

**List of Subjects in 14 CFR Part 39**

Air transportation, Aircraft, Aviation safety, Incorporation by reference, Safety.

**Adoption of the Amendment**

Accordingly, pursuant to 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. Section 39.13 is amended by adding the following new airworthiness directive:

**2002–10–09 Gulfstream Aerospace LP (Formerly Israel Aircraft Industries, Ltd.):** Amendment 39–12755. Docket 2002–NM–123–AD.

**Applicability:** Model Galaxy airplanes, having serial numbers 004 through 056 inclusive; and Gulfstream 200 airplanes, having serial numbers 057 through 061 inclusive; certificated in any category.

**Note 1:** This AD applies to each airplane 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 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 (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:** Required as indicated, unless accomplished previously.

To prevent fuel accumulation inside of the aft service compartment, which could result in fuel vapors coming into contact with ignition sources and consequent fire, accomplish the following:

**Repetitive Inspections/Follow-On Actions**

(a) Within 5 flight cycles after the effective date of this AD, do a general visual inspection to detect evidence of fuel accumulation inside of the aft service compartment, per the Accomplishment Instructions of GALAXY (Gulfstream Aerospace Corporation) Alert Service Bulletin GALAXY–28A–130, dated March 22, 2002.

**Note 2:** For the purposes of this AD, a general visual inspection is defined as: “A visual examination of an interior or exterior area, installation, or assembly to detect

obvious damage, failure, or irregularity. This level of inspection is made from within touching distance unless otherwise specified. A mirror may be necessary to enhance visual access to all exposed surfaces in the inspection area. This level of inspection is made under normally available lighting conditions such as daylight, hangar lighting, flashlight, or droplight and may require removal or opening of access panels or doors. Stands, ladders, or platforms may be required to gain proximity to the area being checked.”

(1) If no evidence of fuel accumulation is found, repeat the inspection required by paragraph (a) of this AD at intervals not to exceed 5 flight cycles until the modification provided by paragraph (b) of this AD has been accomplished. Accomplishment of the modification terminates the requirements of this AD.

(2) If any evidence of fuel accumulation is found, before further flight, accomplish the leak test per paragraph 5.A. of the Accomplishment Instructions of the alert service bulletin.

(i) If no fuel leak is found, before further flight, accomplish the modification provided by paragraph (b) of this AD. Accomplishment of the modification terminates the requirements of this AD.

(ii) If a fuel leak is found, before further flight, repair the leak per paragraph 5. of the Accomplishment Instructions of the alert service bulletin. Thereafter, repeat the inspection required by paragraph (a) of this AD at intervals not to exceed 5 flight cycles until the modification provided by paragraph (b) of this AD has been accomplished. Accomplishment of the modification terminates the requirements of this AD.

**Optional Terminating Modification**

(b) Accomplishment of the modification of the aft fuselage area (includes ensuring that certain drain holes are present and are 8 millimeters in diameter; installing a diverter around the access door of the aft service compartment; installing grommets on fuselage drain holes, installing an extension to the existing APU diverter, drilling fastener holes), per the Accomplishment Instructions of Gulfstream Service Bulletin 200–53–127, dated May 2, 2002, constitutes terminating action for the requirements of this AD.

**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, International Branch, ANM–116, FAA, Transport Airplane Directorate. Operators shall submit their requests through an appropriate FAA Principal Maintenance Inspector, who may add comments and then send it to the Manager, International Branch, ANM–116.

**Note 3:** Information concerning the existence of approved alternative methods of compliance with this AD, if any, may be obtained from the International Branch, ANM–116.

**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 airplane to a location where the requirements of this AD can be accomplished, provided the actions listed in paragraph 6. of the Accomplishment Instructions of GALAXY (Gulfstream Aerospace Corporation) Alert Service Bulletin GALAXY–28A–130, dated March 22, 2002, have been accomplished.

**Incorporation by Reference**

(e) The actions required by paragraph (a) of this AD, shall be done in accordance with GALAXY (Gulfstream Aerospace Corporation) Alert Service Bulletin GALAXY–28A–130, dated March 22, 2002. The modification provided by paragraph (b) of this AD, if accomplished, shall be done in accordance with Gulfstream Service Bulletin 200–53–127, dated May 2, 2002. 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 Gulfstream Aerospace Corporation, P.O. Box 2206, Mail Station D25, Savannah, Georgia 31402. Copies may be inspected at the FAA, Transport Airplane Directorate, 1601 Lind Avenue, SW., Renton, Washington; or at the Office of the Federal Register, 800 North Capitol Street, NW., suite 700, Washington, DC.

**Note 4:** The subject of this AD is addressed in Israeli airworthiness directive 28–02–03–15, dated March 26, 2002.

**Effective Date**

(f) This amendment becomes effective on June 6, 2002.

Issued in Renton, Washington, on May 13, 2002.

