

**2002-12-12 Bombardier, Inc.:** Amendment 39-12784. Docket 2000-NM-398-AD. Supersedes AD 99-16-04, Amendment 39-11239.

**Applicability:** Model CL-215-1A10 and CL-215-6B11 series airplanes, serial numbers 1001 through 1125 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 (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 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 detect and correct cracking in the wing-to-fuselage frame angles, which could result in reduced structural integrity of the airframe, accomplish the following:

#### Restatement of Requirements of AD 99-16-04

(a) Perform an eddy current inspection to detect cracking of the fuselage frame angles at the wing front and rear spar attachment to the fuselage at the later of the times specified in paragraphs (a)(1) and (a)(2) of this AD, in accordance with Bombardier Alert Service Bulletin 215-A476, Revision 3, dated August 21, 1998. Thereafter, repeat the inspection at intervals not to exceed 415 flight hours.

(1) Prior to the accumulation of 2,300 total flight hours.

(2) Within 150 flight hours or 4 months after September 7, 1999 (the effective date of AD 99-16-04, amendment 39-11239), whichever occurs first.

**Note 2:** Accomplishment of the eddy current inspections of the lower surfaces of the frame angles conducted in accordance with Bombardier Alert Service Bulletin 215-A476, Revision 1, dated January 14, 1997, or Bombardier Alert Service Bulletin 215-A476, Revision 2, dated June 15, 1998, prior to the effective date of this AD, is considered to be acceptable for compliance with the requirements of paragraph (a) of this AD for that area only.

(b) If the results of any inspection required by paragraph (a) of this AD are outside the limits specified in paragraph 2.C.(7) of Bombardier Alert Service Bulletin 215-A476, Revision 3, dated August 21, 1998, or Bombardier Alert Service Bulletin 215-A476, Revision 4, dated August 18, 2000: Prior to further flight, repair in accordance with a method approved by the Manager, New York Aircraft Certification Office (ACO), FAA.

#### New Actions Required by This AD

##### Initial Inspection

(c) Unless paragraph (a) of this AD has been accomplished, perform an eddy current

inspection to detect cracking of the fuselage frame angles at the wing front and rear spar attachment to the fuselage at the later of the times specified in paragraphs (c)(1) and (c)(2) of this AD, in accordance with Bombardier Alert Service Bulletin 215-A476, Revision 4, dated August 18, 2000.

(1) Prior to the accumulation of 2,300 total flight hours or 7,500 total water drops, whichever occurs first.

(2) Within 60 days after the effective date of this AD.

##### Repetitive Inspection

(d) Perform an eddy current inspection to detect cracking of the fuselage frame angles at the wing front and rear spar attachment to the fuselage, in accordance with Bombardier Alert Service Bulletin 215-A476, Revision 4, dated August 18, 2000, at intervals not to exceed 415 flight hours or 1,500 water drops, whichever occurs first.

##### Corrective Action

(e) If the results of any inspection required by paragraph (c) or (d) of this AD are outside the limits specified in paragraph 2.C.(7) of Bombardier Alert Service Bulletin 215-A476, Revision 4, dated August 18, 2000: Prior to further flight, repair in accordance with a method approved by the Manager, New York ACO, FAA.

##### Reporting

(f) Within 10 days after performing any inspection required by paragraph (a), (c), or (d) of this AD: Report the findings, positive or negative, to Bombardier Inc., Amphibious Aircraft Division, Customer Support, Department 645, Attention: Manager of Technical Support, Fax Number (514) 855-7602. Information collection requirements contained in this AD have been approved by the Office of Management and Budget (OMB) under the provisions of the Paperwork Reduction Act of 1980 (44 U.S.C. 3501 *et seq.*) and have been assigned OMB Control Number 2120-0056.

##### Alternative Methods of Compliance

(g) 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, New York ACO. Operators shall submit their requests through an appropriate FAA Principal Maintenance Inspector, who may add comments and then send it to the Manager, New York ACO.

**Note 3:** Information concerning the existence of approved alternative methods of compliance with this AD, if any, may be obtained from the New York ACO.

##### Special Flight Permits

(h) Special flight permits may be issued in accordance with §§ 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.

##### Incorporation by Reference

(i) Except as provided by paragraphs (b) and (e) of this AD, the actions shall be done in accordance with Bombardier Alert Service

Bulletin 215-A476, Revision 3, dated August 21, 1998; and Bombardier Alert Service Bulletin 215-A476, Revision 4, dated August 18, 2000; as applicable.

(1) The incorporation by reference of Bombardier Alert Service Bulletin 215-A476, Revision 4, dated August 18, 2000, is approved by the Director of the Federal Register, in accordance with 5 U.S.C. 552(a) and 1 CFR part 51.

(2) The incorporation by reference of Bombardier Alert Service Bulletin 215-A476, Revision 3, dated August 21, 1998, was approved previously by the Director of the Federal Register as of September 7, 1999 (64 FR 41775, August 2, 1999).

(3) Copies may be obtained from Bombardier, Inc., Canadair, Aerospace Group, P.O. Box 6087, Station Centre-ville, Montreal, Quebec H3C 3G9, Canada. 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 Canadian airworthiness directive CF-1997-07R2, dated August 17, 2000.

