certification Office.

Note 2: This AD applies to any aircraft with the equipment installed as identified in paragraph (a) of this AD, regardless of whether the aircraft has been modified, altered, or repaired in the area subject to the requirements of this AD. For aircraft 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 Linda M. Haynes, Aerospace Engineer, FAA, Atlanta Aircraft Certification Office, One Crown Center, 1895 Phoenix Boulevard, suite 450, Atlanta, Georgia 30349; telephone: (770) 703–6091; facsimile: (770) 703–6097.

(g) *Are any service bulletins incorporated into this AD by reference?* You must accomplish the actions required by this AD in accordance with JanAero Devices Service Bulletin No. A–107, dated January 8, 2001. The Director of the Federal Register previously approved this incorporation by reference under 5 U.S.C. 552(a) and 1 CFR part 51 as of May 10, 2001 (66 FR 19720, April 17, 2001).

(1) You can get copies from JanAero Devices, Electrosystems-JanAero Devices, P.O. Box 273, Fort Deposit, Alabama 36032; telephone: (334) 227–8306; facsimile: (334) 227–8596; Internet: http://www.kellyaerospace.com.

(2) 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.

(h) *Does this amendment affect any other regulation?* This amendment supersedes AD 2001–08–01, Amendment 39–12178.

(i) *When does this amendment become effective*? This amendment becomes effective on September 11, 2001.

Issued in Kansas City, Missouri, on August 15, 2001.

Michael Gallagher,

Manager, Small Airplane Directorate, Aircraft Certification Service.

[FR Doc. 01–21010 Filed 8–20–01; 8:45 am]

BILLING CODE 4910–13–P

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. 2000–NM–369–AD; Amendment 39–12378; AD 2000–17–10 R1]

RIN 2120–AA64

Airworthiness Directives; Lockheed Model L–1011 Series Airplanes

AGENCY: Federal Aviation Administration, DOT.

ACTION: Final rule.

SUMMARY: This amendment revises an existing airworthiness directive (AD), applicable to all Lockheed Model L–1011–385 series airplanes, that currently requires modifications of the engine turbine cooling air panel at the flight engineer/second officer's console, pilot's caution and warning light panel on the main instrument panel, and monitoring system for the engine turbine air temperature. That AD was prompted by reports of an undetected fire breaching the high speed gearbox (HSGB) case on certain Rolls Royce engines installed on in-service airplanes due to lack of an internal fire detection system within the HSGB. The actions specified by that AD are intended to prevent undetected fires originating within the HSGB from breaching the

HSGB case, which could result in engine damage and increased difficulty in extinguishing a fire. This action removes certain airplanes from the applicability of the existing AD.

DATES: Effective September 26, 2001.

The incorporation by reference of Lockheed Service Bulletin 093–77–059, dated February 25, 1998; and Lockheed Service Bulletin 093–77–059, Revision 1, dated February 2, 1999, as listed in the regulations, was approved previously by the Director of the Federal Register as of October 6, 2000 (65 FR 53157, September 1, 2000).

ADDRESSES: The service information referenced in this AD may be obtained from Lockheed Martin Aircraft & Logistics Center, 120 Orion Street, Greenville, South Carolina 29605. 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, Atlanta Aircraft Certification Office, One Crown Center, 1895 Phoenix Boulevard, suite 450, Atlanta, Georgia; or at the Office of the Federal Register, 800 North Capitol Street, NW., suite 700, Washington, DC.

FOR FURTHER INFORMATION CONTACT: Linda Haynes, Aerospace Engineer, ACE–116A, FAA, Atlanta Aircraft Certification Office, One Crown Center, 1895 Phoenix Boulevard, suite 450, Atlanta, Georgia 30349; telephone (770) 703–6063; fax (770) 703–6097.

