

(3) Alternative methods of compliance approved for AD 2001-10-04 R1 are considered approved for this AD.

Note 3: This AD applies to each airplane identified in paragraphs (a)(1) and (a)(2) 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) *Are there any alternative methods of compliance already approved or being considered for this AD?* The FAA may approve, as an alternative method of compliance, inspection of the wing lower spar cap. You must submit the request in accordance with the procedures in paragraph (e) of this AD and adhere to the following:

(1) If you are over or within 10 hours TIS of the safe life for the wing lower spar cap and you have ordered parts and scheduled a date for the replacement/modification, but having the replacement/modification done on this date grounds the airplane, accomplish the following:

(i) Inspect the wing lower spar cap within 10 hours TIS after approval of the alternative method of compliance;

(ii) Reinspect thereafter at intervals not to exceed 400 hours TIS until either cracks are found, the date of the scheduled replacement/modification occurs, or 1,200 hours TIS after the initial inspection are accumulated, whichever occurs first; and

(iii) Accomplish the inspections in accordance with the procedures in Snow Engineering Service Letter #197, #202, #203, or #205, all Revised March 26, 2001, as applicable.

(2) Submit the following to the Fort Worth or Los Angeles ACO, as applicable, using the procedures described in paragraph (e) of this AD:

(i) The airplane model serial number designation, and airplane registration number (N-number);

(ii) The number of hours TIS on the airplane;

(iii) The scheduled date for the replacement/modification; and

(iv) The name and location of the authorized repair shop.

(3) For more information about this issue, contact:

(i) For the airplanes that do not incorporate and never have incorporated Marburger Enterprises, Inc. winglets: Rob Romero, Aerospace Engineer, FAA, Fort Worth Airplane Certification Office, 2601 Meacham Boulevard, Fort Worth, Texas 76193-0150; telephone: (817) 222-5102; facsimile: (817) 222-5960; and

(ii) For the airplanes that incorporate or have incorporated winglets: John Cecil, Aerospace Engineer, Los Angeles Aircraft Certification Office, FAA, 3960 Paramount

Boulevard, Lakewood, California, 90712; telephone: (562) 627-5228; facsimile: (562) 627-5210.

(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 provided that the following is adhered to:

(1) Only operate in day visual flight rules (VFR) only.

(2) Ensure that the hopper is empty.

(3) Limit airspeed to 135 miles per hour (mph) indicated airspeed (IAS).

(4) Avoid any unnecessary g-forces.

(5) Avoid areas of turbulence.

(6) Plan the flight to follow the most direct route.

(h) *How do I get copies of the documents referenced in this AD?* You may get copies of the documents referenced in this AD from Air Tractor, Incorporated, P.O. Box 485, Olney, Texas 76374; or Marburger Enterprises, Inc., 1227 Hillcourt, Williston, North Dakota 58801; telephone: (800) 893-1420 or (701) 774-0230; facsimile: (701) 572-2602. You may view these documents at FAA, Central Region, Office of the Regional Counsel, 901 Locust, Room 506, Kansas City, Missouri 64106.

Appendix to Docket No. 2001-CE-36-AD

The following provides procedures for determining the safe life for those AT-400 and AT-500 series airplanes that incorporate or have incorporated Marburger Enterprises, Inc. winglets. These winglets are installed in accordance with Supplemental Type Certificate (STC) SA00490LA.

1. Review your airplane's logbook to determine your airplane's time in service (TIS) with winglets installed per Marburger Enterprises STC SA00490LA. This includes all time spent with the winglets currently installed and any previous installations where the winglet was installed and later removed.

Example: A review of your airplane's logbook shows that you have accumulated 350 hours TIS since incorporating the Marburger STC. Further review of the airplane's logbook shows that a previous owner had installed the STC and later removed the winglets after accumulating 150 hours TIS. Therefore, your airplane's TIS with the winglets installed is 500 hours.

