

would not have a substantial direct effect on the States, on the relationship between the national government and the States, or on the distribution of power and responsibilities among the various levels of government. Accordingly, the FAA has not consulted with state authorities prior to publication of this final rule.

For the reasons discussed above, I certify that this action (1) is not a "significant regulatory action" under Executive Order 12866; (2) is not a "significant rule" under the DOT Regulatory Policies and Procedures (44 FR 11034, February 26, 1979); and (3) will not have a significant economic impact, positive or negative, on a substantial number of small entities under the criteria of the Regulatory Flexibility Act. A final evaluation has been prepared for this action and it is contained in the Rules Docket. A copy of it may be obtained by contacting the Rules Docket at the location provided under the caption **ADDRESSES**.

List of Subjects in 14 CFR Part 39

Air transportation, Aircraft, Aviation safety, Incorporation by reference, Safety.

Adoption of the Amendment

■ Accordingly, pursuant to the authority delegated to me by the Administrator, the Federal Aviation Administration amends part 39 of the Federal Aviation Regulations (14 CFR part 39) as follows:

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 removing Amendment 39–10563 (63 FR 31340, June 9, 1998) and by adding a new airworthiness directive, Amendment 39–13192, to read as follows:

2003–12–07 Pratt & Whitney: Amendment 39–13192. Docket No. 97–ANE–05–AD. Supersedes AD 98–12–07, Amendment 39–10563.

Applicability: This airworthiness directive (AD) is applicable to Pratt & Whitney (PW) JT8D–1, –1A, –1B, –7, –7A, –7B, –9, –9A, –11, –15, –15A, –17, –17A, –17R, and –17AR turbofan engines. These engines are installed on, but not limited to Boeing 737 and 727 series, and McDonnell Douglas DC–9 series 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 fracture of the 7th, 8th, 9th, 10th, 11th, and 12th stage high pressure compressor (HPC) disks, which can result in uncontained release of engine fragments, inflight engine shutdown, and airframe damage, do the following:

(a) Perform initial and repetitive inspections of HPC disks for corrosion pits and cracks after stripping the protective coating in accordance with the intervals specified in the compliance section and procedures specified in the accomplishment instructions of PW Alert Service Bulletin (ASB) No. JT8D A6431, Revision 1, dated March 7, 2003.

(b) Before further flight, replace HPC disks found with corrosion pits or cracks beyond serviceable limits as defined by PW ASB No. JT8D A6431, Revision 1, dated March 7, 2003.

(c) For the purposes of this AD, use the effective date of this AD for computing compliance intervals whenever PW ASB No. JT8D A6431, Revision 1, dated March 7, 2003, refers to the release date of the ASB.

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 airplanes 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 Pratt & Whitney Alert Service Bulletin No. JT8D A6431, Revision 1, dated March 7, 2003. 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 Pratt & Whitney, 400 Main St., East Hartford, CT 06108; telephone (860) 565–6600; fax (860) 565–4503. 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 July 18, 2003.

Issued in Burlington, Massachusetts, on June 5, 2003.

Peter A. White,

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

[FR Doc. 03–14844 Filed 6–12–03; 8:45 am]

BILLING CODE 4910–13–P

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 71

[Docket No. FAA–2003–14843; Airspace Docket No. 03–ACE–28]

Modification of Class E Airspace; Rock Rapids, IA

AGENCY: Federal Aviation Administration, DOT.

ACTION: Direct final rule; confirmation of effective date.

SUMMARY: This document confirms the effective date of the direct final rule which revises Class E airspace at Rock Rapids, IA.

EFFECTIVE DATE: 0901 UTC August 7, 2003.

FOR FURTHER INFORMATION CONTACT: Kathy Randolph, Air Traffic Division, Airspace Branch, ACE–520C DOT Regional Headquarters Building, Federal Aviation Administration, 901 Locust, Kansas City, MO 64106; telephone: (816) 329–2525.

SUPPLEMENTARY INFORMATION: The FAA published this direct final rule with a request for comments in the **Federal Register** on April 15, 2003 (68 FR 18115). The FAA uses the direct final rulemaking procedure for a non-controversial rule where the FAA believes that there will be no adverse public comment. This direct final rule advised the public that no adverse comments were anticipated, and that unless a written adverse comment, or a written notice of intent to submit such an adverse comment, were received within the comment period, the regulation would become effective on August 7, 2003. No adverse comments were received, and thus this notice confirms that this direct final rule will become effective on that date.

Issued in Kansas City, MO on June 3, 2003.

Anthony D. Roetzel,

Acting Manager, Air Traffic Division, Central Region.

[FR Doc. 03-14999 Filed 6-12-03; 8:45 am]

BILLING CODE 4910-13-M

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 71

[Docket No. FAA-2003-14927; Airspace
Docket No. 03-ACE-33]

Modification of Class E Airspace; Crete, NE

AGENCY: Federal Aviation
Administration, DOT.

ACTION: Direct final rule; confirmation of
effective date.