SUPPLEMENTARY INFORMATION: A proposal to amend part 39 of the Federal Aviation Regulations (14 CFR part 39) by revising AD 2000–17–10, amendment 39–11884 (65 FR 53157, September 1, 2000), which is applicable to Lockheed Model L–1011–385 series airplanes, was published in the **Federal Register** on April 26, 2001 (66 FR 20954). The action proposed to continue to require modifications of the engine turbine cooling air panel at the flight engineer/second officer's console, pilot's caution and warning light panel on the main instrument panel, and monitoring system for the engine turbine air temperature. That action also proposed to remove certain airplanes from the applicability of the existing AD.

Comments

Interested persons have been afforded an opportunity to participate in the making of this amendment. No comments were submitted in response to the proposal or the FAA's determination of the cost to the public.

Conclusion

The FAA has determined that air safety and the public interest require the adoption of the rule as proposed.

Cost Impact

There are approximately 54 Model Lockheed Model L–1011–385 series airplanes of the affected design in the worldwide fleet. The FAA estimates that 29 airplanes of U.S. registry will be affected by this AD, that it will take approximately 8 work hours per engine (3 engines per airplane) to accomplish the required actions, and that the average labor rate is $60 per work hour. Required parts will cost approximately $6,320 per engine, or $18,960 per airplane. Based on these figures, the cost impact of this AD on U.S. operators is estimated to be $591,600 or $20,400 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.

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 39–11884 (65 FR 53157, September 1, 2000), and by adding a new airworthiness directive (AD), amendment 39–12378, to read as follows:

2000–17–10 R1 Lockheed: Amendment 39–12378. Docket 2000–NM–369–AD. Revises AD 2000–17–10, Amendment 39–11884.

Applicability: Model L–1011–385 series airplanes equipped with Rolls Royce Model RB211–524 series engines, certificated 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 (b) 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 undetected fires originating within the high speed gearbox (HSGB) from breaching the HSGB case, which could result in engine damage and increased difficulty in extinguishing a fire, accomplish the following:

Restatement of Requirements of AD 2000–17–10

Modification

(a) Within 24 months after October 6, 2000 (the effective date of AD 2000–17–10, amendment 39–11884), accomplish the actions specified in paragraphs (a)(1), (a)(2), and (a)(3) of this AD, in accordance with Lockheed Service Bulletin 093–77–059, dated February 25, 1998; or Revision 1, dated February 2, 1999.

(1) Modify the engine turbine cooling air panel at the flight engineer/second officer's console.

(2) Modify the pilot's caution and warning light panel on the main instrument panel.

(3) Modify the monitoring system for the engine turbine air temperature.

Note 2: Lockheed Service Bulletin 093–77–059 refers to Rolls Royce Service Bulletins RB.211–72–C178, dated March 20, 1998; and

RB.211–77–C144, dated August 7, 1998; as additional sources of service information for accomplishment of the modification of the monitoring system for the engine turbine air temperature.

Alternative 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, Atlanta 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, Atlanta Aircraft Certification Office (ACO).

Note 3: Information concerning the existence of approved alternative methods of compliance with this AD, if any, may be obtained from the Atlanta ACO.

Special Flight Permits

(c) 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

(d) The actions shall be done in accordance with Lockheed Service Bulletin 093–77–059, dated February 25, 1998; or Lockheed Service Bulletin 093–77–059, Revision 1, dated February 2, 1999. This incorporation by reference was approved previously by the Director of the Federal Register as of October 6, 2000 (65 FR 53157, September 1, 2000). Copies may be obtained from Lockheed Martin Aircraft & Logistics Center, 120 Orion Street, Greenville, South Carolina 29605. Copies may be inspected at the FAA, Transport Airplane Directorate, 1601 Lind Avenue, SW., Renton, Washington; or at the FAA Atlanta Aircraft Certification Office, One Crown Center, 1895 Phoenix Boulevard, suite 450, Atlanta, Georgia; or at the Office of the Federal Register, 800 North Capitol Street, NW., suite 700, Washington, DC.

Effective Date

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

Issued in Renton, Washington, on August 15, 2001.

Vi L. Lipski,

Manager, Transport Airplane Directorate, Aircraft Certification Service.