If you determine that the winglet STC has never been incorporated on your airplane, then your safe life is presented in paragraph (a)(1) of this AD. Any future winglet installation would be subject to a reduced safe life per these instructions.

2. Determine your airplane's unmodified safe life from paragraph (a)(1) of this AD.

Example: Your airplane is a Model AT-502B, serial number 0292. From paragraph (a)(1) of this AD, the safe-life of your airplane is 4,000 hours TIS. All examples from hereon will be based on the Model AT-502B, serial number 0292 airplane.

3. Determine the winglet usage factor from paragraph (a)(2) of this AD.

Example: Again, your airplane is a Model AT-502B, serial number 0292. From paragraph (a)(2) of this AD, your winglet usage factor is 1.2.

4. Adjust the winglet TIS to account for the winglet usage factor. Multiply the winglet TIS (result of 1.) by the winglet usage factor (result of 3.).

Example: Winglet TIS is 500 hours X a winglet usage factor of 1.2. The adjusted winglet TIS is 600 hours.

5. Calculate the winglet usage penalty. Subtract the winglet TIS (result of 1.) from the adjusted winglet TIS (result of 4.).

Example: Adjusted winglet TIS is 600 hours—the winglet TIS of 500 hours. The winglet usage penalty is 100 hours TIS.

6. Adjust the safe life of your airplane to account for winglet usage. Subtract the winglet usage penalty (result of 5.) result from the unmodified safe life from paragraph (a)(1) of this AD (the result of 2.).

Example: The unmodified safe life is 4,000 hours TIS – the 100 hours TIS usage penalty = 3,900 hours TIS adjusted safe life.

7. If you remove the winglets from your airplane prior to further flight or no longer have the winglets installed on your airplane, the safe life of your airplane is the adjusted safe life (result of 6.). Enter this number in paragraph (d)(1) of this AD and the airplane logbook.

8. If you keep the current winglet installation on your airplane, you must further reduce the safe life by dividing the adjusted safe life (result of 6.) by the winglet usage factor (result of 3.). Record this result in your airplane's logbook.

Example: Adjusted safe life is 3,900 hours ÷ winglet usage factor of 1.2 = 3,250 hours TIS.

9. If, at anytime in the future, you install or remove the Marburger winglet STC from your airplane, you must repeat the procedures in this Appendix.

Issued in Kansas City, Missouri, on December 17, 2001.

Michael Gallagher,

Manager, Small Airplane Directorate, Aircraft Certification Service.

[FR Doc. 01-31555 Filed 12-26-01; 8:45 am]

BILLING CODE 4910-13-P

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. 2001-CE-47-AD]

RIN 2120-AA64

Airworthiness Directives; Fairchild Aircraft, Inc. Models SA226 and SA227 Series Airplanes

AGENCY: Federal Aviation Administration, DOT.

ACTION: Notice of proposed rulemaking (NPRM).

SUMMARY: This document proposes to supersede Airworthiness Directive (AD)

2001–20–14, which currently requires you to replace the brake shuttle valves with parts of improved design and install a shield over the hydraulic lines on certain Fairchild Aircraft SA226 and SA227 series airplanes. AD 2001–20–14 also requires you to replace the rubber fuel hose with a metal device for certain SA226 series airplanes. AD 2001–20–14 resulted from a report of a wheel brake system malfunction caused by a faulty brake shuttle valve. The FAA incorrectly referenced Model SA226–T(A) airplanes and inadvertently omitted certain serial numbers of Model SA227–AC airplanes from AD 2001–20–14. This proposed AD would retain the actions of AD 2001–20–14, correct the reference of Model SA226–T(A) airplanes, and would add additional Model SA227–AC airplanes to the Applicability section of the AD. The actions specified by this proposed AD are intended to correct potential brake shuttle valve problems, which could cause the brake assembly to drag and overheat. Hydraulic or fuel line damage could then occur if the overheated brake assembly is retracted into the main wheel well with a consequent fire if the hydraulic or fuel lines ruptured.

DATES: The Federal Aviation Administration (FAA) must receive any comments on this proposed rule on or before February 19, 2002.

