

Applicability

(c) This AD applies to Rolls-Royce plc (RR) RB211-524G2-19, -524G2-T-19, -524G3-19, -524G3-T-19, -524H2-19, -524H2-T-19, -524H-36, and "524-H-T-36 turbofan engines with low pressure (LP) compressor fan blades part numbers (PNs) and serial numbers (SNs) as listed in Table 1 of RR Mandatory Service Bulletin (MSB) No. RB.211-72-D184, Revision 3, dated December 20, 2002, installed. These engines are installed on, but not limited to, Boeing 747 and 767 series airplanes.

Unsafe Condition

(d) This AD was prompted by the discovery of damaged LP compressor 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.

Compliance

(e) You are responsible for having the actions required by this AD performed within the compliance times specified unless the actions have already been done.

Reworked LP Compressor Fan Blades Not Affected

(f) LP compressor fan blades listed in Table 1 of RR MSB No. RB.211-72-D184, Revision 3, dated December 20, 2002, that have been reworked using Service Bulletin (SB) No.

RB.211-72-D051, dated August 23, 2000, or SB No. RB.211-72-D020, dated April 19, 2000, are considered to have had all damage addressed during rework and are not affected by this AD.

Removal and Inspection of LP Compressor Fan Blades

(g) Using the compliance thresholds in Table 1 of this AD, remove LP compressor fan blades and inspect the blade roots of all LP compressor fan blades listed by PN and SN in Table 1 of RR MSB No. RB.211-72-D184, Revision 3, dated December 20, 2002. Follow the inspection criteria in paragraph 3.B. of the Accomplishment Instructions of RR MSB No. RB.211-72-D184, Revision 3, dated December 20, 2002.

TABLE 1.—LP COMPRESSOR FAN BLADE INSPECTION COMPLIANCE THRESHOLDS

Engine models	Compliance thresholds
(1) RB211-524G2-19, -524G2-T-19, -524G3-19, -524G3-T-19, -524H-36, -524H-T-36.	(i) For blades exceeding 2,000 cycles-since-incorporation of RR Repair Scheme FRS5712, subtask 72-31-11-380-119, before further flight. (ii) For blades with fewer than 2,000 cycles-since-incorporation of RR Repair Scheme FRS5712, subtask 72-31-11-380-119, before accumulating 2,000 cycles-since-incorporation of the Repair Scheme.
(2) RB211-524H-36 and RB211-524-H-T-36 Engines on Short Haul Operation Airplanes.	Before further flight.
(3) RB211-524H2-19 and -524H2-T-19	Before accumulating 800 cycles-since-incorporation of RR Repair Scheme FRS5712, subtask 72-31-11-380-119, or before December 2005, whichever occurs sooner.
(4) RB211-524H-36 and RB211-524-H-T-36 Engines On Long Haul Operation Airplanes.	Before accumulating 870 cycles-since-incorporation of RR Repair Scheme FRS5712, subtask 72-31-11-380-119, or before December 2005, whichever occurs sooner.

Removal From Service or Repair of LP Compressor Fan Blades That Do Not Pass Inspection

(h) Remove from service LP compressor fan blades that do not pass the inspection criteria in paragraph 3.B. of the Accomplishment Instructions of RR MSB No. RB.211-72-D184, Revision 3, dated December 20, 2002, or repair blades. Follow paragraph 3.B.(3)(b) of the Accomplishment Instructions of RR MSB No. RB.211-72-D184, Revision 3, dated December 20, 2002 to repair blades.

Prohibition of LP Compressor Fan Blades Not Inspected or Repaired

(i) After the effective date of this AD, do not install any blade that was removed as specified in paragraph (g) of this AD, unless the blade has passed inspection or has been repaired using paragraph 3.B. of the Accomplishment Instructions of RR MSB No. RB.211-72-D184, Revision 3, dated December 20, 2002.

Definition

(j) For the purpose of this AD, a Long Haul Operation is defined as an operation with an average stage length of more than five hours.

Alternative Methods of Compliance

(k) The Manager, Engine Certification Office, has the authority to approve alternative methods of compliance for this AD if requested using the procedures found in 14 CFR 39.19.

Material Incorporated by Reference

(l) You must use Rolls-Royce MSB No. RB.211-72-D184, Revision 3, dated December 20, 2002, to perform the blade inspection and repair required by this AD. 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 can get a copy 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 review copies 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.

