

because of long delays in consequence of the agency's transition from the Department of Justice to the Department of Homeland Security. Their access to the benefits of these agency designations is adversely impacted by any delay in publication of the updated list of recognized institutions. For these reasons, the Department finds that there is good cause to adopt this rule without the prior notice and comment period ordinarily required under 5 U.S.C. 553(b).

Pursuant to 5 U.S.C 553(d)(3), the Department is making this rule final and effective upon publication because of the same good cause exception described above.

Regulatory Flexibility Act

I have reviewed this regulation in accordance with the Regulatory Flexibility Act, 5 U.S.C. 605(b), and by approving it, I certify that the rule will not have an effect on small entities as that term is defined in 5 U.S.C. 601(6). This rule relates to agency management and merely updates the existing institutional listings currently contained in Title 8 of the Code of Federal Regulations.

Unfunded Mandates Reform Act of 1995

This rule will not result in the expenditure by State, local and tribal governments, in the aggregate, or by the private sector, of \$100 million or more in any one year, and it will not significantly or uniquely affect small governments. Therefore, no actions were deemed necessary under the provisions of the Unfunded Mandates Reform Act of 1995.

Small Business Regulatory Enforcement Fairness Act of 1996

This rule is not a major rule as defined by section 804 of the Small Business Regulatory Enforcement Act of 1996. This rule will not result in an annual effect on the economy of \$100 million or more; a major increase in costs or prices; or significant adverse effects on competition, employment, investment, productivity, innovation, or on the ability of United States-based companies to compete with foreign-based companies in domestic and export markets.

Executive Order 12866

This rule is not considered by the Department of Homeland Security, to be a "significant regulatory action" under Executive Order 12866, section 3(f), Regulatory Planning and Review. Accordingly, this rule does not need to be submitted to the Office of

Management and Budget for review in accordance with this Executive Order.

Executive Order 13132

This rule will not have substantial direct effects 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. Therefore, in accordance with section 6 of Executive Order 13132, it is determined that this rule does not have sufficient federalism implications to warrant the preparation of a federalism summary impact statement.

Executive Order 12988 Civil Justice Reform

This rule meets the applicable standards set forth in section 3(a) and 3(b)(2) of Executive Order 12988.

List of Subjects in 8 CFR Part 316

Citizenship and naturalization, Reporting and recordkeeping requirements.

■ Accordingly, part 316 of chapter I of title 8 of the Code of Federal Regulations is amended as follows:

PART 316—GENERAL REQUIREMENTS FOR NATURALIZATION

■ 1. The authority citation for part 316 continues to read as follows:

Authority: 8 U.S.C. 1103, 1181, 1182, 1427, 1443, 1447; 8 CFR part 2.

§ 316.20 [Amended]

■ 2. In § 316.20, paragraph (a) is amended by:

■ a. Adding the American institution of research "Harvard University (research and educational programs only)" immediately after "Graduate Faculty of Political and Social Science Division of the New School for Social Research, New York, N.Y.";

■ b. Removing the "Harvard Institute for International Development."

■ c. Adding the American institution of research "Indiana University at Bloomington, Indianapolis, South Bend, Northwest, Kokomo, Southeast, East, and Fort Wayne" immediately after "Humboldt State University, School of Natural Resources, Wildlife Management Department"; and

■ d. Adding the American institution of research "Rutgers University, the State University of New Jersey" immediately after "Rockefeller Foundation".

Dated: October 21, 2003.

Tom Ridge,

Secretary of Homeland Security.

[FR Doc. 03-27151 Filed 10-27-03; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. 2003-CE-44-AD; Amendment 39-13348; AD 2003-22-01]

RIN 2120-AA64

Airworthiness Directives; Aerostar Aircraft Corporation Models PA-60-600, PA-60-601, PA-60-601P, PA-60-602P, and PA-60-700P Airplanes

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Final rule; request for comments.