ADDRESSES: Submit comments to FAA, Central Region, Office of the Regional Counsel, Attention: Rules Docket No. 2001–CE–47–AD, 901 Locust, Room 506, Kansas City, Missouri 64106. You may view any comments at this location between 8 a.m. and 4 p.m., Monday through Friday, except Federal holidays.

You may get service information that applies to this proposed AD from Fairchild Aircraft, Inc., P.O. Box 790490, San Antonio, Texas 78279–0490; telephone: (210) 824–9421; facsimile: (210) 820–8609. You may also view this information at the Rules Docket at the address above.

FOR FURTHER INFORMATION CONTACT: Werner Koch, Aerospace Engineer, FAA, Airplane Certification Office, 2601 Meacham Boulevard, Fort Worth, Texas 76193–0150; telephone: (817) 222–5133; facsimile: (817) 222–5960.

SUPPLEMENTARY INFORMATION:

Comments Invited

How do I comment on this proposed AD? The FAA invites comments on this proposed rule. You may submit whatever written data, views, or arguments you choose. You need to include the rule's docket number and submit your comments to the address specified under the caption **ADDRESSES**.

We will consider all comments received on or before the closing date. We may amend this proposed rule in light of comments received. Factual information that supports your ideas and suggestions is extremely helpful in evaluating the effectiveness of this proposed AD action and determining whether we need to take additional rulemaking action.

Are there any specific portions of this proposed AD I should pay attention to? The FAA specifically invites comments on the overall regulatory, economic, environmental, and energy aspects of this proposed rule that might suggest a need to modify the rule. You may view all comments we receive before and after the closing date of the rule in the Rules Docket. We will file a report in the Rules Docket that summarizes each contact we have with the public that concerns the substantive parts of this proposed AD.

How can I be sure FAA receives my comment? If you want FAA to acknowledge the receipt of your comments, you must include a self-addressed, stamped postcard. On the postcard, write "Comments to Docket No. 2001–CE–47–AD." We will date stamp and mail the postcard back to you.

Discussion

Has FAA taken any action to this point? The FAA received a report of an accident involving a Fairchild Model SA226–TC airplane where the flight crew lost control of the airplane at low altitude during the final approach for landing. Prior to the accident, the flight crew reported a loss of hydraulic pressure and a fire on the left side of the airplane. The report of this accident caused us to issue AD 2001–20–14, Amendment 39–12462 (66 FR 52020, October 12, 2001). This AD requires the following on certain Fairchild Aircraft SA226 and SA227 series airplanes:

- Replace the brake shuttle valves with parts of improved design (except on airplanes with an anti-skid/power brake system);
- Install a shield over the hydraulic lines; and
- Replace the rubber fuel hose with a metal device on certain SA226 series airplanes.

What has happened since AD 2001–20–14 to initiate this action? The FAA incorrectly referenced Model SA226–T(A) airplanes and inadvertently omitted certain serial numbers of Model SA227–AC airplanes from the applicability of AD 2001–20–14. In particular, we referenced serial numbers T(A)249 through T(A)291 as Model SA226–T(A) airplanes. These serial

numbers should be T249 through T291, except T276, as Model SA226–T airplanes. We also restricted the applicability of Model SA227–AC airplanes to serial numbers AC406, AC415, AC416, and AC420 through AC599. Any Model SA227–AC airplane incorporating a serial number from AC600 through AC789 should also be affected by the actions of AD 2001–20–14.

