

bolt was not used to attach the power control cable to the bellcrank, or if any hex-head bolt was used to attach the cable to the bellcrank: Prior to further flight, repair per a method approved by the Manager, International Branch, ANM-116, Transport Airplane Directorate, FAA; or the Departamento de Aviação Civil (DAC) (or its delegated agent). Accomplishment of the repair per EMBRAER Service Bulletin 120-76-0018, Change 06, dated August 9, 2002; or EMBRAER Service Bulletin 120-76-0022, Change 03, dated August 9, 2002; as applicable; is acceptable for compliance with the requirements of this paragraph.

**Alternative Methods of Compliance**

(f)(1) 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. Operators shall submit their requests through an appropriate FAA Principal Maintenance Inspector, who may add comments and then send it to the International Branch, ANM-116.

(2) Alternative methods of compliance, approved previously for paragraphs (a), (b), and (c) of AD 92-16-51, are considered to be approved as alternative methods of compliance with the inspection requirements of paragraphs (a), (b), and (c) of this AD. No alternative methods of compliance have been approved per AD 92-16-51 as terminating action for this AD.

**Note 7:** 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**

(g) Special flight permits may be issued per 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.

**Incorporation by Reference**

(h) Unless otherwise specified by this AD, the actions shall be done in accordance with the applicable EMBRAER service bulletins listed in Table 1 of this AD as follows:

TABLE 1.—APPLICABLE SERVICE BULLETINS

Service bulletin	Page numbers	Change number shown on page	Date shown on page
120-076-0009, Change No. 4, November 1, 1990 .....	1-87	4	November 1, 1990
120-76-0015, Change 06, October 3, 2000 .....	1-44	06	October 3, 2000
120-76-0018, Change 03, May 26, 2000 .....	1-117	03	May 26, 2000
120-76-0018, Change 04, March 30, 2001 .....	1-117	04	March 30, 2001
120-76-0018, Change 06, August 9, 2002 .....	1, 2, 7-10, 13-26, 31, 32, 115-119	06	August 9, 2002
	5, 6	04	March 30, 2001
	3, 4, 11, 12, 27-30, 33-114	03	May 26, 2000
120-76-0022, Change 01, October 9, 2000 .....	1-43	01	October 9, 2000
120-76-0022, Change 02, February 8, 2001 .....	1, 2, 43	02	February 8, 2001
	3-42	01	October 9, 2000
120-76-0022, Change 03, August 9, 2002 .....	1	02	February 8, 2001
	2, 8, 14, 15, 17-19, 27, 28, 34-36, 42-45	03	August 9, 2002
	3-7, 9-13, 16, 20-26, 29-33, 37-41	01	October 9, 2000

(1) The incorporation by reference of EMBRAER service bulletins 120-76-0015, Change 06; 120-76-0018, Change 03; 120-76-0018, Change 04; 120-76-0018, Change 06; 120-76-0022, Change 01; 120-76-0022, Change 02; and 120-76-0022, Change 03; as stated in the table above; 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 EMBRAER Service Bulletin 120-076-0009, Change No. 4, dated November 1, 1990, was approved previously by the Director of the Federal Register as of September 23, 1992 (57 FR 40838, September 8, 1992).

(3) Copies may be obtained from Empresa Brasileira de Aeronautica S.A. (EMBRAER), P.O. Box 343—CEP 12.225, Sao Jose dos Campos—SP, Brazil. 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 8:** The subject of this AD is addressed in Brazilian airworthiness directive 90-07-04R4, dated October 4, 1999.

**Effective Date**

(i) This amendment becomes effective on September 4, 2003.

Issued in Renton, Washington, on July 22, 2003.

**Ali Bahrami,**

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

[FR Doc. 03-19055 Filed 7-30-03; 8:45 am]

**BILLING CODE 4910-13-P**

**DEPARTMENT OF TRANSPORTATION**

**Federal Aviation Administration**

**14 CFR Part 71**

**[Airspace Docket No. FAA-02-ANM-07]**

**Establishment of Class E5 Airspace at Afton Municipal Airport, Afton, WY**

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

**ACTION:** Final rule.

**SUMMARY:** This action will establish Class E5 airspace at Afton, WY. Recently developed Area Navigation (RNAV)/Global Positioning System (GPS) Standard Terminal Arrival Routes (STARs) and Departure Procedures

(SIDs) have made this proposal necessary. The establishment of Class E5 airspace is for containment of aircraft executing Instrument Flight Rule (IFR) operations at Afton Municipal Airport within controlled airspace. The intended effect of this action is to provide an increased level of safety for aircraft executing IFR operations between the terminal and en route phase of flight at Afton Municipal Airport, Afton, WY.

**EFFECTIVE DATE:** 0901 Coordinated Universal Time (UTC), October 30, 2003.

**FOR FURTHER INFORMATION CONTACT:** Ed Haeseker, ANM-520.7, Federal Aviation Administration, Docket No. 02-ANM-07.

**SUPPLEMENTARY INFORMATION:**

**History**

Effective November 29, 2002, the FAA proposed to amend Title 14 Code of Federal Regulations, part 71 (14 CFR part 71) by establishing Class E5 airspace at Afton Municipal Airport,

Afton, WY. This was necessary to provide an increased level of safety for aircraft executing IFR operations between the terminal and en route phase of flight at Afton Municipal Airport, Afton, WY. Interested parties were invited to participate in this rule making proceeding by submitting written comments on the proposal. No comments were received.

