

Prohibited article (includes seeds only if specifically mentioned)	Foreign places from which prohibited	Plant pests existing in the places named and capable of being transported with the prohibited article
* * *	* * *	* * *
<i>Solanum</i> spp. not meeting the conditions for importation in § 319.37–5(r).	All .....	Potato brown rot ( <i>Ralstonia solanacearum</i> race 3 biovar 2).
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■ 3. In § 319.37–5, a new paragraph (r) is added and the OMB control number citation at the end of the section is revised to read as follows:

**§ 319.37–5 Special foreign inspection and certification requirements.**

\* \* \*

(r) Any restricted article of *Pelargonium* spp. or *Solanum* spp. presented for importation into the United States must meet the following requirements:

(1) Any article of *Pelargonium* spp. or *Solanum* spp. imported from Canada under the provisions of the greenhouse-grown restricted plant program as described in § 319.37–4(c) may be presented for importation at the port of first arrival in the United States with a certificate of inspection in the form of a label in accordance with § 319.37–4(c)(1)(iv).

(2) For any article of *Pelargonium* spp. or *Solanum* spp. that does not meet the requirements of paragraph (r)(1) of this section and is from a region where *Ralstonia solanacearum* race 3 biovar 2 is not known to occur at the time of arrival at the port of first arrival in the United States, the phytosanitary certificate of inspection required by § 319.37–4 must contain an additional declaration that states “*Ralstonia solanacearum* race 3 biovar 2 is not known to occur in the region of origin of the articles in this shipment.”

(3) For any article of *Pelargonium* spp. or *Solanum* spp. that is from a region where *Ralstonia solanacearum* race 3 biovar 2 is known to occur at the time of arrival at the port of first arrival in the United States, the phytosanitary certificate of inspection required by § 319.37–4 must contain an additional declaration that states “The production facility where these plants were produced has been tested and found to be free of *Ralstonia solanacearum* race 3 biovar 2.”

(Approved by the Office of Management and Budget under control number 0579–0049, 0579–0176, and 0579–0221.)

Done in Washington, DC, this 16th day of May 2003.

**Kevin Shea,**

*Acting Administrator, Animal and Plant Health Inspection Service.*

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## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### 14 CFR Part 39

[Docket No. 2003–NM–124–AD; Amendment 39–13159; AD 2003–10–14]

RIN 2120–AA64

#### **Airworthiness Directives; Airbus Model A319–131, –132, and –133; A320–232 and –233; and A321–231 Series Airplanes; Equipped With International Aero Engines (IAE) V2500–A5 Series Engines**

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

**ACTION:** Final rule; request for comments.

**SUMMARY:** This amendment adopts a new airworthiness directive (AD) that is applicable to all Airbus Model A319–131, –132, and –133; A320–232 and –233; and A321–231 series airplanes; equipped with International Aero Engines (IAE) V2500–A5 series engines. This action requires revising the airplane flight manual to incorporate new procedures to follow in the event of an oil filter clog message. This action is necessary to require the flightcrew to follow the procedures necessary to prevent smoke caused by an oil filter clog from entering the cabin during flight. This action is intended to address the identified unsafe condition.

**DATES:** Effective June 9, 2003.

Comments for inclusion in the Rules Docket must be received on or before June 23, 2003.

**ADDRESSES:** Submit comments in triplicate to the Federal Aviation Administration (FAA), Transport Airplane Directorate, ANM–114, Attention: Rules Docket No. 2003–NM–124–AD, 1601 Lind Avenue, SW.,

Renton, Washington 98055–4056.

Comments may be inspected at this location between 9 a.m. and 3 p.m., Monday through Friday, except Federal holidays. Comments may be submitted via fax to (425) 227–1232. Comments may also be sent via the Internet using the following address: [9-anm-iarcomment@faa.gov](mailto:9-anm-iarcomment@faa.gov). Comments sent via the Internet must contain “Docket No. 2003–NM–124–AD” in the subject line and need not be submitted in triplicate. Comments sent via fax or the Internet as attached electronic files must be formatted in Microsoft Word 97 or 2000 or ASCII text.

Information pertaining to this amendment may be examined at the FAA, Transport Airplane Directorate, Rules Docket, 1601 Lind Avenue, SW., Renton, Washington.

**FOR FURTHER INFORMATION CONTACT:** Tim Dulin, Aerospace Engineer, International Branch, ANM–116, FAA, Transport Airplane Directorate, 1601 Lind Avenue, SW., Renton, Washington 98055–4056; telephone (425) 227–2141; fax (425) 227–1149.

**SUPPLEMENTARY INFORMATION:** The FAA has received a report of a recent incident of dense smoke in the cabin on an Airbus Model A319 series airplane that resulted in an emergency landing. The smoke rapidly filled the cabin and cockpit, reducing the visibility to the point that the flightcrew had difficulty seeing the instruments. Investigation revealed that the smoke was caused by the failure of the number 3 bearing on an International Aero Engines (IAE) V2500–A5 series engine, resulting in oil being ingested into the cabin air conditioning system through the engine high pressure compressor. The “ENG 1 Oil Filter Clog” message appeared on the electronic centralized aircraft monitoring (ECAM) display about 10–15 minutes prior to the smoke filling the cabin; however, there is currently no pilot action associated with this message. In-service reports have shown that the “oil filter clog” message is frequently a symptom of engine bearing damage that could potentially lead to smoke entering the cabin through the air conditioning pack on the affected side. This condition, if not corrected, could reduce the flightcrew’s ability to see and