

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 Aeronáutica S.A. (EMBRAER), P.O. Box 343—CEP 12.225, São José 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]

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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,