

of it may be obtained by contacting 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, under 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. FAA amends § 39.13 by adding a new AD to read as follows:

2001–22–15 Pilatus Aircraft Ltd.:

Amendment 39–12494; Docket No. 2001–CE–24–AD.

(a) *What airplanes are affected by this AD?* This AD affects Models PC–12 and PC–12/45

airplanes, all serial numbers, that are certificated in any category.

(b) *Who must comply with this AD?*

Anyone who wishes to operate any of the above airplanes must comply with this AD.

(c) *What problem does this AD address?*

The actions specified by this AD are intended to prevent cracking at the edges of the unflanged lightening holes, which could result in major structural damage to the airplane. Such damage could result in possible loss of control of the airplane.

(d) *What actions must I accomplish to address this problem?* To address this problem, you must accomplish the following:

Actions	Compliance	Procedures
(1) For manufacturer serial numbers (MSN) 101 through 370, inspect the front and rear frames of the cargo door for lightening holes with plain rims.	Within the next 50 hours time-in-service (TIS) after December 26, 2001 (the effective date of this AD).	In accordance with the Accomplishment Instructions section of Pilatus Service Bulletin No. 52–004, dated April 20, 2001.
(2) If, during the inspection required in paragraph (d)(1) of this AD, a plain rim is found, install a reinforcing plate.	Prior to further flight after the inspection required in paragraph (d)(1) of this AD.	In accordance with the Accomplishment Instructions section of Pilatus Service Bulletin No. 52–004, dated April 20, 2001.
(3) For all serial numbered airplanes, do not install any cargo door, part-number (P/N) 552.30.12.051 or P/N 552.30.12.052 (or FAA-approved equivalent part number), unless it has been inspected as required in paragraph (d)(1) of this AD and modified as required in paragraph (d)(2) of this AD.	As of December 26, 2001 (the effective date of this AD).	In accordance with the Accomplishment Instructions section of Pilatus Service Bulletin No. 52–004, dated April 20, 2001.

(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, Small Airplane Directorate, approves your alternative. Submit your request through an FAA Principal Maintenance Inspector, who may add comments and then send it to the Manager, Small Airplane Directorate.

Note 1: 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 Doug Rudolph, Aerospace Engineer, FAA, Small Airplane Directorate, 901 Locust, Room 301, Kansas City, Missouri 64106; telephone: (816) 329–4059; facsimile: (816) 329–4090.

(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) *Are any service bulletins incorporated into this AD by reference?* Actions required by this AD must be done in accordance with Pilatus Service Bulletin No. 52–004, dated April 20, 2001. The Director of the Federal Register approved this incorporation by reference under 5 U.S.C. 552(a) and 1 CFR part 51. You can get copies from Pilatus Aircraft Ltd., Customer Liaison Manager, CH–6371 Stans, Switzerland; or from Pilatus Business Aircraft Ltd., Product Support Department, 11755 Airport Way, Broomfield, Colorado 80021. You can look at copies at the 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.

(i) *When does this amendment become effective?* This amendment becomes effective on December 26, 2001.

Note 2: The subject of this AD is addressed in Swiss AD HB 2001–389, dated June 25, 2001.

Issued in Kansas City, Missouri, on October 26, 2001.

James E. Jackson,

Acting Manager, Small Airplane Directorate, Aircraft Certification Service.

[FR Doc. 01–27652 Filed 11–6–01; 8:45 am]

BILLING CODE 4910–13–P

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 95

[Docket No. 30278; Amdt. No. 432]

IFR Altitudes; Miscellaneous Amendments

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Final rule.

SUMMARY: This amendment adopts miscellaneous amendments to the required IFR (instrument flight rules) altitudes and changeover points for certain Federal airways, jet routes, or direct routes for which a minimum or maximum en route authorized IFR altitude is prescribed. This regulatory action is needed because of changes occurring in the National Airspace System. These changes are designed to provide for the safe and efficient use of the navigable airspace under instrument conditions in the affected areas.

EFFECTIVE DATE: 0901 UTC, December 27, 2001.

FOR FURTHER INFORMATION CONTACT:

Donald P. Pate, Flight Procedure Standards Branch (AMCAFS–420), Flight Technologies and Programs Division, Flight Standards Service, Federal Aviation Administration, Mike

Monroney Aeronautical Center, 6500 South MacArthur Blvd. Oklahoma City, OK. 73169 (Mail Address: P.O. Box 25082 Oklahoma City, OK 73125) telephone: (405) 954-4164.

SUPPLEMENTARY INFORMATION: This amendment to part 95 of the Federal Aviation Regulations (14 CFR part 95) amends, suspends, or revokes IFR altitudes governing the operation of all aircraft in flight over a specified route or any portion of that route, as well as changeover points (COPs) for Federal airways, jet routes, or direct routes as prescribed in part 95.

The Rule

The specified IFR altitudes, when used in conjunction with the prescribed changeover points for those routes, ensure navigation aid coverage that is adequate for safe flight operations and free of frequency interference. The reasons and circumstances that create the need for this amendment involve matters of flight safety and operational efficiency in the National Airspace System, are related to published aeronautical charts that are essential to the user, and provide for the safe and efficient use of the navigable airspace.