### The Rule

This amendment to 14 CFR part 71, establishes Class E5 airspace at Afton, WY. Class E airspace is necessary to provide adequate controlled airspace for IFR operations at Afton Municipal Airport. The FAA establishes Class E airspace where necessary to contain IFR aircraft transitioning between the terminal and en route environments. By this action, the FAA intends to provide for the safe and efficient use of the navigable airspace, and to promote safe flight operations under IFR conditions at the Afton Municipal Airport, Afton, WY.

The new Class E5 airspace will be depicted on aeronautical charts for pilot reference. The coordinates for this airspace docket are based on North American Datum 83. Class E5 airspace areas extending upward from 700 feet above the surface of the earth, are published in Paragraph 6005, of FAA Order 7400.9K dated August 30, 2002, and effective September 16, 2002, which is incorporated by reference in 14 CFR 71.1. The Class E5 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

Aviation, Incorporated 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 [AMENDED]**

■ 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; 14 CFR 11.69.

#### **§ 71.1 [Amended]**

The incorporation by reference in 14 CFR 71.1 of the Federal Aviation Administration Order 7400.9K, Airspace Designations and Reporting Points, dated August 30, 2002, and effective September 16, 2002, is amended as follows:

*Paragraph 6005 Class E5 airspace areas extending upward from 700 feet or more above the surface of the earth.*

\* \* \* \* \*

#### **ANM UT E5 Afton, WY [New]**

Afton Municipal Airport, WY  
(Lat. 42°42'41" N., long. 110°56'32" W.)

That airspace extending upward from 700 feet above the surface of the earth within a 6.5 mile radius of the Afton Municipal Airport, and within 2 miles either side of the 341° (355° True) bearing from the airport extending from the 6.5 mile radius to 7.5 miles north of the airport, and within 2 miles either side of the 171° (185° True) bearing from the airport extending from the 6.5 mile radius to 19.3 miles south of the airport.

Issued in Seattle, Washington on July 17, 2003.

**ViAnne Fowler,**

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

[FR Doc. 03–19406 Filed 7–30–03; 8:45 am]

**BILLING CODE 4910–13–M**

## **DEPARTMENT OF TRANSPORTATION**

### **Federal Aviation Administration**

#### **14 CFR Part 71**

**[Docket No. FAA–2003–15461; Airspace Docket No. 03–ACE–59]**

#### **Modifications of Class E Airspace; Beatrice, NE**

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

**ACTION:** Direct final rule; request for comments.

**SUMMARY:** An examination of controlled airspace for Beatrice, NE indicates it

does not comply with criteria set forth in FAA Orders. A discrepancy in the location of the Shaw nondirectional radio beacon (NDB), used in the legal description for the Beatrice, NE Class E airspace, was also detected. This action corrects the discrepancies by modifying the Beatrice, NE Class E airspace and by incorporating the location of the Shaw NDB in the Class E airspace legal description.

**DATES:** This direct final rule is effective on 0901 UTC, October 30, 2003.

Comments for inclusion in the Rules Docket must be received on or before September 4, 2003.

**ADDRESSES:** Send comments on this proposal to the Docket Management System, U.S. Department of Transportation, Room Plaza 401, 400 Seventh Street, SW., Washington, DC 20590–0001. You must identify the Docket number FAA–2003–15461/ Airspace Docket No. 03–ACE–59, at the beginning of your comments. You may also submit comments on the Internet at <http://dms.dot.gov>. You may review the public docket containing the proposal, any comments received, and any final disposition in person in the Dockets Office between 9 a.m. and 5 p.m., Monday through Friday, except Federal holidays. The Docket Office (telephone 1–800–647–5527) is on the plaza level of the Department of Transportation NASSIF Building at the above address.

**FOR FURTHER INFORMATION CONTACT:** Brenda Mumper, Air Traffic Division, Airspace Branch, ACE–520A, DOT Regional Headquarters Building, Federal Aviation Administration, 901 Locust, Kansas City, MO 64106; telephone: (816) 329–2524.

**SUPPLEMENTARY INFORMATION:** This amendment to 14 CFR 71 modifies the Class E airspace area extending upward from 700 feet above the surface at Beatrice, NE. It expands the south extension of this airspace area an additional 2.4 miles to provide appropriate controlled airspace for aircraft executing the NDB–A Standard Instrument Approach Procedure (SIAP) to Beatrice Municipal Airport. It modifies the northwest extension of this airspace area by defining it with the Beatrice very high frequency omnidirectional radio range (VOR) 320° radial versus the current 325° radial. It incorporates the current location of the Shaw NDB and brings the legal description of this airspace area into compliance with FAA Order 7400.2E, Procedures for Handling Airspace Matters. The area will be depicted on appropriate aeronautical charts. Class E airspace areas extending upward from 700 feet or more above the surface of the