

TABLE 1.—INITIAL AND REPETITIVE ULTRASONIC INSPECTION REQUIREMENTS

Engine model	Cycles-since-new (CSN) on the effective date of this AD	Initial inspection	Repetitive inspection interval using 3.A method A.	Repetitive inspection interval using 3.B. method B.
(1) 768–60 and 772–60 .....	(i) Fewer than 2,000 CSN	Before accumulating 2,000 CSN .....	340 cycles-since-last-inspection (CSLI).	280 CSLI.
	(ii) 2,000 CSN or more .....	Within 100 cycles-in-service (CIS) after the effective date of this AD.	340 cycles-since-last-inspection (CSLI).	280 CSLI.
(2) 772B–60 .....	(i) Fewer than 1,000 CSN	Before accumulating 1,000 CSN .....	250 CSLI .....	200 CSLI.
	(ii) 1,000 CSN or more .....	Within 100 CIS after the effective date of this AD.	250 CSLI .....	200 CSLI.

**Credit for Previous Inspections**

(b) Previous inspections performed using RR SB RB.211–72–C878, Revision 1, dated December 10, 1999; RR SB RB.211–72–C878, Revision 2, dated November 13, 2000; RR SB RB.211–72–C878, Revision 3, dated January 3, 2001, comply with the initial inspection requirements of paragraph (a) of this AD.

**Repetitive Ultrasonic Inspections**

(c) Inspect LPC fan blades in accordance with either Accomplishment Instructions, Section 3.A. (Method A, blades removed from engine), or Section 3.B. (Method B, blades installed in engine), of RR SB RB.211–72–C878, Revision 4, dated January 22, 2001, at or before CSLI interval requirements in Table 1 of this AD.

**Removed Blades for Every Third Ultrasonic Inspection Interval**

(d) For at least every third ultrasonic inspection interval, inspect LPC fan blades in accordance with Accomplishment Instructions, Section 3.A. (Method A, blades removed from engine) of RR SB RB.211–72–C878, Revision 4, dated January 22, 2001.

**LPC Fan Blade Disposition**

(e) Before further flight, remove from service cracked or suspect cracked fan blades which do not meet the acceptance criteria of Appendix 1, Section 4, paragraph B, or Appendix 2, Section 4, paragraphs B and C, of RR SB RB.211–72–C878, Revision 4, dated January 22, 2001.

**Alternative Methods of Compliance**

(f) 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 (ECO). Operators must submit their requests through an appropriate FAA Principal Maintenance Inspector, who may add comments and then send it to the Manager, ECO.

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

**Special Flight Permits**

(g) 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 aircraft to

a location where the requirements of this AD can be accomplished.

**Incorporation by Reference**

(h) The actions required by this AD must be performed in accordance with Rolls-Royce plc. Service Bulletin No. RB.211–72–C878, Revision 4, dated January 22, 2001. 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 Rolls-Royce plc, PO Box 31, Derby, England; telephone: 011–44–1332–249428; fax: 011–44–1332–249223. Copies may be inspected at the FAA, New England Region, Office of the Regional Counsel, 12 New England Executive Park, Burlington, MA; or at the Office of the Federal Register, 800 North Capitol Street, NW, Suite 700, Washington, DC.

**Effective Date of This AD**

(i) This amendment becomes effective on October 9, 2001.

Issued in Burlington, Massachusetts, on August 1, 2001.

**Mark C. Fulmer,**

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

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**BILLING CODE 4910–13–P**

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

[Airspace Docket No. 01–ACE–3]

**Amendment to Class E Airspace; Cabool, MO**

**AGENCY:** Federal Aviation Administration, DOT.

**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 Cabool, MO. **EFFECTIVE DATE:** 0901 UTC, September 6, 2001.

**FOR FURTHER INFORMATION CONTACT:** Brenda Mumper, Air Traffic Division,

Airspace Branch, ACE–520A, DOT Regional Headquarters Building, Federal Aviation Administration, 901 Locust, Kansas City, MO 64106; telephone: (816) 329–2524.

**SUPPLEMENTARY INFORMATION:** The FAA published this direct final rule with a request for comments in the **Federal Register** on May 9, 2001 (66 FR 23558). 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, and thus this notice confirms that this direct final rule will become effective on that date.

Issued in Kansas City, MO on July 23, 2001.

**Paul J. Sheridan,**

*Acting Manager, Air Traffic Division, Central Region.*

[FR Doc. 01–20031 Filed 8–9–01; 8:45 am]

**BILLING CODE 4910–13–M**

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

[Airspace Docket No. 01–ACE–4]

**Amendment to Class E Airspace; Chillicothe, MO**

**AGENCY:** Federal Aviation Administration, DOT.

**ACTION:** Direct final rule; confirmation of effective date.

**SUMMARY:** This document confirms the effective date of a direct final rule which