Accomplishment of the actions as specified in AD 2001–20–14 is required in accordance with the following documents:

—Fairchild Aircraft Service Bulletin No. 226–26–003, which applies to certain SA226 series airplanes and incorporates the following pages:

| Pages | Date |
|---------------------------------|---|
| 16 | Issued: March 1, 2000. |
| 14, 15 | Issued: March 1, 2000, Revised: June 27, 2000. |
| 17 | Issued: March 1, 2000, Revised: October 2, 2000. |
| 4, 5, 6, 7, 10, 11, 12, and 13. | Issued: March 1, 2000, Revised: January 19, 2001. |
| 1, 2, 3, 8, and 9. | Issued: March 1, 2000, Revised: August 10, 2001 and |

—Fairchild Aircraft Service Bulletin No. 227–26–002, which applies to certain SA227 series airplanes and incorporates the following pages:

| Pages | Date |
|-----------------|--|
| 1, 2, 8, and 9. | Issued: March 1, 2000. |
| 7 | Issued: March 1, 2000, Revised: June 27, 2000. |
| 3, 4, 5, and 6. | Issued: March 1, 2000, Revised: October 2, 2000. |

What are the provisions of these service bulletins? These service bulletins include procedures for:

- Replacing each brake shuttle valve with a part number (P/N) MS28767–4 brake shuttle valve;
- Replacing the rubber fuel hose with a metal device; and
- Installing a shield over the hydraulic lines.

The FAA's Determination and an Explanation of the Provisions of This Proposed AD

What has FAA decided? After examining the circumstances and reviewing all available information related to the incidents described above, we have determined that:

- The unsafe condition referenced in this document exists or could develop on other certain Fairchild Aircraft

- SA226 and SA227 series airplanes of the same type design;
- The actions specified in the previously-referenced service information should be accomplished on the affected airplanes; and
 - AD action should be taken in order to correct this unsafe condition.

What would this proposed AD require? This proposed AD would

supersede AD 2001–20–14 with a new AD that would retain the actions of AD 2001–20–14, correct the reference to Model SA226–T(A) airplanes, and would include additional Model SA227–AC airplanes in the Applicability section of the AD.

Cost Impact

How many airplanes would this proposed AD impact? We estimate that

this proposed AD affects 186 SA226 Series airplanes and 72 SA227 Series airplanes in the U.S. registry for total of 258 affected airplanes.

What would be the cost impact of this proposed AD on owners/operators of the affected airplanes? We estimate the following costs to accomplish the proposed replacement and installation:

SA226 SERIES AIRPLANES

| Labor cost | Parts cost | Total cost per airplane | Total cost on U.S. operators |
|--|------------|-------------------------|------------------------------|
| 65 workhours × \$60 per hour = \$3,900 | \$3,431 | \$7,331 | \$7,331 × 186 = \$1,363,566. |

SA227 SERIES AIRPLANES

| Labor cost | Parts cost | Total cost per airplane | Total cost on U.S. operators |
|---------------------------|-----------------------------|-------------------------|------------------------------|
| 55 workhours × \$60 | \$1,369 per hour = \$3,300. | \$4,669 | \$4,669 × 72 = \$336,168. |

The only difference between AD 2001–20–14 and this proposed AD is the expanded applicability of Model SA227–AC airplanes that we inadvertently omitted from the

“Applicability” section of AD 2001–20–14. However, the estimated number of total airplanes affected has not changed. The only impact this proposed AD would have over that already required by AD 2001–20–14 is the burden to the owners/operators of the cost of the proposed actions on the additional airplanes.

Compliance Time of this Proposed AD

What would be the compliance time of this proposed AD? The compliance time of this proposed AD is at whichever of the following that occurs later:

- Within 500 hours time-in-service (TIS) after the effective date of this AD or AD 2001–20–14, as applicable; or
- Within 6 months after the effective date of this AD or AD 2001–20–14, as applicable.

Why is the compliance time of the proposed AD presented in both hours TIS and calendar time? The affected airplanes are used in both general aviation and commuter operations. Those commuter operators may accumulate 500 hours TIS on the airplane in less than 2 months and many owners have numerous affected airplanes in their fleets. We have determined that the dual compliance time:

- gives all owners/operators of the affected airplanes adequate time to

schedule and accomplish the actions in this proposed AD; and

- assures that the unsafe condition referenced in this AD will be corrected within a reasonable time period without inadvertently grounding any of the affected airplanes.