##### Effective Date

(j) This amendment becomes effective on July 25, 2002.

Issued in Renton, Washington, on June 11, 2002.

**Ali Bahrami,**

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

[FR Doc. 02-15242 Filed 6-19-02; 8:45 am]

**BILLING CODE 4910-13-P**

## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### 14 CFR Part 71

[Docket No. FAA 2001-10666; Airspace Docket No. ASD 01-ASW-12]

#### Revision of Jet Route

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

**ACTION:** Final rule.

**SUMMARY:** This action realigns Jet Route 180 (J-180) between the Daisetta, TX, Very High Frequency Omnidirectional Range/Tactical Air Navigation (VORTAC) and the Little Rock, AR, VORTAC by moving the route to the east over the new Sawmill, LA, VORTAC. The FAA is taking this action to enhance aviation safety and the management of the aircraft operations in the Texas area.

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

**FOR FURTHER INFORMATION CONTACT:** Steve Rohring, Airspace and Rules Division, ATA-400, Office of Air Traffic

Airspace Management, Federal Aviation Administration, 800 Independence Avenue, SW., Washington, DC 20591; telephone: (202) 267-8783.

#### SUPPLEMENTARY INFORMATION:

##### Background

The FAA is redesigning the nation's airspace to reduce the volume of air traffic operations in certain congested areas commonly referred to as "choke-points." As part of this effort, the FAA believes that revising the affected segment of J-180 to reroute it over the new Sawmill, LA, VORTAC will alleviate air traffic congestion in specific "choke-point" areas.

##### Public Input

Interested parties were invited to participate in this rulemaking proceeding by submitting written comments on this proposal to the FAA (66 FR 56250). No comments were received in response to the proposal.

##### The Rule

This amendment to 14 CFR part 71 realigns J-180 between the Daisetta, TX, VORTAC and the Little Rock, AR, VORTAC by moving the route eastward over the new Sawmill, LA, VORTAC. This action is necessary to support the national airspace redesign project and reduces air traffic congestion in identified "choke-point" areas.

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 Department of Transportation (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, when promulgated, will not have a significant economic impact on a substantial number of small entities under the criteria of the Regulatory Flexibility Act.

Jet routes are published in paragraph 2004 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 jet route listed in this document will be published subsequently in the Order.

#### Environmental Review

The FAA has determined that this action qualifies for categorical exclusion under the National Environmental Policy Act in accordance with FAA Order 1050.1D, Policies and Procedures for Considering Environmental Impacts. This airspace action is not expected to cause any potentially significant environmental impacts, and no extraordinary circumstances exist that warrant preparation of an environmental assessment.

#### 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 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 2004—Jet Routes*

\* \* \* \* \*

##### *J-180 [Revised]*

From Humble, TX; Daisetta, TX; Sawmill, LA; Little Rock, AR.

\* \* \* \* \*

Issued in Washington, DC, on June 14, 2002.

**Reginald C. Matthews,**

*Manager, Airspace and Rules Division.*

[FR Doc. 02-15600 Filed 6-19-02; 8:45 am]

**BILLING CODE 4910-13-P**

#### DEPARTMENT OF TRANSPORTATION

##### Federal Aviation Administration

##### 14 CFR Part 73

[Docket No. FAA-2002-12100; Airspace Docket No. 02-AGL-5]

RIN 2120-AA66

#### **Change Using Agency to Restricted Area R-4305; Lake Superior, MN**

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

**ACTION:** Final rule.

**SUMMARY:** This action amends the using agency for Restricted Area R-4305 Lake Superior, MN. Specifically, this action changes the using agency from "USAF, Detachment 1, HQ Air Combat Command (DOSR), Offutt AFB, NE" to "USAF, 55th Wing, Offutt AFB, NE." This rule makes no other changes to R-4305. The FAA is issuing this amendment because the DOSR is no longer in existence.

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

##### **FOR FURTHER INFORMATION CONTACT:**

Steve Rohring, Airspace and Rules Division, ATA-400, Office of Air Traffic Airspace Management, Federal Aviation Administration, 800 Independence Avenue, SW., Washington, DC 20591; telephone: (202) 267-8783.

##### **SUPPLEMENTARY INFORMATION:**

##### **Background**

On February 2, 2002, the United States Air Force (USAF) requested that the FAA take action to change the using agency of R-4305 from "USAF, Detachment 1, HQ Air Combat Command (DOSR), Offutt AFB, NE" to "USAF, 55th Wing, Offutt AFB, NE." This change is needed because the DOSR is no longer in existence and the 55th Wing, Offutt AFB has assumed the responsibility of the using agency for R-4305.

##### **The Rule**

This amendment to 14 CFR part 73 changes the using agency of R-4305 from "USAF, Detachment 1, HQ Air Combat Command (DOSR), Offutt AFB, NE" to "USAF, 55th Wing, Offutt AFB, NE." No other changes to R-4305 are made by this action.

Since this action simply changes the using agency for the restricted area and does not involve a change in the dimensions or operations requirements of that airspace, notice and public procedure under 5 U.S.C. 553(b) are unnecessary. Section 73.43 of part 73