

**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:

2003–02–04 CFM International:

Amendment 39–13020. Docket No. 2001–NE–49–AD.

Applicability

This airworthiness directive (AD) is applicable to CFM International CFM56–5 and –5B series turbofan engines that have an EGT upper harness part number (P/N) CA170–00, with a serial number (SN) of YC021674 or lower, or an EGT lower harness P/N CA171–00, with a SN of YC026641 or lower, or an EGT coupling P/N CA172–02 with a SN of YC166736 or lower. These engines are installed on, but not limited to Airbus Industrie A318, A319, A320 and A321 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 (d) 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 unexpected deterioration of critical rotating engine parts due to higher than desired engine operating exhaust gas temperatures (EGT's), do the following:

(a) If you have an EGT upper harness, part number (P/N) CA170–00, with serial number (SN) YC021675 or higher, an EGT lower harness, P/N CA171–00, with SN YC026642 or higher, and an EGT coupling, P/N CA172–02, with S/N YC166737 or higher, no further action is required.

(b) For affected EGT harnesses and EGT couplings, with less than 3,000 engine flight hours since installation, do the following:

(1) Replace affected EGT harnesses and EGT couplings, not being trend monitored, with serviceable parts within 500 flight hours after the effective date of this AD, or

(2) After the effective date of this AD, review the smooth data EGT trend via the System for Analysis of Gas Turbine Engines (SAGE), or equivalent, since the affected components were first installed on the current engine. This trend monitoring must continue for the affected EGT harnesses and couplings to ensure that the system does not show a minimum of 30°C downward (*i.e.* cooler) indication, or more, without a corresponding change in other associated engine parameters such as N1 (LPT rotor speed), N2 (HPT rotor speed), and fuel flow. Provided that there is sufficient, actual EGT margin to do so, replace the EGT harnesses and couplings within 100 flight hours after they have been determined to be defective. Continue to monitor the EGT indications for 3,000 engine flight hours since the first installation on the current engine.

(3) If a harness or coupling has a serial number that is followed by the letter “W”, no further action is required.

Terminating Action

(c) Any of the following three conditions constitute terminating action for the trend monitoring requirements specified in paragraph (b)(2) of this AD:

(1) Replacing a harness and coupling with a serviceable part, or

(2) Replacing a harness and coupling with a harness and coupling that has a letter “W” following the SN, or

(3) Accumulating 3,000 engine flight hours on a harness and coupling.

Alternative Methods of Compliance

(d) 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

(e) 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 aircraft to a location where the requirements of this AD can be done.

Documents That Have Been Incorporated by Reference

(f) The actions must be done in accordance with the following CFM International service bulletins:

Document No.	Pages	Revision	Date
CFM56–5 S/B 77–0020 Total pages: 9	All	Original	Mar. 4, 2002.
CFM56–5B S/B 77–0008 Total pages: 9	All	Original	Mar. 4, 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 CFM International, Technical Publications Department, 1 Neumann Way, Cincinnati, OH 45215; telephone (513) 552–2800; fax (513) 552–2816. 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.

Effective Date

(g) This amendment becomes effective on February 27, 2003.

Issued in Burlington, Massachusetts, on January 13, 2003.

Francis A. Favara,

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

[FR Doc. 03–1181 Filed 1–22–03; 8:45 am]

BILLING CODE 4910–13–P

DEPARTMENT OF TRANSPORTATION**Federal Aviation Administration****14 CFR Part 73**

[Docket No. FAA–2002–14110; Airspace Docket No. 02–AEA–23]

RIN 2120–AA66

Change of Controlling Agency for Restricted Areas R–6601 Fort A.P. Hill, VA; and R–6608A, R–6608B, and R–6608C, Quantico, VA

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Final rule.

SUMMARY: This action changes the controlling agency for Restricted Area R-6601, Fort A.P. Hill, VA, from "FAA, Richmond ATCT," to "FAA, Potomac Approach"; and the controlling agency for Restricted Areas R-6608A, R-6608B, and R-6608C, Quantico, VA, from "FAA, Dulles ATCT," to "FAA, Potomac Approach." This change is needed due to the airspace realignments associated with the establishment of the Potomac Consolidated Terminal Radar Approach Control (TRACON) facility. The new Potomac TRACON will assume air traffic control (ATC) responsibility for the airspace encompassing these restricted areas. This is only an administrative change to reflect the name of the proper controlling ATC facility. The change will not affect the current restricted area boundaries, altitudes, time of designation, or the activities conducted within the areas.