Regulatory Impact

Would this proposed AD impact various entities? The regulations proposed herein would 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 proposed rule would not have federalism implications under Executive Order 13132.

Would this proposed AD involve a significant rule or regulatory action? For the reasons discussed above, I certify that this proposed 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) if promulgated, 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 copy of the draft regulatory evaluation prepared for this action has been placed in the Rules Docket. A copy 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, Safety.

The Proposed Amendment

Accordingly, under the authority delegated to me by the Administrator, the Federal Aviation Administration proposes to amend 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 removing Airworthiness Directive (AD) 2001–20–14, Amendment 39–12462 (66 FR 52020, October 12, 2001), and by adding a new AD to read as follows:

Fairchild Aircraft, Inc.: Docket No. 2001–CE–47–AD; Supersedes AD 2001–20–14, Amendment 39–12462.

(a) *What airplanes are affected by this AD?* This AD affects the following airplane models and serial numbers that are certificated in any category:

(1) Group 1: Fairchild Aircraft Inc. airplanes retained from AD 2001–20–14:

| Model | Serial Nos. |
|------------------|---|
| SA226–AT | AT001 through AT074. |
| SA226–T | T201 through T291, except T276. |
| SA226–T(B) | T(B) 276 and T(B) 292 through T(B) 417. |
| SA226–TC | TC201 through TC419. |

| Model | Serial Nos. | (2) Group 2: Fairchild Aircraft, Inc. airplanes added to the applicability of this AD (not included in AD 2001-20-14): | | (c) <i>What problem does this AD address?</i> The actions specified by this AD are intended to correct potential brake shuttle valve problems, which could cause the brake assembly to drag and overheat. Hydraulic or fuel line damage could then occur if the overheated brake assembly is retracted into the main wheel well, with a consequent fire if the hydraulic or fuel lines ruptured. |
|------------------|---|---|----------------------|---|
| SA227-AC | AC406, AC415, AC416, and AC420 through AC599. | Model | Serial Nos. | (d) <i>What actions must I accomplish to address this problem for Group 1 airplanes?</i> To address this problem for Group 1 airplanes, you must accomplish the following: |
| SA227-AT | AT421, AT423 through AT631, and AT695. | SA227-AC | AC600 through AC789. | |
| SA227-TT | TT421 through TT555. | (b) <i>Who must comply with this AD?</i> Anyone who wishes to operate any of the above airplanes must comply with this AD. The AD applies to any airplane with or without an anti-skid/power brake system installed. | | |
| SA227-TT(300) .. | TT447, TT465, TT471, TT483, TT512, TT518, TT521, TT527, TT529, and 536. | | | |

| Actions | Compliance | Procedures |
|---|---|---|
| (1) For all affected airplanes, except those equipped with an anti-skid/power brake system, replace each brake shuttle valve with part number (P/N) MS28767-4 brake shuttle valve (or FAA-approved equivalent part number). | Within 500 hours time-in-service (TIS) after November 21, 2001 (the effective date of AD 2001-20-14), or within 6 months after November 21, 2001 (the effective date of AD 2001-20-14), whichever occurs later. | In accordance with the ACCOMPLISHMENT INSTRUCTIONS section of Fairchild Aircraft Service Bulletin No. 226-26-003, or Fairchild Aircraft Service Bulletin No. 227-26-002, as applicable. |
| (2) For all affected airplanes, install a shield over the hydraulic lines. | Within 500 hours time-in-service (TIS) after November 21, 2001 (the effective date of AD 2001-20-14), or within 6 months after November 21, 2001 (the effective date of AD 2001-20-14), whichever occurs later. | In accordance with the ACCOMPLISHMENT INSTRUCTIONS section of Fairchild Aircraft Service Bulletin No. 226-26-003, or Fairchild Aircraft Service Bulletin No. 227-26-002, as applicable. |
| (3) For all airplane models within the SA226 series replace the rubber fuel hose with a metal device. | Within 500 hours time-in-service (TIS) after November 21, 2001 (the effective date of AD 2001-20-14), or within 6 months after November 21, 2001 (the effective date of AD 2001-20-14), whichever occurs later. | In accordance with the ACCOMPLISHMENT INSTRUCTIONS section of Fairchild Aircraft Service Bulletin No. 226-26-003. |
| (4) Do not install any brake shuttle valve that is not a P/N MS28767-4 brake shuttle valve (or FAA-approved equivalent part number) or a fuel hose that is made out of rubber. | As of November 21, 2001 (the effective date of AD 2001-20-14). | Not Applicable. |

