

Work previously performed	Magnetic particle hours TIS	Ultrasonic hours TIS	Eddy current hours TIS
(B) Small cracks repaired through cold work (or done as an option if no cracks found) accomplished per SB-AG-39; or (C) Small cracks repaired through 1/4-inch bolt hole reamed to 5/16 inch diameter (or done as an option if no cracks found) per CK-AG-29, Part I; or (D) Small cracks repaired through previous Alternative Methods of Compliance; or (E) Small cracks repaired by installation of Kaplan Splice Blocks, part number 22515-1-3 or 88-251 (or done as an option if never cracked) per CK-AG-30 and inspection of the six outboard bolt holes on both lower spar caps is required (iii) Cracked wing spar found during previous inspection with wing spar replacement			
	For all inspection methods (magnetic particle, ultrasonic, or eddy current), time for initial and repetitive inspection intervals start over when wing spar is replaced.		

Note 5: Aircraft S/Ns T45-007DC and T45-010DC had modified splice block assemblies installed at Ayres (Ayres/Kaplan Assembly No. 88-251) and must still follow the repetitive inspection intervals listed here.

Note 6: If a crack is found, the reaming associated with the cold work process may remove a crack if it is small enough. Some aircraft owners/operators were issued alternative methods of compliance with AD 97-17-03 to ream the 1/4-inch bolt hole to 5/16 inch diameter to remove small cracks. Ayres CK-AG-29, Part I, also provides procedures to ream the 1/4-inch bolt hole to 5/16 inch diameter. If you use either of these two methods to remove cracks and the airplane is reinspected immediately with no cracks found, you may continue to follow the repetitive inspection intervals listed above.

Note 7: Group 4 and Group 5 airplanes had the butterfly plates installed at the factory and may follow the repetitive inspection interval listed in paragraph (e)(4)(ii).

(f) *Can I comply with this AD in any other way?*

(1) You may use an alternative method of compliance or adjust the compliance time if:
 (i) Your alternative method of compliance provides an equivalent level of safety; and
 (ii) The Manager, Atlanta ACO, approves your alternative. Submit your request through an FAA Principal Maintenance Inspector, who may add comments and then send it to the Manager, Atlanta ACO.

(2) Alternative methods of compliance approved in accordance with AD 2000-11-16, which is superseded by this AD, are approved as alternative methods of compliance with this AD.

Note 8: This AD applies to each airplane identified in paragraph (a) of this AD, 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 (f) 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 you have not eliminated the unsafe condition, specific actions you propose to address it.

(g) *Where can I get information about any already-approved alternative methods of*

compliance? Contact Cindy Lorenzen, Aerospace Engineer, FAA, Aircraft Certification Office, One Crown Center, 1895 Phoenix Boulevard, suite 450, Atlanta, Georgia 30349; telephone: (770) 703-6078; facsimile: (770) 703-6097.

(h) *What if I need to fly the airplane to another location to comply with this AD?* The FAA can issue a special flight permit under sections 21.197 and 21.199 of the Federal Aviation Regulations (14 CFR 21.197 and 21.199) to operate your airplane to a location where you can accomplish the requirements of this AD provided that:

- (1) the hopper is empty;
- (2) Vne is reduced to 126 miles per hour (109 knots) indicated airspeed (IAS); and
- (3) flight into known turbulence is prohibited.

(i) *Are any service bulletins incorporated into this AD by reference?*

(1) Actions required by this AD must be done in accordance with Ayres Service Bulletin No. SB-AG-39, dated September 17, 1996; Ayres Custom Kit No. CK-AG-29, dated December 23, 1997; and Quality Aerospace, Inc. Custom Kit No. CK-AG-30, dated December 6, 2001.

(i) The Director of the Federal Register approved the incorporation by reference of Quality Aerospace, Inc. Custom Kit No. CK-AG-30, dated December 6, 2001, under 5 U.S.C. 552(a) and 1 CFR part 51. You may get copies from Quality Aerospace, Inc., P.O. Box 3050, Albany, Georgia 31706-3050; telephone: (229) 883-1440; facsimile: (229) 883-9790.

(ii) The Director of the Federal Register previously approved the incorporation by reference of Ayres Service Bulletin No. SB-AG-39, dated September 17, 1996; Ayres Custom Kit No. CK-AG-29, dated December 23, 1997, as of July 25, 2000 (65 FR 36055, June 7, 2000).

(2) You may get copies from Quality Aerospace, Inc., P.O. Box 3050, Albany, Georgia 31706-3050; telephone: (229) 883-1440; facsimile: (229) 883-9790. You may view copies at the FAA, Central Region, Office of the Regional Counsel, 901 Locust, Room 506, Kansas City, Missouri, or at the Office of the Federal Register, 800 North Capitol Street, NW, suite 700, Washington, DC.

(j) *Does this AD action affect any existing AD actions?* This amendment supersedes AD 2000-11-16, Amendment 39-11764.

(k) *When does this amendment become effective?* This amendment becomes effective on May 20, 2003.

Issued in Kansas City, Missouri, on March 21, 2003.

Michael Gallagher,
 Manager, Small Airplane Directorate, Aircraft Certification Service.

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 93

[Docket No. FAA-99-5927]

RIN 2120-AG73

Commercial Air Tour Limitation in the Grand Canyon National Park Special Flight Rules Area; Notice of Availability

AGENCY: Federal Aviation Administration (FAA); DOT.

ACTION: Notice of availability.

SUMMARY: On April 4, 2000, the FAA published a final rule limiting the number of commercial air tours that may be conducted in the Grand Canyon National Park Special Flight Rules Area (SFRA). This rule also contained a requirement that operators in the GCNP SFRA submit quarterly reports indicating the number of commercial air tours conducted during that time frame. The FAA has compiled this data and is making it publicly available by placing it in docket number FAA-99-5927, the docket for the final rule on Commercial Air Tour Limitations. This document also provides instruction on how to access that data both electronically and in person.

ADDRESSES: You may view a copy of the final rule, and the additional data on changes in operations, through the Internet at: <http://dms.dot.gov> and by searching under docket number "5927". You may also review the public docket