**Ali Bahrami,**

*Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.*

[FR Doc. 02–12516 Filed 5–21–02; 8:45 am]

**BILLING CODE 4910–13–P**

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

[Airspace Docket No. 01–ANM–17]

**Modification of Class E Airspace, Newport, OR**

**AGENCY:** Federal Aviation Administration (FAA), DOT.

**ACTION:** Final rule.

**SUMMARY:** This action modifies Class E airspace at Newport Municipal Airport, Newport, OR. Newly developed Area Navigation (RNAV) Special Standard Instrument Approach Procedure (SIAP) at the Newport Municipal Airport made this action necessary. Additional Class E 700-feet and 1,200-feet controlled airspace above the surface of the earth is required to contain aircraft executing

the RNAV RWY 16 RNAV SIAP at Newport Municipal Airport. The intended effect of this proposal is to provide adequate controlled airspace for Instrument Flight Rules (IFR) operations at Newport Municipal Airport, Newport, OR.

**EFFECTIVE DATE:** 0901 UTC, August 8, 2002.

**FOR FURTHER INFORMATION CONTACT:** Brian Durham, ANM-520.7, Federal Aviation Administration, Docket No. 01-ANM-17, 1601 Lind Avenue SW, Renton, Washington 98055-4056; telephone number: (425) 227-2527.

**SUPPLEMENTARY INFORMATION:**

**History**

On March 11, 2002, the FAA proposed to amend Title 14 Code of Federal Regulations, part 71 (14 CFR part 71) by revising Class E Airspace at Newport, OR in order to provide a safer IFR environment at Newport Municipal Airport, Newport, OR (67 FR 10864). This amendment provides additional Class E 700 and 1,200 foot controlled Airspace at Newport, OR to contain aircraft conducting instrument flight operations at Newport Municipal Airport. Additionally, this action modifies the effective hours of the Class E-2 Surface Area from part-time to continuous. 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) modifies Class E Airspace at Newport, OR, in order to provide adequate controlled Airspace for IFR operations at Newport Municipal Airport, Newport, OR. Newly developed RNAV RWY 16 SIAP at the Newport Municipal Airport and newly installed 24-hour weather reporting equipment made this modification necessary. Additional Class E 700-foot and E 1,200-foot controlled Airspace, above the surface of the earth is required to contain aircraft executing the Instrument Flight Rules (IFR) operations, at Newport Municipal Airport. New weather reporting equipment has been installed and certified; therefore, this action modifies the Class E-2 Airspace at Newport, OR to a 24-hour operation. 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 operations under IFR at the Newport Municipal 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 designated as surface area for an airport, are published in Paragraph 6002; 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 7400.9J, dated August 31, 2001, and effective September 16, 2001, 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 7400.9J, Airspace

Designations and Reporting Points, dated August 31, 2001, and effective September 16, 2001, is amended as follows:

*Paragraph 6002—Class E Airspace designated as surface area for airport.*

\* \* \* \* \*

**ANM OR E-2—Newport, OR [Revised]**

Newport Municipal Airport, OR  
(Lat. 44°34'49"N, long. 124°03'28"W.)  
Newport VORTAC  
(Lat. 44°34'31"N, long. 124°03'38"W)

Within a 4-mile radius of the Newport Municipal Airport, and within 3.5 miles each side of the Newport VORTAC 357° radial extending from the 4-mile radius to 7.9 miles north of the VORTAC.

\* \* \* \* \*

*Paragraph 6005—Class E Airspace areas extending upward from 700-feet or more above the surface of the earth.*

\* \* \* \* \*

**ANM OR E5—Newport, OR [Revised]**

Newport Municipal Airport, OR  
(Lat. 44°34'49"N, long. 124°03'28"W.)  
Newport VORTAC  
(Lat. 44°34'31"N, long. 124°03'38"W)

That airspace extending upward from 700-feet above the surface within a 5.5 mile radius of Newport Municipal Airport, and within 3.5 miles each side of the 005° bearing from the Newport VORTAC extending from the 5.5 mile radius to 8.7 miles north of the VORTAC, and within 2 miles each side of the Newport VORTAC 044° radial extending from the 5.5 mile radius to 11.4 miles northeast of the VORTAC, and within 3 miles each side of the Newport VORTAC 341° radial extending from the 5.5 mile radius to 7 miles northwest of the VORTAC; and that airspace extending upward from 1,200-feet above the surface, bounded by a line beginning at lat. 44°35'27"N., long. 124°17'15"W.; to lat. 44°47'56"N., long. 124°21'20"W.; to lat. 44°51'32"N., long. 124°21'30"W.; to lat. 44°54'10"N., long. 124°19'50"W.; to lat. 45°05'37"N., long. 124°18'01"W.; to lat. 45°05'37"N., long. 123°52'30"W.; to lat. 44°31'59"N., long. 123°58'04"W., to lat. 44°18'20"N., long. 124°11'55"W., to lat. 44°21'58"N., long. 124°20'30"W.; to lat. 44°25'22"N., long. 124°14'40"W.; thence to point of origin; excluding that airspace within Federal Airways, the Tillamook and Corvallis, OR, Class E airspace area.

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Issued in Seattle, Washington on May 13, 2002.

**David B. Johnson,**

*Manager, Air Traffic Division, Northwest Mountain Region.*

[FR Doc. 02-12854 Filed 5-21-02; 8:45 am]

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