SUMMARY: The FAA is adopting a new airworthiness directive (AD) for all Aerostar Aircraft Corporation (Aerostar) Models PA-60-600, PA-60-601, PA-60-601P, PA-60-602P, and PA-60-700P airplanes that incorporate supplemental type certificate (STC) SA1608NM (Machen Inc. Kit No. 76-1 Auxiliary Fuel Tank). This AD requires you to repetitively inspect all auxiliary fuel transfer pumps for leaks, seeping, or any sign of staining. This AD also requires you to replace any pump found with leaks, seeping, and any sign of staining. This AD is the result of reports of fuel leaking from the fuel transfer pumps installed below the auxiliary fuel tank. We are issuing this AD to detect and correct leaks in the auxiliary fuel transfer pumps, which could result in fire or explosion in the cargo/passenger compartment. Such a condition could result in loss of the airplane.

DATES: This AD becomes effective on November 17, 2003.

The Director of the Federal Register approved the incorporation by reference of certain publications listed in the regulation as of November 17, 2003.

We must receive any comments on this AD by December 23, 2003.

ADDRESSES: Use one of the following to submit comments on this AD:

- *By mail:* FAA, Central Region, Office of the Regional Counsel, Attention: Rules Docket No. 2003-CE-44-AD, 901 Locust, Room 506, Kansas City, Missouri 64106.

- *By fax:* (816) 329-3771.

- *By e-mail:* 9-ACE-7-

Docket@faa.gov. Comments sent electronically must contain "Docket No.

2003-CE-44-AD" in the subject line. If you send comments electronically as attached electronic files, the files must be formatted in Microsoft Word 97 for Windows or ASCII.

You may get the service information identified in this AD from Machen Inc., 10555 Airport Drive, Hayden Lake, Idaho 83835; telephone: (208) 762-7814; facsimile: (208) 762-8349.

You may view the AD docket at FAA, Central Region, Office of the Regional Counsel, Attention: Rules Docket No. 2003-CE-44-AD, 901 Locust, Room 506, Kansas City, Missouri 64106. Office hours are 8 a.m. to 4 p.m., Monday through Friday, except Federal holidays.

FOR FURTHER INFORMATION CONTACT: Richard Simonson, Aerospace Engineer, FAA, Seattle Aircraft Certification Office, 1601 Lind Avenue SW., Renton, Washington 98055; telephone: (425) 917-6507; facsimile: (425) 917-6590.

SUPPLEMENTARY INFORMATION:

Discussion

What events have caused this AD? We have received reports of fuel leaks in the fuel transfer pumps on the auxiliary fuel tank installed in the baggage compartment per STC SA1608NM on Aerostar Models PA-60-600, PA-60-601, PA-60-601P, PA-60-602P, and PA-60-700P airplanes. The leaks were discovered through normal maintenance.

The problem is the result of fuel seeping through the wire insulation on the auxiliary fuel tank transfer pump and running out through the knife splice connection.

What are the consequences if the condition is not corrected? This condition, if not detected and corrected, could result in fire or explosion in the cargo/passenger compartment. Such a condition could result of loss of the airplane.

Is there service information that applies to this subject? Machen Inc. has issued Service Bulletin SB76-009, dated August 1, 2003.

What are the provisions of this service information? The service bulletin includes procedures for:

- Repetitively inspecting the auxiliary fuel tank transfer pumps for leaks, seeping, and any sign of staining; and
- Replacing any pump found with leaks, seeping, and any sign of staining.

FAA's Determination and Requirements of the AD

What has FAA decided? We have evaluated all pertinent information and identified an unsafe condition that is likely to exist or develop on other products of this same type design.

Since the unsafe condition described previously is likely to exist or develop on other Aerostar Models PA-60-600, PA-60-601, PA-60-601P, PA-60-602P, and PA-60-700P airplanes of the same type design with STC SA1608NM installed, this AD is being issued to detect and correct leaks in the auxiliary fuel transfer pumps, which could result in fire or explosion in the cargo/passenger compartment. Such a condition could result of loss of the airplane.

What does this AD require? This AD requires you to incorporate the actions in the previously-referenced service bulletin.