(e) *What actions must I accomplish to address this problem for Group 2 airplanes?* To address this problem for Group 2 airplanes, you must accomplish the following:

| Actions | Compliance | Procedures |
|--|--|---|
| (1) For all affected airplanes except those equipped with an anti-skid/power brake system, replace each brake shuttle valve with part number (P/N) MS28767-4 brake shuttle valve (or FAA-approved equivalent part number). | Within 500 hours time-in service (TIS) after the effective date of this AD or within 6 months after the effective date of this AD, whichever occurs later. | In accordance with the ACCOMPLISHMENT INSTRUCTIONS section of Fairchild Aircraft Service Bulletin No. 227-26-002. |
| (2) For all affected airplanes, install a shield over the hydraulic lines. | Within 500 hours time-in-service (TIS) after the effective date of this AD or within 6 months after the effective date of this AD, whichever occurs later. | In accordance with the ACCOMPLISHMENT INSTRUCTIONS section of Fairchild Aircraft Service Bulletin No. 227-26-002. |
| (3) Do not install any brake shuttle valve that is not a P/N MS28767-4 brake shuttle valve (or FAA-approved equivalent part number) or a fuel hose that is made out of rubber. | As of the effective date of this AD | Not Applicable. |

(f) *What revision levels do the affected service bulletins currently incorporate?* The service bulletins required to accomplish these actions incorporate the following pages:

(1) Fairchild Aircraft Service Bulletin No. 226-26-003:

| Affected pages | Revision level | Date |
|--------------------------------------|----------------------|-------------------|
| 16 | Original Issue | March 1, 2000. |
| 14, 15 | Revision 1 | June 27, 2000. |
| 17 | Revision 2 | October 2, 2000. |
| 4, 5, 6, 7, 10, 11, 12, and 13 | Revision 3 | January 19, 2001. |
| 1, 2, 3, 8, and 9 | Revision 4 | August 10, 2001. |

(2) Fairchild Aircraft Service Bulletin No. 227-26-002:

| Affected pages | Revision Level | Date |
|----------------------|----------------------|------------------|
| 1, 2, 8, and 9 | Original Issue | March 1, 2000. |
| 7 | Revision 1 | June 27, 2000. |
| 3, 4, 5, and 6 | Revision 2 | October 2, 2000. |

(g) *Can I comply with this AD in any other way?* (1) You may use an alternative method of compliance or adjust the compliance time if:

(i) Your alternative method of compliance provides an equivalent level of safety; and
(ii) The Manager, Fort Worth Airplane Certification Office (ACO), approves your alternative. Submit your request through an FAA Principal Maintenance Inspector, who may add comments and then send it to the Manager, Fort Worth ACO.

(2) Alternative methods of compliance approved in accordance with AD 2001-20-14, which is superseded by this AD, are approved as alternative methods of compliance with this AD.

Note: 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 (g) 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.

(h) *Where can I get information about any already-approved alternative methods of compliance?* Contact Werner Koch, Aerospace Engineer, FAA, Airplane Certification Office, 2601 Meacham Boulevard, Fort Worth, Texas 76193-0150; telephone: (817) 222-5133; facsimile: (817) 222-5960.

(i) *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.

(j) *How do I get copies of the documents referenced in this AD?* You may get copies of the documents referenced in this AD from Fairchild Aircraft, Inc., P.O. Box 790490, San Antonio, Texas 78279-0490. You may view these documents at FAA, Central Region, Office of the Regional Counsel, 901 Locust, Room 506, Kansas City, Missouri 64106.