SUMMARY: This document confirms the
effective date of the direct final rule
which revises Class E airspace at Crete,
NE.

EFFECTIVE DATE: 0901 UTC, July 10,
2003.

FOR FURTHER INFORMATION CONTACT:
Brenda Mumper, Air Traffic Division,
Airspace Branch, ACE-520A, DOT
Regional Headquarters Building, Federal
Aviation Administration, 901 Locust,
Kansas City, MO 64106; telephone:
(816) 329-2524.

SUPPLEMENTARY INFORMATION: The FAA
published this direct final rule with a
request for comments in the **Federal
Register** on April 23, 2003 (68 FR
19945). The FAA uses the direct final
rulemaking procedure for a non-
controversial rule where the FAA
believes that there will be no adverse
public comment. This direct final rule
advised the public that no adverse
comments were anticipated, and that
unless a written adverse comment, or a
written notice of intent to submit such
an adverse comment, were received
within the comment period, the
regulation would become effective on
July 10, 2003. No adverse comments
were received, and thus this notice
confirms that this direct final rule will
become effective on that date.

Issued in Kansas City, MO on June 3, 2003.

Anthony D. Roetzel,

*Acting Manager, Air Traffic Division, Central
Region.*

[FR Doc. 03-14998 Filed 6-12-03; 8:45 am]

BILLING CODE 4910-13-M

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 71

[Docket No. FAA-2003-14868; Airspace
Docket No. 2003-ANE-103]

Amendment to Class E Airspace; Windsor Locks, Bradley International Airport, CT

AGENCY: Federal Aviation
Administration (FAA) DOT.

ACTION: Direct final rule; confirmation of
effective date.

SUMMARY: This notice confirms the
effective date of a direct final rule
revising the Class E airspace area at
Windsor Locks, Bradley International
Airport, Connecticut (KBDL), to provide
for adequate controlled airspace for
those aircraft using Instrument
Approach Procedures to the airport.

EFFECTIVE DATE: The direct final rule
published at 68 FR 18860 is effective
0901 UTC, July 10, 2003.

FOR FURTHER INFORMATION CONTACT: John
Donnelly, Air Traffic Division, Airspace
Branch, ANE-520, Federal Aviation
Administration, 12 New England
Executive Park, Burlington, MA 01803-
5299; telephone: (781) 238-7552; fax
(781) 238-7596.

SUPPLEMENTARY INFORMATION: The FAA
published this direct final rule with a
request for comments in the **Federal
Register** on April 17, 2003 (Vol. 68, No.
74, FR 18860). The FAA uses the direct
final rulemaking procedure for a non-
controversial rule where the FAA
believes that there will be no adverse
public comment. This direct final rule
advised the public that no adverse
comments were anticipated, and that
unless a written adverse comment, or a
written notice of intent to submit such
an adverse comment, were received
within the comment period, the
regulation would become effective on
July 10, 2003. No adverse comments
were received, and thus this notice
confirms that this direct final rule will
become effective on that date.

Issued in Burlington, MA, on June 3, 2003.

Thomas R. Davidson,

*Manager, Air Traffic Division, New England
Region.*

[FR Doc. 03-14997 Filed 6-12-03; 8:45 am]

BILLING CODE 4910-13-M

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 71

[Docket No. FAA 2002-13362; Airspace
Docket No. 02-ASO-7]

RIN 2120-AA66

Revision of VOR Federal Airways and Jet Routes in the Vicinity of Savannah, GA

AGENCY: Federal Aviation
Administration (FAA), DOT.

ACTION: Final rule; correction.

SUMMARY: This action corrects a final
rule published in the **Federal Register**
on May 15, 2003. Due to an error in
rounding decimal places, the legal
description of Federal Airway V-437
inadvertently contained an incorrect
radial. This action corrects that error.

EFFECTIVE DATE: June 13, 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: On May
15, 2003, Docket No. FAA 2002-13362;
Airspace Docket No. 02-ASO-7, FR
Doc. 03-12049, was published revising
seven VOR Federal airways and four jet
routes in the vicinity of Savannah, GA.
The legal description of Federal Airway
V-437 contained an incorrect radial
from the Savannah VORTAC. Due to an
error in rounding decimal places, the
affected radial was published as the
"Savannah 053°" radial instead of the
correct value which is the "Savannah
054°" radial. This action corrects that
error by inserting the correct radial in
the legal description.

Correction to Final Rule

Accordingly, pursuant to the
authority delegated to me, the legal
description for V-437 as published in
the **Federal Register** on May 15, 2003
(68 FR 26202); FR Doc. 03-12049, and
incorporated by reference in 14 CFR
71.1, is corrected as follows:

§ 71.1 [Corrected]

On page 26204 in the first column,
correct the legal description of V-437 to
read as follows:

*Paragraph 6010(a)—Domestic VOR Federal
Airways*

* * * * *

V-437 [Corrected]

From Dolphin, FL; INT Dolphin 354° and
Pahokee, FL, 157° radials; Pahokee;