In addition, those various reasons or circumstances require making this amendment effective before the next scheduled charting and publication date of the flight information to assure its timely availability to the user. The effective date of this amendment reflects those considerations. In view of the close and immediate relationship between these regulatory changes and safety in air commerce, I find that notice and public procedure before adopting this amendment are impracticable and contrary to the public interest and that good cause exists for making the amendment effective in less than 30 days.

Conclusion

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. For the same reason, the FAA certifies that this amendment 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 95

Airspace, Navigation (air).

Issued in Washington, D.C. on November 1, 2001.

Nicholas A. Sabatini,
Director, Flight Standards Service.

Adoption of the Amendment

Accordingly, pursuant to the authority delegated to me by the Administrator, part 95 of the Federal Aviation Regulations (14 CFR part 95) is amended as follows effective at 0901 UTC, December 27, 2001.

PART 95—[Amended]

1. The authority citation for part 95 continues to read as follows:

Authority: 49 U.S.C. 106(g), 40103, 40106, 40113, 40114, 40120, 44502, 44514, 44719, 44721.

2. Part 95 is amended to read as follows:

REVISIONS TO IFR ALTITUDES AND CHANGEOVER POINTS

[Amendment 432 effective date: December 27, 2001]

From	To	MEA
§ 95.6001 Victor Routes—U.S.		
§ 95.6003 VOR Federal Airway 3 is Amended to Read in Part		
Brunswick, GA VORTAC *11,000—MRA **1,500—MOCA	*Broun, GA FIX	**2,000
Broun, GA FIX *3,000—MRA	*Harps, GA FIX	2,200
Harps, GA FIX *1,500—MOCA	Savannah, GA VORTAC	*2,000
§ 95.6037 VOR Federal Airway 37 is Amended to Read in Part		
Brunswick, GA VORTAC *11,000—MRA **1,500—MOCA	*Broun, GA FIX	**2,000
Broun, GA FIX *3,800—MRA	*Harps, GA FIX	2,200
Harps, GA FIX *1,500—MOCA	Savannah, GA VORTAC	*2,000
§ 95.6078 VOR Federal Airway 78 is Amended to Read in Part		
Zable, MI FIX *2,900—MOCA	Banjo, MI FIX	*5,000
§ 95.6133 VOR Federal Airway 133 is Amended to Read in Part		
Whipp, MI FIX *5,000—MRA **2,800—MOCA	*Ladin, MI FIX	**5,000
Ladin, MI FIX *2,700—MOCA	Borin, MI FIX	*5,000
Borin, MI FIX	Traverse City, MI VORTAC	*5,000

REVISIONS TO IFR ALTITUDES AND CHANGEOVER POINTS—Continued

[Amendment 432 effective date: December 27, 2001]

From	To	MEA
*2,500—MOCA Traverse City, MI VORTAC *2,700—MOCA	Escanaba, MI VORTAC	*5,000
§ 95.6184 VOR Federal Airway 184 is Amended to Read in Part		
Delro, PA FIX *3,900—MOCA	Modena, PA VORTAC	*10,000
§ 95.6198 VOR Federal Airway 198 is Amended to Read in Part		
Seeds, TX FIX *1,800—MOCA	Wemar, TX FIX	*2,500
§ 95.6212 VOR Federal Airway 212 is Amended to Read in Part		
Seeds, TX FIX *1,800—MOCA	Wemar, TX FIX	*2,500
§ 95.6213 VOR Federal Airway 213 is Amended to Read in Part		
Sparta, NJ VORTAC *3,200—MOCA	Flosi, NY FIX	*4,000
Flosi, NY FIX *4,000—MOCA	Weets, NY FIX	*5,500
§ 95.6215 VOR Federal Airway 215 is Amended to Read in Part		
White Cloud, MI VORTAC *5,000—MRA	*Ladin, MI FIX	4,000
Ladin, MI FIX *5,000—MRA	*Carga, MI FIX	4,000
§ 95.6222 VOR Federal Airway 222 is Amended to Read in Part		
Stonewall, TX VORTAC *4,000—MOCA	Marcus, TX FIX	*4,500
§ 95.6233 VOR Federal Airway 233 is Amended to Read in Part		
Mount Pleasant, MI VOR/DME *5,000—MRA	*Carga, MI FIX	5,500
Carga, MI FIX	Gaylord, MI VOR/DME	3,000
§ 95.6249 VOR Federal Airway 249 is Amended to Read in Part		
Sparta, NJ VORTAC *3,200—MOCA	Flosi, NY FIX	*4,000
Flosi, NY FIX *4,000—MOCA	Weets, NY FIX	*5,500
§ 95.6289 VOR Federal Airway 289 is Amended to Read in Part		
Honee, TX FIX *1,900—MOCA	Lufkin, TX VORTAC	*3,000
§ 95.6297 VOR Federal Airway 297 is Amended to Read in Part		
Banjo, MI FIX *2,900—MOCA	Zable, MI FIX	*5,000
§ 95.6358 VOR Federal Airway 358 is Amended to Read in Part		
San Antonio, TX VORTAC *2,800—MOCA	Guada, TX FIX	*4,000
Guada, TX FIX	Stonewall, TX VORTAC	4,000
Stonewall, TX VORTAC *3,200—MOCA	Lampasas, TX VORTAC	*3,800
§ 95.6474 VOR Federal Airway 474 is Amended to Read in Part		
Delro, PA FIX	Modena, PA VORTAC	*10,000

