

*Follow-On Actions*

(b) If no discrepancy is found during any inspection specified in paragraph (a) of this AD: Before further flight, do a torque check of each of the 16 bolts in the barrel nuts that attach the vertical fin to body section 48 to determine if any bolt turns, per Part 2 of the Accomplishment Instructions of Boeing Service Bulletin 767-53-0085, dated May 14, 1998; Boeing Alert Service Bulletin 767-53A0085, Revision 1, dated July 1, 1999; or Boeing Service Bulletin 767-53A0085, Revision 2, dated May 2, 2002.

(1) If no bolt turns: Repeat the inspections required by paragraph (a) of this AD (and applicable follow-on actions) every 3 years or 6,000 flight cycles, whichever comes first; until paragraphs (d) and (e) of this AD are done.

(2) If any bolt turns: Before further flight, do the actions specified in paragraphs (b)(2)(i) and (b)(2)(ii) of this AD, as applicable. Then repeat the inspections required by paragraph (a) of this AD (and applicable follow-on actions) every 3 years or 6,000 flight cycles, whichever comes first; until paragraphs (d) and (e) of this AD are done.

(i) For all airplanes: Replace the barrel nut at that bolt with a new, Inconel barrel nut per Part 3 of the Accomplishment Instructions of the service bulletin. No further action is required for that barrel nut only.

(ii) For Group 1 airplanes: If an H-11 steel alloy bolt is installed with the affected barrel nut, replace the bolt with a new, Inconel bolt per Figure 5 of the Accomplishment Instructions of the service bulletin. No further action is required for that bolt only.

(c) If any discrepancy of any barrel nut is found during any inspection specified in paragraph (a) or (d) of this AD: Before further flight, do the actions specified in paragraphs (c)(1) and (c)(2) of this AD, as applicable.

(1) For all airplanes: Replace the affected barrel nut with a new, Inconel barrel nut per Part 3 of the Accomplishment Instructions of Boeing Service Bulletin 767-53-0085, dated May 14, 1998; Boeing Alert Service Bulletin 767-53A0085, Revision 1, dated July 1, 1999; or Boeing Service Bulletin 767-53A0085, Revision 2, dated May 2, 2002. No further action is required for that barrel nut only.

(2) For Group 1 airplanes: If an H-11 steel alloy bolt is installed with the affected barrel nut, replace the bolt with a new, Inconel bolt per Figure 5 of the Accomplishment Instructions of the service bulletin. No further action is required for that bolt only.

**New Requirements of This AD***Detailed Inspection/Torque Check*

(d) Within 36 months after the last inspections done per paragraphs (a) and (b) of this AD, or within 180 days after the effective date of this AD, whichever is later: Do internal and external detailed inspections and a torque check (between 3,700 and 4,100 inch-pounds of torque) of the 16 locations that attach the vertical fin to body section 48, and that have H-11 steel alloy barrel nuts or bolts, to find discrepancies (*i.e.*, cracked or damaged sealant, signs of corrosion damage, and cracked or broken barrel nuts), per Boeing Service Bulletin 767-53A0085,

Revision 2, dated May 2, 2002; or Revision 3, dated November 21, 2002. Repeat the inspections and check after that at least every 18 months until paragraph (f) of this AD is done.

*Credit for Actions Done Previously*

(e) Accomplishment of inspections and torque checks before the effective date of this AD per Boeing Service Bulletin 767-53-0085, dated May 14, 1998; or Boeing Alert Service Bulletin 767-53A0085, Revision 1, dated July 1, 1999; is considered acceptable for compliance with the applicable actions specified in paragraphs (a) and (b) of this AD only.

*Terminating Action*

(f) Within 36 months after the effective date of this AD: Replace all H-11 steel alloy barrel nuts and bolts that attach the vertical fin to body section 48 with Inconel barrel nuts and bolts, per Boeing Service Bulletin 767-53-0085, dated May 14, 1998; Boeing Alert Service Bulletin 767-53A0085, Revision 1, dated July 1, 1999; Boeing Service Bulletin 767-53A0085, Revision 2, dated May 2, 2002; or Revision 3, dated November 21, 2002. Such replacement ends the repetitive inspections required by this AD.

*Part Installation*

(g) As of the effective date of this AD: No person shall install, on any airplane, an Inconel vertical fin attach bolt, unless an Inconel barrel nut is installed at the same location; nor shall any person install an H-11 steel alloy attachment nut or bolt on the vertical fin on any airplane.

*Alternative Methods of Compliance*

(h)(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, Seattle Aircraft Certification Office (ACO), FAA. Operators shall submit their requests through an appropriate FAA Principal Maintenance Inspector, who may add comments and then send it to the Manager, Seattle ACO.

(2) Alternative methods of compliance, approved previously in accordance with AD 2001-19-04, amendment 39-12444, are approved as alternative methods of compliance with paragraphs (a) and (b) of this AD.

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

*Special Flight Permits*

(i) 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.

*Incorporation by Reference*

(j) Unless otherwise specified in this AD, the actions shall be done in accordance with Boeing Service Bulletin 767-53-0085, dated May 14, 1998; Boeing Alert Service Bulletin 767-53A0085, Revision 1, dated July 1, 1999;

Boeing Service Bulletin 767-53A0085, Revision 2, dated May 2, 2002; or Boeing Service Bulletin 767-53A0085, Revision 3, dated November 21, 2002; as applicable.

