

**TABLE 3.—BORESCOPE INSPECTION RESULTS AND REQUIRED ACTIONS FOR TWO AFFECTED ENGINES—Continued**

First engine borescope results:	Second engine borescope schedule:	Second engine borescope results:	Action:
(2) Wear as specified in Table 2, Steps (1) through (4). (3) Wear as specified in Table 2, Step (5).	Within 10 CIS since borescope inspection of first engine. Inspect as specified in Table 1.	Wear as specified in Table 2, Step (5).  Wear as specified in Table 2.	For both engines, remove or re-inspect in accordance with Table 2 and, if still applicable, perform actions as specified in paragraph (c). For both engines, remove or inspect in accordance with Table 2 and, if still applicable, perform actions as specified in paragraph (c).

**Definition of Serviceable Engine**

- (d) For the purposes of this AD, a serviceable engine is:
- (1) An engine that incorporates an HPC with zero CSN; or
  - (2) An engine covered by the Terminating Action in accordance with paragraph (f) of this AD; or
  - (3) An engine inspected as specified in paragraphs (a) through (c) of this AD, and is following the 600 CIS re-inspection interval as specified in Table 2 of this AD.

**Engines Borescope-Inspected Before the Effective Date of This AD**

- (e) Engines borescope-inspected before the effective date of this AD in accordance with PW ASB PW4G-100-A72-170, Revision 1, or Revision 2, must follow the requirements of paragraphs (a) through (c) of this AD, after the effective date of this AD.

**Terminating Action**

- (f) Replacement of HPC inner rear case assembly with an HPC inner rear case assembly containing a Haynes 242 rear hook, including assemblies modified or replaced by PW SB No. PW4G-100-72-159, PW SB No. PW4G-100-72-187, or Chromalloy Repair Procedure 00-CFL-039-0, constitutes terminating action for the repetitive engine borescope inspections of this AD.

**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, Engine Certification Office (ECO). Operators must submit their request 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**

- (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 done.

**Documents That Have Been Incorporated by Reference**

- (i) The inspections must be done in accordance with Pratt & Whitney alert service bulletin PW4G-100-A72-170, Revision 3, dated January 31, 2003. 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 Pratt & Whitney, 400 Main St., East Hartford, CT 06108, telephone (860) 565-6600; fax (860) 656-4503. 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.

(j) This amendment becomes effective on June 3, 2003.

Issued in Burlington, Massachusetts, on April 21, 2003.

**Robert Guyotte,**

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

[FR Doc. 03-10234 Filed 4-28-03; 8:45 am]

**BILLING CODE 4910-13-P**

**DEPARTMENT OF TRANSPORTATION****Federal Aviation Administration****14 CFR Part 39**

**[Docket No. 2002-NE-35-AD; Amendment 39-13135; AD 2003-09-06]**

**RIN 2120-AA64**

**Airworthiness Directives; General Electric Company CF6-50 Series Turbofan Engines**

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

**ACTION:** Final rule.

**SUMMARY:** This amendment adopts a new airworthiness directive (AD), that is applicable to General Electric Company (GE) CF6-50 series turbofan engines.

This amendment requires removal from service of eight serial number (SN) low-pressure turbine (LPT) stage 1 disks, part number (P/N) 9061M21P03, at the next engine shop visit. This amendment is prompted by a report of the potential for iron-rich inclusions introduced during manufacture in the affected disks. The actions specified by this AD are intended to prevent LPT stage 1 disk cracking, due to iron-rich inclusions introduced during manufacture, leading to uncontained disk failure.

**DATES:** Effective June 3, 2003.

**FOR FURTHER INFORMATION CONTACT:**

Karen Curtis, Aerospace Engineer, Engine Certification Office, FAA, Engine and Propeller Directorate, 12 New England Executive Park, Burlington, MA 01803-5299; telephone: (781) 238-7192; fax: (781) 238-7199.

**SUPPLEMENTARY INFORMATION:** A proposal to amend part 39 of the Federal Aviation Regulations (14 CFR part 39) to include an AD that is applicable to General Electric Company (GE) CF6-50 series turbofan engines was published in the **Federal Register** on December 27, 2002 (67 FR 79007). That action proposed to require removal from service of eight SN LPT stage 1 disks, P/N 9061M21P03, at the next engine shop visit.

**Comments**

Interested persons have been afforded an opportunity to participate in the making of this amendment. No comments were received on the proposal or the FAA's determination of the cost to the public. The FAA has determined that air safety and the public interest require the adoption of the rule as proposed.

