

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. Section 39.13 is amended by adding the following new airworthiness directive:

2001-12-07 General Electric Company:
Amendment 39-12262. Docket No. 2001-NE-07-AD.

Applicability

This airworthiness directive (AD) is applicable to General Electric Company (GE) CT58-140-1, -140-2, and former military T58-GE-5, -8F, -10, -100, and -402 turboshaft engines, with fuel flow divider assemblies part numbers (P/N's) 4050T82G02, or 5040T77G02 having temperature control assemblies with serial numbers (SN's) with the first two digits of 95, 96, 97, 98, or 99 installed. These engines are installed on, but not limited to Agusta S.p.A. AS-6N, Boeing Vertol 107-11, Sikorsky S-61 Series and S-62 Series, and the following surplus military helicopters that have been certified in accordance with sections 21.25 or 21.27 of the Federal Aviation Regulations (14 CFR 21.25 or 21.27): Carson S-61L, Firefly UH-1F, Glacier CH-3E, Quentin HH52A, Robinson Air Crane CH-3C, CH-3E, HH-3C, and HH-3E, Sikorsky S-61A, S-61D, S-61E, S-61V, and S-61V-1, and Siller Helicopters CH-3A, and SH-3A.

Note 1: This AD applies to each engine identified in the preceding applicability provision, regardless of whether it has been modified, altered, or repaired in the area subject to the requirements of this AD. For engines 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 (c) 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 the unsafe condition has not been eliminated, the request should include specific proposed actions to address it.

Compliance

Compliance with this AD is required as indicated, unless already done.

To prevent fuel flow divider assembly fuel leakage, which could cause an engine fire, leading to an in-flight engine shutdown and forced landing, do the following within 120 hours time-in-service after the effective date of this AD:

(a) Locate the temperature control assembly, which is mounted on the fuel flow divider assembly and do the following:

(1) Read the temperature control assembly SN, located on the temperature control assembly end cap. The end cap can be identified by a one-inch hex flange and by being threaded into the fuel flow divider body.

(2) If the first two digits of the SN are 95, 96, 97, 98, or 99, or if the SN cannot be determined, replace the entire fuel flow divider assembly. Further information regarding SN location on the temperature control assembly may be found in GE Alert Service Bulletin CT58 73-A0080, dated February 13, 2001.

(b) After the effective date of this AD, do not install any fuel flow divider assembly P/N 4050T82G02 or 5040T77G02, that has the first two digits of the temperature control assembly SN of 95, 96, 97, 98, or 99.

Alternative Methods of Compliance

(c) 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 requests 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

(d) 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.

Effective Date of this AD

(e) This amendment becomes effective on July 2, 2001.

Issued in Burlington, Massachusetts, on June 5, 2001.

Francis A. Favara,

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

[FR Doc. 01-14823 Filed 6-14-01; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 71

[Airspace Docket No. 00-ANM-25]

Revision of Class E Airspace, Cody, WY

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Final rule.

SUMMARY: This action revises the Cody, WY, Class E airspace to accommodate airspace required for the establishment of a new Area Navigation (RNAV) Standard Instrument Approach Procedures (SIAP) to the Yellowstone Regional Airport, Cody, WY.

EFFECTIVE DATE: 0901 UTC, July 12, 2001.

FOR FURTHER INFORMATION CONTACT:

Brian Durham, ANM-520.7, Federal Aviation Administration, Docket No. 00-ANM-25, 1601 Lind Avenue, SW., Renton, Washington 98055-4056; telephone number: (425) 227-2527.

SUPPLEMENTARY INFORMATION:

History

On February 13, 2001, the FAA proposed to amend title 14 Code of Federal Regulations, part 71 (14 CFR part 71) by revising Class E airspace at Cody, WY, in order to accommodate a new RNAV SIAP at Yellowstone Regional Airport, Cody, WY (66 FR 9988). This amendment provides Class E5 airspace at Cody, WY, to meet current criteria standards associated with the SIAP. 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) revises Class E airspace at Cody, WY, in order to accommodate a new RNAV SIAP to the Yellowstone Regional Airport, Cody, WY. This amendment revises Class E5 airspace at Cody, WY, to meet current criteria standards associated with the RNAV SIAP. 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 operation under Instrument Flight Rules (IFR) at the Yellowstone Regional 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 WY E5 Cody, WY [Revised]

Cody, Yellowstone Regional Airport, WY

(Lat. 44°31'12"N., long. 109°01'27"W.)

