

TABLE 1.—CFM56 ENGINES WITH SUSPECT NO. 4 BEARINGS—Continued

Part No.	Part serial No.	Engine model	Engine serial No.
305-355-717-0	DB387589-U	7B	877427
305-355-717-0	DB387656-O	7B	875232
305-355-717-0	DB387671-4	7B	874219

Replacement of Suspect No. 4 Bearings

(b) For engines that have a suspect No. 4 bearing that has a SN listed in Table 1 of this AD, replace the No. 4 bearing with a serviceable part within 2,000 hours TIS, after the effective date of this AD, but no later than December 31, 2001, whichever occurs earlier.

Installation of Suspect No. 4 Bearings

(c) After the effective date of this AD, do not install any No. 4 bearing that has a SN listed in Table 1 of this AD.

(d) After the effective date of this AD, do not install any engine that has a No. 4 bearing with a serial number listed in Table 1 of this AD.

Initial Inspections for Chip Detector Indications

(e) For engines that have a suspect No. 4 bearing that has a SN listed in Table 1 of this AD, inspect for magnetic chip indications within the specified times, and if necessary, disposition as follows:

(1) For CFM56-5B engines, check electronic magnetic chip detector (EMCD) visual indicator within 50 to 75 hours TIS after the effective date of this AD.

(2) For CFM56-5C engine (741948), check for class 2 Electronic Centralized Aircraft Monitor (ECAM) message "MAGNETIC CHIP DETECTED" before further flight.

(3) For CFM56-7B engines equipped with Debris Monitoring System (DMS) option, check Flight Management Computer—Master Control Display Unit (FMC-MCDU) for message 79-2114 before further flight.

(4) For CFM56-7B engines equipped with classic magnetic chip detectors (MCD), inspect aft sump MCD within 50 to 75 hours TIS after the effective date of this AD.

(5) For CFM56-2, -2B, and -3 engines, inspect aft sump MCD within 50 to 75 hours TIS after the effective date of this AD.

(6) If bearing particles are found, remove engine from service before further flight.

Repetitive Inspections for Chip Detector Indications

(f) Thereafter, inspect for chip indications in accordance with the specified time-since-last-inspection (TSLI), and if necessary, disposition as follows:

(1) For CFM56-5B engines, check EMCD visual indicator every 50-75 hours TSLI.

(2) For CFM56-5C engine (741948), check for class 2 ECAM message "MAGNETIC CHIP DETECTED" after every flight.

(3) For CFM56-7B engines equipped with DMS option, check FMC-MCDU for message 79-2114 once per day.

(4) For CFM56-7B engines equipped with classic MCD, inspect aft sump MCD every 50-75 hours TSLI.

(5) For CFM56-2, -2B, and -3 engines, inspect aft sump MCD every 50-75 hours TSLI.

(6) If bearing particles are found, remove engine from service before further flight.

Terminating Action

(g) Replacement of a No. 4 bearing that has a SN listed in Table 1 of this AD with a No. 4 bearing that does not have a SN listed in Table 1 of this AD is terminating action for the repetitive inspection requirements specified in paragraph (f) of this AD.

Alternative Methods of Compliance

(h) 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, Engine Certification Office. Operators shall submit their request through an appropriate FAA Principal Maintenance Inspector, who may add comments and then send it to the Manager, Engine Certification Office.

Note 2: Information concerning the existence of approved alternative methods of compliance with this airworthiness directive, if any, may be obtained from the Engine Certification Office.

Special Flight Permits

(i) Special flight permits may be issued in accordance §§ 21.197 and 21.199 of the Federal Aviation Regulations (14 CFR 21.197 and 21.199) to operate the aircraft to a location where the requirements of this AD can be accomplished.

Effective Date of This AD

(j) This amendment becomes effective on June 11, 2001.

Issued in Burlington, Massachusetts, on May 24, 2001.

Thomas A. Boudreau,

Acting Manager, Engine and Propeller Directorate, Aircraft Certification Service.

[FR Doc. 01-13720 Filed 5-31-01; 8:45 am]

BILLING CODE 4910-13-U

ACTION: Direct final rule; confirmation of effective date.

SUMMARY: This document confirms the effective date of a direct final rule which revises Class E airspace at Phillipsburg, KS.

EFFECTIVE DATE: 0901 UTC, July 12, 2001.

FOR FURTHER INFORMATION CONTACT: Kathy Randolph, Air Traffic Division, Airspace Branch, ACE-520C, DOT Regional Headquarters Building, Federal Aviation Administration, 901 Locust, Kansas City, MO 64106; telephone: (816) 329-2525.

SUPPLEMENTARY INFORMATION: The FAA published this direct final rule with a request for comments in the **Federal Register** on March 2, 2001 (66 FR 13011). 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 July 12, 2001. No adverse comments were received, and thus this notice confirms that this direct final rule will become effective on that date.

Issued in Kansas City, MO, on May 9, 2001.

Richard L. Day,

Acting Manager, Air Traffic Division, Central Region.

[FR Doc. 01-13673 Filed 5-31-01; 8:45 am]

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DEPARTMENT OF TRANSPORTATION**Federal Aviation Administration****14 CFR Part 97**

[Docket No. 30249; Amdt. No. 2052]

Standard Instrument Approach Procedures; Miscellaneous Amendments

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Final rule.

DEPARTMENT OF TRANSPORTATION**Federal Aviation Administration****14 CFR Part 71**

[Airspace Docket No. 01-ACE-2]

Amendment to Class E Airspace; Phillipsburg, KS

AGENCY: Federal Aviation Administration, DOT.