REVISIONS TO IFR ALTITUDES AND CHANGEOVER POINTS—Continued

[Amendment 432 effective date: December 27, 2001]

From	To	MEA
*3,900—MOCA		
§ 95.6556 VOR Federal Airway 556 is Amended to Read in Part		
Junction, TX VORTAC	Stonewall, TX VORTAC	4,000
Stonewall, TX VORTAC	Marcus, TX FIX	*4,500
*4,000—MOCA		
Marcus, TX FIX	Seeds, TX FIX	*7,500
*1,900—MOCA		
Seeds, TX FIX	Wemar, TX FIX	*2,500
*1,800—MOCA		
§ 95.6568 VOR Federal Airway 568 is Amended to Read in Part		
San Antonio, TX VORTAC	Guada, TX FIX	*4,000
*2,800—MOCA		
§ 95.6579 VOR Federal Airway 579 is Amended to Read in Part		
Cross City, FL VORTAC	Valdosta, GA VOR/DME	2,000
Tift Myers, GA VOR	Vienna, GA VORTAC	2,100

[FR Doc. 01-28002 Filed 11-6-01; 8:45 am]
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DEPARTMENT OF TRANSPORTATION

Coast Guard

33 CFR Part 117

[CGD08-01-022]

RIN 2115-AE47

Drawbridge Operation Regulation;
Lake Pontchartrain, LA

AGENCY: Coast Guard, DOT.

ACTION: Final rule.

SUMMARY: The Coast Guard is changing the drawbridge operation regulation for the draw of the Greater New Orleans Expressway Commission Causeway across Lake Pontchartrain between Metairie, Jefferson Parish and Mandeville, St. Tammany Parish, Louisiana. The rule allows the dual bridges to remain closed to navigation during the morning and afternoon rush hours while still requiring three hours notification to open on signal at all other times.

DATES: This rule is effective December 7, 2001.

ADDRESSES: Comments and materials received from the public, as well as documents indicated in this preamble as being available in the docket, are part of the docket and are available for inspection or copying at the office of the Eighth Coast Guard District, Bridge Administration Branch, 501 Magazine Street, New Orleans, Louisiana 70130—

3396, between 7 a.m. and 3 p.m., Monday through Friday, except Federal holidays.

FOR FURTHER INFORMATION CONTACT: Mr. David Frank, Bridge Administration Branch, at the address given above or telephone (504) 589-2965.

SUPPLEMENTARY INFORMATION:**Regulatory Information**

On August 16, 2001, we published a notice of proposed rulemaking (NPRM) entitled Drawbridge Operation Regulation, Lake Pontchartrain, LA in the **Federal Register** (66 FR 15373). We received three letters commenting on the proposed rule. No public hearing was requested, and none was held.

Background and Purpose

The bascule span of the dual bridges of the Greater New Orleans Expressway Commission Causeway across Lake Pontchartrain presently opens on signal if at least three hours notice is given. The Greater New Orleans Expressway Commission has requested a change in the operating schedule of the dual bridges to allow the draw to remain closed during peak vehicular traffic periods. Approximately 15,000 vehicles cross the dual bridges in each direction daily. Of the nearly 15,000 vehicles that cross the southbound bridge from St. Tammany Parish to Jefferson Parish, approximately 50% of these vehicles cross this bridge between the hours of 5:30 a.m. and 9:30 a.m. Of the nearly 15,000 vehicles that cross the northbound bridge from Jefferson Parish to St. Tammany Parish, approximately 50% of these vehicles cross this bridge

between the hours of 3 p.m. and 7 p.m. During these peak traffic periods, an opening of the draw can cause traffic to back up approximately four to five miles.

Tender logs for the past year indicate that only six vessels have required the draw to open during these times.

Discussion of Comments and Changes

Three letters were received in response to the NPRM. National Mariner Fisheries Service offered no objections to the proposed change. Pontchartrain Materials offered no objections to the proposed project; however, they did offer comments regarding delays to vessels in distress. The Coast Guard explained that the drawbridge is required to open for vessels in distress. The U. S. Fish and Wildlife Service officer no objections to the proposed changes.

Regulatory Evaluation

This rule is not a “significant regulatory action” under section 3(f) of Executive Order 12866 and does not require an assessment of potential costs and benefits under section 6(a)(3) of that Order. The Office of Management and Budget has not reviewed it under that Order. It is not significant under the regulatory policies and procedures of the Department of Transportation (DOT)(44 FR 11040, February 26, 1979).

The Coast Guard expects the economic impact of this rule to be so minimal that a full Regulatory Evaluation under paragraph 10(e) of the regulatory policies and procedures of DOT is unnecessary.