In preparation of this rule, we contacted type clubs and aircraft operators to obtain technical information and information on operational and economic impacts. We did not receive any information through these contacts. If received, we would have included, in the rulemaking docket, a discussion of any information that may have influenced this action.

How does the revision to 14 CFR part 39 affect this AD? On July 10, 2002, we published a new version of 14 CFR part 39 (67 FR 47997, July 22, 2002), which governs FAA's AD system. This regulation now includes material that relates to altered products, special flight permits, and alternative methods of compliance. This material previously was included in each individual AD. Since this material is included in 14 CFR part 39, we will not include it in future AD actions.

Comments Invited

Will I have the opportunity to comment prior to the issuance of the rule? This AD is a final rule that involves requirements affecting flight safety and was not preceded by notice and an opportunity for public comment; however, we invite you to submit any written relevant data, views, or arguments regarding this AD. Send your comments to an address listed under **ADDRESSES**. Include "AD Docket No. 2003-CE-44-AD" in the subject line of your comments. If you want us to acknowledge receipt of your mailed comments, send us a self-addressed, stamped postcard with the docket number written on it; we will date-stamp your postcard and mail it back to you. We specifically invite comments on the overall regulatory, economic, environmental, and energy aspects of the rule that might suggest a need to modify it. If a person contacts us through a nonwritten communication, and that contact relates to a substantive part of this AD, we will summarize the contact and place the summary in the

docket. We will consider all comments received by the closing date and may amend the AD in light of those comments.

Regulatory Findings

Will this AD impact various entities? We have determined that this AD will not have federalism implications under Executive Order 13132. This AD will 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.

Will this AD involve a significant rule or regulatory action? For the reasons discussed above, I certify that this AD:

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.

We prepared a summary of the costs to comply with this AD and placed it in the AD Docket. You may get a copy of this summary by sending a request to us at the address listed under **ADDRESSES**. Include "AD Docket No. 2003-CE-44-AD" in your request.

List of Subjects in 14 CFR Part 39

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

Adoption of the Amendment

■ Accordingly, under 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. The FAA amends § 39.13 by adding the following new airworthiness directive (AD):

2003-22-01 Aerostar Aircraft Corporation:
Amendment 39-13348; Docket No. 2003-CE-44-AD.

When Does This AD Become Effective?

- (a) This AD becomes effective on November 17, 2003.

Are Any Other ADs Affected by This Action?

- (b) None.

What Airplanes Are Affected by This AD?

(c) This AD affects the following airplane models that are:

- (1) Modified to incorporate supplemental type certificate (STC) SA1608NM (Machen Inc. Kit No. 76-1, Auxiliary Fuel Tank); and
(2) certificated in any category.

Model	Serial Nos.
PA-60-600	All.

Model	Serial Nos.
PA-60-601	All.
PA-60-601P	All.
PA-60-602P	All.
PA-60-700P	All.

What Is the Unsafe Condition Presented in This AD?

(d) This AD is the result of reports of fuel leaking from the fuel transfer pumps. We are

issuing this AD to detect and correct leaks in the auxiliary fuel transfer pumps, which could result in fire or explosion in the cargo/passenger compartment. Such a condition could result of loss of the airplane.

What Must I Do To Address This Problem?

(e) To address this problem, you must accomplish the following:

Actions	Compliance	Procedures
(1) Inspect all auxiliary fuel tank transfer pumps for leaking, seeping, and any signs of staining.	Within the next 10 hours time-in-service (TIS) after November 17, 2003 (the effective date of this AD). Repetitively inspect thereafter at intervals not to exceed 50 hours TIS.	In accordance with Machen Inc. Service Bulletin SB 76-009, dated August 1, 2003.
(2) Replace any auxiliary fuel transfer pump that is leaking, seeping, or has any signs of staining.	Prior to further flight after any inspection required in paragraph (e)(1) of this AD in which leaking, seeping, or any signs of staining is found.	In accordance with Machen Inc. Service Bulletin SB 76-009, dated August 1, 2003.

