

occurs first: Do a general visual inspection to detect chafing or arcing damage to the cable and the fuel tube assemblies on the right hand side of each engine, per Bombardier Alert Service Bulletin A8-73-23, dated November 3, 2000. Repeat the inspection every 500 flight hours or 3 months, whichever occurs first.

**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."

#### Repair

(b) If any damage to the fuel tube or cable assembly is detected, before further flight, replace the damaged component per Bombardier Alert Service Bulletin A8-73-23, dated November 3, 2000. Thereafter, repeat the inspection required by paragraph (a) of this AD every 500 flight hours or 3 months, whichever occurs first.

#### Optional Terminating Action

(c) Accomplishment of the modification instructions described in Bombardier Alert Service Bulletin A8-73-23, dated November 3, 2000, that specifies, among other actions, rerouting the existing wire harness to the opposite side of the oil cooler, constitutes terminating action for the repetitive inspection requirements of this AD.

#### Alternative Methods of Compliance

(d) 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, New York 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, New York ACO.

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

#### Special Flight Permits

(e) 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

(f) The actions shall be done in accordance with Bombardier Alert Service Bulletin A8-73-23, dated November 3, 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 Bombardier, Inc., Bombardier Regional Aircraft Division, 123 Garratt Boulevard, Downsview, Ontario M3K 1Y5, Canada. Copies may be inspected at the FAA,

Transport Airplane Directorate, 1601 Lind Avenue, SW., Renton, Washington; at the FAA, New York Aircraft Certification Office, 10 Fifth Street, Third Floor, Valley Stream, New York; or at the Office of the Federal Register, 800 North Capitol Street, NW., suite 700, Washington, DC.

**Note 4:** The subject of this AD is addressed in Canadian airworthiness directive CF-2000-33, dated November 14, 2000.

#### Effective Date

(g) This amendment becomes effective on February 6, 2001.

Issued in Renton, Washington, on January 12, 2001.

**Donald L. Riggins,**

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

[FR Doc. 01-1659 Filed 1-19-01; 8:45 am]

**BILLING CODE 4910-13-U**

## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### 14 CFR Part 71

[Airspace Docket No. 00-ANM-20]

RIN 2120-AA66

#### Amend Legal Description of Jet Route J-501

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

**ACTION:** Final rule; correction.

**SUMMARY:** This action corrects a final rule published in the **Federal Register** on November 20, 2000. The legal description of Jet Route 501 (J-501) contained an inadvertent error that included the intersection of the Bethel 258° radial and the Anchorage CTA/FIR boundary. This action corrects that error by removing the reference to the intersection.

**EFFECTIVE DATE:** 0901 UTC, January 25, 2001.

**FOR FURTHER INFORMATION CONTACT:** Ken McElroy, Airspace and Rules Division, ATA-400, Office of Air Traffic Airspace Management, Federal Aviation Administration, 800 Independence Avenue, SW., Washington, DC 20591; telephone: (202) 267-8783.

**SUPPLEMENTARY INFORMATION:** On November 20, 2000, Airspace Docket No. 00-ANM-20 (65 FR 69664), was published amending the legal description of J-501. This description contained an inadvertent error that included the intersection of the Bethel 258° radial and the Anchorage CTA/FIR boundary. This action corrects that error by removing the reference to the intersection.

### Correction to Final Rule

Accordingly, pursuant to the authority delegated to me, the legal description for J-501, as published in the **Federal Register** on November 20, 2000, (65 FR 69664), and incorporated by reference in 14 CFR 71.1, is corrected as follows:

#### § 71.1 [Corrected]

On page 69665, correct the legal description of J-501, to read as follows:

*Paragraph 2004—Jet Routes*

\* \* \* \* \*

#### J-501 [Amended]

From San Marcus, CA, via Big Sur, CA; Point Reyes, CA, via Rogue Valley, OR; Hoquiam, WA; INT Hoquiam 354° and Tatoosh, WA, 162° radials; Tatoosh; Tofino, BC, Canada, RBN. From Sandspit, BC, Canada; Biorca Island, AK; Yakutat, AK; Johnstone Point, AK; Anchorage, AK; Sparrevohn, AK; Bethel, AK; excluding the airspace within Canada.

\* \* \* \* \*

Issued in Washington, DC, on January 10, 2001.

**Reginald C. Matthews,**

*Manager, Airspace and Rules Division.*

[FR Doc. 01-1853 Filed 1-19-01; 8:45 am]

**BILLING CODE 4910-13-P**

## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### 14 CFR Part 71

[Airspace Docket No. 00-ANM-14]

#### Establishment of Class E Airspace, Prineville, OR

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

**ACTION:** Final rule.

**SUMMARY:** This action establishes the Prineville, OR, Class E airspace to accommodate airspace required for the establishment of a new Standard Instrument Approach Procedure (SIAP) to the Prineville Airport, Prineville, OR.