EFFECTIVE DATE: 0901 UTC, February 20, 2003.

FOR FURTHER INFORMATION CONTACT: Paul Gallant, 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 commissioning of the new Potomac TRACON will consolidate several air traffic facilities that currently provide ATC service in the greater Washington, DC, area. This consolidation includes two facilities (*i.e.*, Dulles Airport Traffic Control Tower (ATCT) and Richmond ATCT) that are currently designated as the controlling agencies for Restricted Areas R-6601, R-6608A, R-6608B, and R-6608C. With Potomac TRACON assuming responsibility for the airspace encompassing these restricted areas, the FAA is taking action to change the name of the controlling agency to "Potomac Approach."

The Rule

This action amends 14 CFR part 73 by changing the name of the controlling agency for Restricted Area R-6601, Fort A.P. Hill, VA, from "FAA, Richmond ATCT" to "FAA, Potomac Approach." In addition, this action changes the name of the controlling agency for Restricted Areas R-6608A, R-6608B, and R-6608C, Quantico, VA, from "FAA, Dulles ATCT" to "FAA, Potomac Approach." These administrative changes will not alter the boundaries, altitudes, time of designation, or activities conducted within the

restricted areas; therefore, I find that notice and public procedure under 5 U.S.C. 553(b) are unnecessary.

Section 73.66 of part 73 was republished in FAA Order 7400.8K, dated September 26, 2002.

This regulation is limited to 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 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. It has been determined that 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.

Environmental Review

This action is a minor administrative change to amend the designated controlling agency of existing restricted areas. There are no changes to air traffic procedures or routes as a result of this action. Therefore, this action is not subject to environmental assessments and procedures in accordance with FAA Order 1050.1D, "Policies and Procedures for Considering Environmental Impacts," and the National Environmental Policy Act of 1969.

List of Subjects in 14 CFR Part 73

Airspace, Navigation (air).

Adoption of the Amendment

In consideration of the foregoing, the Federal Aviation Administration amends 14 CFR part 73, as follows:

PART 73—SPECIAL USE AIRSPACE

1. The authority citation for part 73 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.

§ 73.66 [Amended]

2. § 73.66 is amended as follows:

* * * * *

R-6601 Fort A.P. Hill, VA [Amended]

By removing "Controlling agency. FAA, Richmond ATCT," and

substituting "Controlling agency. FAA, Potomac Approach" in its place.

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R-6608A Quantico, VA [Amended]

By removing "Controlling agency. FAA, Dulles ATCT" and substituting "Controlling agency. FAA, Potomac Approach" in its place.

R-6608B Quantico, VA [Amended]

By removing "Controlling agency. FAA, Dulles ATCT" and substituting "Controlling agency. FAA, Potomac Approach" in its place.

R-6608C Quantico, VA [Amended]

By removing "Controlling agency. FAA, Dulles ATCT" and substituting "Controlling agency. FAA, Potomac Approach" in its place.

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

Reginald C. Matthews,

Manager, Airspace and Rules Division.

[FR Doc. 03-1479 Filed 1-22-03; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 73

[Docket No. FAA-2002-14163; Airspace Docket No. 02-AWP-11]

RIN 2120-AA66

Amendment to Using Agency for Restricted Area 2301E, Ajo East, AZ; Restricted Area 2304, Gila Bend, AZ; and Restricted Area 2305, Gila Bend, AZ

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Final rule.

SUMMARY: This action changes the using agency of restricted area 2301E (R-2301E), East Ajo AZ; R-2304, Gila Bend AZ; and R-2305, Gila Bend AZ, from "US Air Force, 58th Fighter Wing, Luke AFB, AZ," to "U.S.A.F., 56th Fighter Wing, Luke AFB, AZ." The FAA is taking this action in response to a request from the United States Air Force (USAF) to reflect an administrative change of responsibility for the restricted areas. There are no changes to the boundaries; designated altitudes; time of designation; or activities conducted within the affected restricted areas.

EFFECTIVE DATE: 0901 UTC, May 15, 2003.