(k) *Does this AD action affect any existing AD actions?* This amendment supersedes AD 2001-20-14, Amendment 39-12462.

Issued in Kansas City, Missouri, on December 14, 2001.

Dorenda D. Baker,

Acting Manager, Small Airplane Directorate, Aircraft Certification Service.

[FR Doc. 01-31554 Filed 12-26-01; 8:45 am]

BILLING CODE 4910-13-P

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 71

[Airspace Docket No. 01-ASO-18]

Proposed Establishment of Class E5 Airspace, Andrews, SC

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Notice of proposed rulemaking.

SUMMARY: This action proposes to establish Class E5 airspace at Andrews, SC. A Non-Directional Beacon (NDB) Runway (RWY) 36 Standard Instrument Approach Procedure (SIAP) has been developed for Robert F. Swinnie Airport, Andrews SC. As a result, controlled airspace extending upward from 700 feet Above Ground Level (AGL) is needed to contain the SIAP and other Instrument Flight Rules (IFR) operations at Robert F. Swinnie Airport. The operating status of the airport would change from Visual Flight Rules (VFR) to include IFR operations concurrent with the publication of the SIAP.

DATES: Comments must be received on or before January 28, 2002.

ADDRESSES: Send comments on the proposal in triplicate to: Federal Aviation Administration, Docket No. 01-ASO-18, Manager, Airspace Branch, ASO-520, P.O. Box 20636, Atlanta, Georgia 30320.

The official docket may be examined in the Office of the Regional Counsel for Southern Region, Room 550, 1701 Columbia Avenue, College Park, Georgia 30337, telephone (404) 305-5586.

FOR FURTHER INFORMATION CONTACT: Walter R. Cochran, Manager, Airspace Branch, Air Traffic Division, Federal Aviation Administration, P.O. Box 20636, Atlanta, Georgia 30320; telephone (404) 305-5586.

SUPPLEMENTARY INFORMATION:

Comments Invited

Interested parties are invited to participate in this proposed rulemaking by submitting such written data, views or arguments as they may desire. Comments that provide the factual basis supporting the views and suggestions presented are particularly helpful in developing reasoned regulatory

decisions on the proposal. Comments are specifically invited on the overall regulatory, aeronautical, economic, environmental, and energy-related aspects of the proposal.

Communications should identify the airspace docket number and be submitted in triplicate to the address listed above. Commenters wishing the FAA to acknowledge receipt of their comments on this action must submit with those comments a self-addressed, stamped postcard on which the following statement is made: "Comments to Airspace Docket No. 01-ASO-18." The postcard will be date/time stamped and returned to the commenter. All communications received before the specified closing date for comments will be considered before taking action on the proposed rule. The proposal contained in this action may be changed in light of the comments received. All comments submitted will be available for examination in the Office of the Regional Counsel for Southern Region, Room 55, 1701 Columbia Avenue, College Park, Georgia 30337, both before and after the closing date for comments. A report summarizing each substantive public contact with FAA personnel concerned with this rulemaking will be filed in the docket.

Availability of NPRMs

Any person may obtain a copy of this Notice of Proposed Rulemaking (NPRM) by submitting a request to the Federal Aviation Administration, Manager, Airspace Branch, ASO-520, Air Traffic Division, P.O. Box 20636, Atlanta, Georgia 30320. Communications must identify the docket number of this NPRM. Persons interested in being placed on a mailing list for future NPRM's should also request a copy of Advisory Circular No. 11-2A which describes the application procedure.

The Proposal

The FAA is considering an amendment of Part 71 of the Federal Aviation Regulations (14 CFR part 71) to establish Class E5 airspace at Andrews, SC. Class E airspace designations for airspace areas extending upward from 700 feet or more above the surface of the earth are published in Paragraph 6005 of FAA Order 7400.9J, dated August 31, 2001, and effective September 16, 2001, which is incorporated by reference in 14