That airspace extending upward from 700 feet above the surface within the 7-mile radius of the Yellowstone Regional Airport, and from the 020° bearing from the airport clockwise to the 120° bearing from the airport extending to 13.4-miles.

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Issued in Seattle, Washington, on May 22, 2001.

Dan A. Boyle,

Assistant Manager, Air Traffic Division, Northwest Mountain Region.

[FR Doc. 01–15170 Filed 6–14–01; 8:45 am]

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SECURITIES AND EXCHANGE COMMISSION

17 CFR Parts 239 and 249

[Release Nos. 33–7983; 34–44406
International Series Release No. 1249]; File
No. S7–3–99

RIN 3235–AH62

International Disclosure Standards; Correction

AGENCY: Securities and Exchange Commission.

ACTION: Final rule; technical amendments.

SUMMARY: The Securities and Exchange Commission (“Commission”) is adopting technical amendments to final rules adopted in Release No. 33–7745 (September 28, 1999), which were published in the **Federal Register** on October 5, 1999 (64 FR 53900). The rules relate to the international disclosure standards of Form 20–F under the Securities Exchange Act of 1934 and registration statements on Form F–2 and F–3 under the Securities Act of 1933.

EFFECTIVE DATE: June 15, 2001.

FOR FURTHER INFORMATION CONTACT:

Amy Kate O’Brien, Office of International Corporate Finance, Division of Corporation Finance at (202) 942–2990, or at 450 Fifth Street, NW., Washington, DC 20549–0302.

SUPPLEMENTARY INFORMATION: On September 28, 1999, the Commission adopted changes to Form 20–F under the Securities Exchange Act of 1934 and to Forms F–2 and F–3 under the Securities Act of 1933. Form 20–F is used by foreign private issuers to file registration statements and annual reports under the Securities Exchange Act of 1934, and Forms F–2 and F–3 are the short form registration statements used by foreign private issuers under the Securities Act of 1933. Subsequent to the adoption of the revised forms, questions arose regarding the requirements of the forms. Accordingly, the amendments to the forms set forth in this Release clarify the requirements regarding the age of financial statements, codify the long-standing practice of accepting two years audited income statement and statement of cash flows information if the financial statements are presented in accordance with United States Generally Accepted Accounting Principles (“U.S. GAAP”), and correct cross-references in Form 20–F and Forms F–2 and F–3. These changes will clarify language that could create confusion regarding the requirements of the forms. The changes

are technical corrections that reflect long-standing practice, and do not alter the current requirements for companies filing on the forms.

In connection with the adoption of revisions to Form 20–F under the Securities Exchange Act of 1934, we adopted Item 8.A.4 and Instruction 1 to Item 8.A.4 regarding the age of financial statements in a registration statement. As revised, Instruction 1 to Item 8.A.4 incorrectly implies that audited financial information for a period of less than a full year satisfies the requirement that audited annual financial statements are no more than 15 months old at the time of the offering or listing. The correction deletes the last sentence in the first paragraph of Instruction 1 to Item 8.A.4 in order to remedy any potential confusion. This correction will clarify that a foreign private issuer cannot satisfy the 15-month audited annual financial statement requirement by filing financial statements that cover less than a full fiscal year, even if those statements are audited. Audited financial statements for a period of less than a full year, however, will continue to satisfy the requirement that the audited financial statements in an initial public offering are no more than 12 months old at the time of the filing, as stated in the last sentence of Item 8.A.4 of Form 20–F.

The technical amendments also add new Instruction 1 to Item 8.A.2 to expressly incorporate the reporting requirements for filers preparing financial statements in accordance with U.S. GAAP as previously set forth in Release No. 33–7053 (April 19, 1994), which was published in the **Federal Register** on April 26, 1994 (59 FR 21644). This practice has eased the reporting burden on qualifying filers, and the Commission did not intend to alter it by amending Form 20–F. As stated in the Release,

If the financial statements are prepared in accordance with U.S. GAAP, the audited income statement and statement of cash flows would only be required for two years. Selected financial data for the full five fiscal years would still be required, using the accounting principles used for reporting to its shareholders.¹

Additionally, the amendment conforms Item 3.A (Selected Financial Data) of Form 20–F by adding an instruction to include predecessor information as already required in Instruction 1 to Item 8 (Financial Information). Predecessor information has always been required for Selected Financial Data. Our omission of an

¹ Release No. 33–7035 part III. B. note 37 (59 FR 21644).