**Economic Analysis**

There are approximately 2,101 CF6-50 series turbofan engines of the affected design in the worldwide fleet. The FAA estimates that no more than eight of the 469 engines installed on airplanes of U.S. registry will be affected by this AD, that it will take approximately 32 work hours per engine to perform the required actions, and that the average labor rate is \$60 per work hour. Required parts will cost approximately \$75,490 per engine. Based on these figures, the total cost of the AD to eight U.S. operators is estimated to be \$619,280.

**Regulatory Analysis**

This final rule does not have federalism implications, as defined in Executive Order 13132, because it 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. Accordingly, the FAA has not consulted with state authorities prior to publication of this final rule.

For the reasons discussed above, I certify that this action (1) is not a "significant regulatory action" under Executive Order 12866; (2) is not a "significant rule" under the DOT Regulatory Policies and Procedures (44 FR 11034, February 26, 1979); and (3) 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 final evaluation has been prepared for this action and it is contained 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.

#### 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 a new airworthiness directive to read as follows:

##### 2003-09-06 General Electric Company:

Amendment 39-13135. Docket No. 2002-NE-35-AD.

**Applicability:** This airworthiness directive (AD) is applicable to General Electric Company CF6-50 series turbofan engines with low pressure turbine (LPT) stage 1 disks, part number (P/N) 9061M21P03, serial numbers (SNs) SNL17693, SNL17694, SNL44200, SNL47624, SNL47625, SNL47626, SNL47627, and SNL47628 installed. These engines are installed on, but not limited to Airbus Industrie A300, Boeing 747, and McDonnell Douglas DC-10 airplanes.

**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 LPT stage 1 disk cracking due to the potential for iron-rich inclusions introduced during manufacture, leading to uncontained disk failure, do the following:

(a) Remove from service LPT stage 1 disks P/N 9061M21P03, SNs SNL17693, SNL17694, SNL44200, SNL47624, SNL47625, SNL47626, SNL47627, and SNL47628 at the next engine shop visit.

(b) After the effective date of this AD, do not install any of the LPT stage 1 disks listed in paragraph (a) of this AD into any engine.

#### 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 (ECO). Operators must submit their request 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

(d) 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 done.

#### Effective Date

(e) This amendment becomes effective on June 3, 2003.

Issued in Burlington, Massachusetts, on April 22, 2003.

**Robert E. Guyotte,**

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

[FR Doc. 03-10508 Filed 4-28-03; 8:45 am]

**BILLING CODE 4910-13-P**

### DEPARTMENT OF TRANSPORTATION

#### Federal Aviation Administration

#### 14 CFR Part 71

[Docket No. FAA-2003-14346; Airspace Docket No. 2003-ANE-101]

#### Amendment to Class E Airspace; Presque Isle, ME

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

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

**SUMMARY:** This notice confirms the effective date of a direct final rule revising the Class E airspace area at the Northern Maine Regional Airport in Presque Isle, Maine (KPQI), to eliminate reference to the new closed Rogers Airport.

**EFFECTIVE DATE:** The direct final published at 68 FR 10654 is effective 0901 UTC, May 15, 2003.

#### FOR FURTHER INFORMATION CONTACT:

David T. Bayley, Air Traffic Division, Airspace Branch, ANE-520, Federal Aviation Administration, 12 New England Executive Park, Burlington, MA 01803-5299; telephone: (781) 238-7552; fax (781) 238-7596.

**SUPPLEMENTARY INFORMATION:** The FAA published this direct final rule with a request for comments in the **Federal Register** on March 6, 2003 (Vol. 68, No. 44, FR 10654). 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 May 15, 2003. No adverse comments were received, and thus this notice confirms that this direct final rule will become effective on that date.

Issued in Burlington, MA, on April 16, 2003.

**William C. Yuknewicz,**

*Acting Manager, Air Traffic Division, New England Region.*

[FR Doc. 03-10451 Filed 4-28-03; 8:45 am]

**BILLING CODE 4910-13-M**

### DEPARTMENT OF HEALTH AND HUMAN SERVICES

#### Food and Drug Administration

#### 21 CFR Part 522

#### Implantation or Injectable Dosage Form New Animal Drugs; Butorphanol Tartrate Injection

**AGENCY:** Food and Drug Administration, HHS.

**ACTION:** Final rule.

**SUMMARY:** The Food and Drug Administration (FDA) is amending the animal drug regulations to reflect approval of an abbreviated new animal drug application (ANADA) filed by Phoenix Scientific, Inc. The ANADA provides for the use of a butorphanol