**EFFECTIVE DATE:** February 21, 2001.

**FOR FURTHER INFORMATION CONTACT:** Brian Durham, ANM-520.7, Federal Aviation Administration, Docket No. 00-ANM-14, 1601 Lind Avenue SW, Renton, Washington 98055-4056; telephone number: (425) 227-2527.

**SUPPLEMENTARY INFORMATION:**

#### History

On October 16, 2000, the FAA proposed to amend Title 14 Code of

Federal Regulations, part 71 (14 CFR part 71) by establishing Class E airspace at Prineville, OR, in order to accommodate a new Area Navigation (RNAV) SIAP to Runway 10, RNAV RWY 28, and Non-Directional Beacon (NDB) RWY 10 SIAP at Prineville Airport, Prineville, OR (65 FR 200). This amendment provides Class E5 airspace at Prineville, OR, to meet current criteria standards associated with the SIAPs. Interested parties were invited to participate in the rulemaking proceeding by submitting written comments on the proposal. No comments were received.

### The Rule

This amendment to Title 14 Code of Federal Regulations, part 71 (14 CFR part 71) establishes Class E airspace at Prineville, OR, in order to accommodate a new SIAPs to the Prineville Airport, Prineville, OR. This amendment establishes Class E5 airspace at Prineville, OR, to meet current criteria standards associated with the SIAPs. The FAA establishes Class E airspace where necessary to contain aircraft transitioning between the terminal and en route environments. This rule is designed to provide for the safe and efficient use of the navigable airspace and to promote safe flight operations under Instrument Flight Rules (IFR) at the Prineville 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 E airspace areas extending upward from 700 feet or more above the surface of the earth, are published in Paragraph 6005, of FAA Order 7400.9H dated September 1, 2000, and effective September 16, 2000, which is incorporated by reference in 14 CFR 71.1. The Class 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 6005 Class E airspace areas extending upward from 700 feet or more above the surface of the earth.*

\* \* \* \* \*

#### ANM OR E5 Prineville, OR [New]

Prineville Airport, OR  
(lat. 44°17'13"N., long. 120°54'14"W.)

That airspace extending upward from 700 feet above the surface within a 6.9-mile radius of the airport, and 3.5 miles each side of the 283° bearing from the airport extending to 12.2 miles, and 3 miles each side of the 121° bearing from the airport extending to 7.2 miles; that airspace extending upward from 1,200 feet above the surface within a 9.2-mile radius of the airport clockwise from the 320° bearing to the 190° bearing, then extending to 27.4 miles from the airport in an arc clockwise to the 230° bearing, then extending to 37.5 miles from the airport in an arc clockwise to the 320° bearing, then extending 6.8 miles each side of the 121° bearing from the airport to 34.3 miles; excluding that airspace within Federal Airways; the Redmond, OR Class D and E airspace.

\* \* \* \* \*

Issued in Seattle, Washington, on January 8, 2001.

**Dan A. Boyle,**

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

[FR Doc. 01–1672 Filed 1–19–01; 8:45 am]

**BILLING CODE 4910–13–M**

## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### 14 CFR Part 71

[Airspace Docket No. 00–ANM–21]

#### Modification of Class E Airspace, Astoria, OR

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

**ACTION:** Final rule.

**SUMMARY:** This action modifies the Astoria, OR, Class E airspace to accommodate airspace required to support military operations at the Oregon Air National Guard (ORANG) Camp Rilea Heliport, Astoria, OR.

**EFFECTIVE DATE:** February 21, 2001.

**FOR FURTHER INFORMATION CONTACT:** Brian Durham, ANM–520.7, Federal Aviation Administration, Docket No. 00–ANM–21, 1601 Lind Avenue SW, Renton, Washington 98055–4056; telephone number: (425) 227–2527.

#### SUPPLEMENTARY INFORMATION:

#### History

On October 16, 2000, the FAA proposed to amend Title 14 Code of Federal Regulations, part 71 (14 CFR part 71) by modifying Class E airspace at Astoria, OR, in order to support military operations at the Oregon Air National Guard (ORANG) Camp Rilea Heliport, Astoria, OR (65 FR 200). This amendment modifies Class E2 airspace at Astoria, OR, to allow less restrictive military air operations to and from Camp Rilea Heliport. Interested parties were invited to participate in the rulemaking proceeding by submitting written comments on the proposal. No comments were received.

#### The Rule

This amendment to Title 14 Code of Federal Regulations, part 71 (14 CFR part 71) modifies Class E airspace at Astoria, OR, in order to allow the ORANG to conduct air operations at Camp Rilea without impacting civil air traffic, and to provide a less restrictive environment for military air operations to and from Camp Rilea Heliport, Astoria, OR. The FAA establishes Class E airspace where necessary to contain aircraft transitioning between the terminal and en route environments. This rule is designed to provide for the safe and efficient use of the navigable airspace and to promote safe flight operations under Instrument Flight Rules (IFR) and Visual Flight Rules (VFR) at the Port of Astoria Airport and Camp Rilea Heliport, and between the terminal and en route transition stages.