(1) The incorporation by reference of Boeing Service Bulletin 767-53A0085, Revision 2, dated May 2, 2002; and Boeing Service Bulletin 767-53A0085, Revision 3, dated November 21, 2002; 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 Boeing Service Bulletin 767-53-0085, dated May 14, 1998; and Boeing Alert Service Bulletin 767-53A0085, Revision 1, dated July 1, 1999; was approved previously by the Director of the Federal Register as of October 9, 2001 (66 FR 48538, September 21, 2001).

(3) Copies may be obtained from Boeing Commercial Airplane Group, P.O. Box 3707, Seattle, Washington 98124-2207. 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.

**Effective Date**

(k) This amendment becomes effective on July 1, 2003.

Issued in Renton, Washington, on May 16, 2003.

**Vi L. Lipski,**

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

[FR Doc. 03-12844 Filed 5-23-03; 8:45 am]

**BILLING CODE 4910-13-P**

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

[Docket No. FAA-2001-10980; Airspace  
Docket No. 01-AWP-21]

**RIN 2120-AA66**

**Revision of Jet Route 10**

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

**ACTION:** Final rule.

**SUMMARY:** This action revises Jet Route 10 (J-10) between the Farmington, NM, Very High Frequency Omnidirectional Radio Range and Tactical Air Navigation Aids (VORTAC), and the HIPPI intersection. The current J-10 route is aligned from Farmington, NM, via the Drake, AZ, VORTAC, to the HIPPI intersection. This action realigns J-10 from Farmington, NM, to the Flagstaff VORTAC, to the HIPPI intersection. This change is part of the FAA's National Airspace Redesign effort and is intended to improve the management of aircraft operations in Arizona.

**EFFECTIVE DATE:** 0901 UTC, September 4, 2003.

**FOR FURTHER INFORMATION CONTACT:** Ken McElroy, 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:**

**History**

On February 26, 2002, the FAA published in the **Federal Register** a notice proposing to amend Title 14 Code of Federal Regulations (14 CFR) part 71 to revise J-10, between Farmington, NM, VORTAC, and the HIPPI intersection (67 FR 8743). Interested parties were invited to participate in this rulemaking effort by submitting written comments on the proposal. No comments were received.

**The Rule**

This action amends 14 CFR part 71 to revise J-10 between the Farmington, NM, VORTAC, and the HIPPI intersection. The current J-10 route is aligned from Farmington, NM, via the Drake, AZ, VORTAC, to the HIPPI intersection. This action realigns J-10 from Farmington, NM, to the Flagstaff VORTAC, to the HIPPI intersection. This change is part of the FAA's National Airspace Redesign effort and is intended to improve the management of aircraft operations in Arizona.

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. Therefore, this regulation: (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 would be published subsequently in the order.

**Environmental Review**

In accordance with FAA Order 1050.1D, "Policies and Procedures for Considering Environmental Impacts," and the National Environmental Policy Act of 1969, this action is not categorically excluded.

**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-10 [Revised]**

From Los Angeles, CA; via INT Los Angeles 083° and Twentynine Palms, CA, 269° radials; Twentynine Palms; INT of Twentynine Palms 075° and Flagstaff 251°, radials; Flagstaff, AZ; Farmington, NM, Blue Mesa, CO; Falcon, CO; North Platte, NE; Wolbach, NE; Des Moines, IA; to Iowa City, IA.

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Issued in Washington, DC, on May 15, 2003.

**Reginald C. Matthews,**

*Manager, Airspace and Rules Division.*

[FR Doc. 03-13153 Filed 5-23-03; 8:45 am]

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**NATIONAL AERONAUTICS AND SPACE ADMINISTRATION**

**14 CFR Part 1260**

**RIN 2700-AC53**

**NASA Grant and Cooperative Agreement Handbook—Incremental Funding**

**AGENCY:** National Aeronautics and Space Administration.

**ACTION:** Final rule.

**SUMMARY:** This final rule amends the NASA Grant and Cooperative Agreement Handbook by revising the conditions and restrictions for use of incremental funding. The revisions in this area are necessary to increase flexibility while retaining appropriate controls over the number and size of incremental funding actions. The final rule also removes duplicative reference to property standards from the Buy American Encouragement provision; updates the grant and cooperative agreement identification numbering scheme used by NASA; and corrects a summary list of provisions. These changes will ensure the appropriate use of incremental funding of grants, eliminate an unnecessary cross-reference within a provision, and make other internal administrative and technical changes.

**EFFECTIVE DATE:** May 27, 2003.

**FOR FURTHER INFORMATION CONTACT:** Rita Svarcas, NASA Headquarters, Code HC, Washington, DC, (202) 358-0464, e-mail: [RSvarcas@hq.nasa.gov](mailto:RSvarcas@hq.nasa.gov).

**SUPPLEMENTARY INFORMATION:**

**A. Background**

This change amends and clarifies the circumstances under which grants and cooperative agreements can be incrementally funded. A previous change in this area was intended to minimize the number of incremental funding actions issued under NASA grants and cooperative agreements in order to increase internal efficiency and decrease the associated workload for grantees. However, the unintended consequences of the change were that the NASA Centers were constrained from awarding and funding lower-dollar-value instruments, especially during the latter part of the Government Fiscal Year and during continuing resolution periods. This regulation has been identified, through a "Freedom to Manage" suggestion, as a barrier that gets in the way of NASA's efficiency and effectiveness. This final rule is intended to correct the situation by allowing the NASA Centers to incrementally fund grants and cooperative agreements more often, including those with a lower dollar value and those that require funding during continuing resolution periods. This final rule retains an adequate level of control over such actions by setting dollar thresholds and establishing local waiver authority for potential exceptions. Additionally, NASA is in the process of implementing a new Agency-wide Integrated Financial Management System. This implementation requires a minor change