[FR Doc. 01–21101 Filed 8–21–01; 8:45 am]

BILLING CODE 4910–13–U

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. 2000–NM–379–AD; Amendment 39–12379; AD 2001–16–10]

RIN 2120–AA64

Airworthiness Directives; Aerospatiale Model ATR42–200, –300, –320, and –500 Series Airplanes; and Model ATR72 Series Airplanes

AGENCY: Federal Aviation Administration, DOT.

ACTION: Final rule.

SUMMARY: This amendment adopts a new airworthiness directive (AD), applicable to all Aerospatiale Model ATR42–200, –300, –320, and –500 series airplanes; and all Model ATR72 series airplanes. The AD requires revising the Airplane Flight Manual to modify procedures for calculating takeoff performance when Type II or IV de-icing or anti-icing fluids have been used. This amendment is prompted by reports that use of these de-icing or anti-icing fluids may result in an increase in the pitch forces necessary to rotate the airplane during takeoff. This condition could result in a delayed takeoff or even late aborted takeoff. The actions specified by this AD are intended to ensure that the flight crew is advised of the potential effects of Type II or IV de-icing or anti-icing fluids on the airplane's performance during takeoff, and to ensure that the flight crew is advised of the revised performance calculations for takeoff to address these effects.

DATES: Effective September 26, 2001.

ADDRESSES: Information related to this AD may be examined at the Federal Aviation Administration (FAA), Transport Airplane Directorate, Rules Docket, 1601 Lind Avenue, SW., Renton, Washington.

FOR FURTHER INFORMATION CONTACT: Todd Thompson, Aerospace Engineer, International Branch, ANM–116, Transport Airplane Directorate, 1601 Lind Avenue SW., Renton, Washington 98055–4056; telephone (425) 227–1175; fax (425) 227–1149.

SUPPLEMENTARY INFORMATION: A proposal to amend part 39 of the Federal Aviation Regulations (14 CFR part 39) to include an airworthiness directive (AD) that is applicable to all Aerospatiale Model ATR42–200, –300, –320, and –500 series airplanes, and all Model ATR72 series airplanes, was published in the **Federal Register** on April 12, 2001 (66 FR 18882). That action proposed to require revising the Airplane Flight Manual (AFM) to modify procedures for takeoff when Type II or IV de-icing fluids have been used.

Comments

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

Request To Revise Unsafe Condition

One commenter (the manufacturer) disagrees with certain characterizations in the proposed AD related to the unsafe condition's potential effects on the affected airplanes. The commenter suggests that application of Type II or IV de-icing or anti-icing fluids may induce a stick force increase at rotation, but no performance degradation. Between 1991 and 1998, there were five reported cases of aborted takeoff (above V1) after use of Type II or IV fluids, but no change in the performance of those airplanes. To provide the necessary margins for a delayed takeoff or even a late aborted takeoff on limited runways, the manufacturer has recommended increasing the takeoff distance for airplanes using Type II or IV fluids, as reflected in the revised takeoff performance calculations in the AFM. Accordingly, the commenter requests the following changes to the proposed AD:

- The commenter requests that ''Type II or IV de-icing fluids'' also refer to ''anti-icing fluids.''
- The commenter requests that the effect on the airplane resulting from the unsafe condition be revised from ''reduced controllability of the airplane'' to ''delayed or even late aborted takeoff.''
- The commenter requests that the description of the revised AFM procedures be revised from ''procedures for takeoff'' to ''procedures for calculating takeoff performance.''

The FAA partially concurs. The FAA finds that, while the requested changes are not substantive and will not have a significant bearing on how operators will comply with the AD, the changes provide a more accurate description of the effect of the fluids on the performance of the airplane. The final rule has been revised accordingly.

Request To Revise Cost Impact

This same commenter (the manufacturer) requests a revision of the number of affected U.S.-registered airplanes identified in the Cost Impact section of the proposed AD. According to the manufacturer's data, the number