What About Alternative Methods of Compliance?

(f) You may request a different method of compliance or a different compliance time for this AD by following the procedures in 14 CFR 39.13. Send your request to the Manager, Seattle ACO, FAA. For information on any already approved alternative methods of compliance, contact Richard Simonson, Aerospace Engineer, FAA, Seattle Aircraft Certification Office, 1601 Lind Avenue SW, Renton, Washington 98055; telephone: (425) 917-6507; facsimile: (425) 917-6590.

Is There Material Incorporated by Reference?

(g) You must do the actions required by this AD per Machen Inc. Service Bulletin SB 76-009, dated August 1, 2003. The Director of the Federal Register approved the incorporation by reference of this service bulletin in accordance with 5 U.S.C. 552(a) and 1 CFR part 51. You may get a copy from Machen Inc., 10555 Airport Drive, Hayden Lake, Idaho 83835; telephone: (208) 762-7814; facsimile: (208) 762-8349. You may review copies at FAA, Central Region, Office of the Regional Counsel, 901 Locust, Room 506, Kansas City, Missouri 64106; or at the Office of the Federal Register, 800 North Capitol Street, NW, suite 700, Washington, DC.

Issued in Kansas City, Missouri, on October 17, 2003.

Michael Gallagher,

Manager, Small Airplane Directorate, Aircraft Certification Service.

[FR Doc. 03-26833 Filed 10-27-03; 8:45 am]

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DEPARTMENT OF TRANSPORTATION**Federal Aviation Administration****14 CFR Part 39**

[Docket No. 2003-NE-33-AD; Amendment 39-13351; AD 2003-22-04]

RIN 2120-AA64

Airworthiness Directives; Rolls-Royce plc RB211-524 Series Turbofan Engines

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Final rule; request for comments.

SUMMARY: The FAA is adopting a new airworthiness directive (AD) for Rolls-Royce plc (RR) RB211-524 series turbofan engines with certain part number (PN) and serial number (SN) low pressure (LP) compressor fan blades installed. This AD requires inspection of certain LP compressor fan blade roots and replacement or repair of blades if damage is not within acceptable limits. This AD is prompted by the discovery of damaged LP compressor fan blade roots resulting from entrapment of ceramic polishing media between the blade roots and the masking boot during blade root repair. We are issuing this AD to prevent possible uncontained multiple LP compressor fan blade release, and damage to the airplane.

DATES: Effective November 12, 2003. The Director of the Federal Register approved the incorporation by reference of certain publications listed in the regulations as of November 12, 2003.

We must receive any comments on this AD by December 29, 2003.

ADDRESSES: Use one of the following addresses to submit comments on this AD:

- *By mail:* The Federal Aviation Administration (FAA), New England Region, Office of the Regional Counsel, Attention: Rules Docket No. 2003-NE-33-AD, 12 New England Executive Park, Burlington, MA 01803-5299.

- *By fax:* (781) 238-7055.

- *By e-mail:* 9-ane-adcomment@faa.gov

You can get the service information referenced in this AD from Rolls-Royce plc, PO Box 31, Derby, England; telephone: International Access Code 011, Country Code 44, 1332-249428, fax International Access Code 011, Country Code 44, 1332-249223.

You may examine the AD docket, by appointment, at the FAA, New England Region, Office of the Regional Counsel, 12 New England Executive Park, Burlington, MA. You may examine the service information, by appointment, 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.

FOR FURTHER INFORMATION CONTACT: James Lawrence, Aerospace Engineer, Engine Certification Office, FAA, Engine and Propeller Directorate, 12 New England Executive Park, Burlington, MA 01803-5299; telephone (781) 238-7176; fax (781) 238-7199.

SUPPLEMENTARY INFORMATION: The Civil Aviation Authority (CAA), which is the airworthiness authority for the United Kingdom (UK), recently notified the FAA that an unsafe condition may exist on certain RR RB211-524 series turbofan engines. The CAA received