Related Information

(m) CAA airworthiness directive 005-04-2001, dated April 20, 2001, also addresses the subject of this AD.

Issued in Burlington, Massachusetts, on October 20, 2003.

Jay J. Pardee,

Manager, Engine and Propeller Directorate, Aircraft Certification Service.

[FR Doc. 03-26916 Filed 10-27-03; 8:45 am]

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DEPARTMENT OF TRANSPORTATION**Federal Aviation Administration****14 CFR Part 71**

[Docket No. FAA-2003-15887 Airspace
Docket No. 03-AWP-11]

Establishment of Class D Airspace; Ramona, CA

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Final rule; correction.

SUMMARY: This action establishes a Class D surface area at Ramona, CA, within a 4-mile radius of the airport from the surface up to, but not including, 3,800 feet mean sea level (MSL). The construction of a non-federal contact tower at Ramona airport has made this action necessary. This action also corrects the coordinates for Ramona airport.

EFFECTIVE DATE: 0901 UTC, December 25, 2003.

FOR FURTHER INFORMATION CONTACT: Debra Trindle, Airspace Specialist, Airspace Branch, Air Traffic Division, Federal Aviation Administration, 15000 Aviation Boulevard, Lawndale, California; telephone (310) 725-6613.

SUPPLEMENTARY INFORMATION:

History

On Tuesday, August 26, 2003, the FAA proposed to amend 14 CFR part 71 to establish Class D airspace at Ramona, CA. (68 FR 51205). The proposal was to establish a Class D surface area within a 4-mile radius of the airport from the surface up to, but not including, 3,800 feet mean sea level (MSL). This action was due to the construction of a non-federal contract tower and to accommodate aircraft executing instrument flight procedures into and out of Ramona Airport.

Interested parties were invited to participate in this rulemaking proceeding by submitting written comments on the proposal to the FAA. No comments objecting to the proposal were received. Class D airspace designations are published in paragraph 5000 of FAA Order 7400.9L dated September 2, 2003, and effective September 16, 2003, which is incorporated by reference in 14 CFR 71.1 The Class D airspace designation listed in this document will be published subsequently in the Order.

The Rule

This amendment to 14 CFR part 71 establishes Class D airspace at Ramona, CA, to accommodate aircraft executing instrument flight procedures into and out of Ramona Airport. The area will be depicted on appropriate aeronautical charts. This action also corrects the coordinates for Ramona published in the Notice of Proposed Rulemaking (68 FR 51205).

The FAA has determined that this regulation only involves an established body of technical regulations for which frequent and routine amendments are necessary to keep them operationally current. Therefore, this regulation—(1) is not a “significant regulatory action” under Executive Order 12866; (2) is not a “significant rule” under DOT Regulatory Policies and Procedures (44 FR 11034; February 26, 1979); and (3) does not warrant preparation of a Regulatory Evaluation as the anticipated impact is so minimal. Since this is a routine matter that will only affect air traffic procedures and air navigation, it is certified that this rule will not have a significant economic impact on a substantial number of small entities under the criteria of the Regulatory Flexibility Act.

List of Subjects in 14 CFR Part 71

Airspace, Incorporation by reference, Navigation (air).

Adoption of the Amendment

■ In consideration of the foregoing, the Federal Aviation Administration amends 14 CFR part 71 as follows:

PART 71—DESIGNATION OF CLASS A, CLASS B, CLASS C, CLASS D, AND CLASS E AIRSPACE AREAS; AIRWAYS; ROUTES; AND REPORTING POINTS.

■ 1. The authority citation for part 71 continues to read as follows:

Authority: 49 U.S.C. 106(g), 40103, 40113, 40120; E.O. 10854, 24 FR 95665, 3 CFR 1959–1963 Comp., p. 389.

§ 71.1 [Amended]

■ 2. The incorporation by reference in 14 CFR 71.1 of the Federal Aviation Administration Order 7400.9K, Airspace Designations and Reporting Points, dated September 2, 2003, and effective September 16, 2003, is amended as follows:

Paragraph 5000 Class D airspace.

* * * * *

AWP CA D Ramona, CA [New]

Ramona, CA

(Lat. 33°02'21" N., long. 116°54'55" W.)

That airspace extending upward from the surface to but not including 3,800 feet MSL within a 4-mile radius of the Ramona Airport. This Class D airspace area is effective during the specific days and times established in advance by a Notice to Airmen. The effective days and times will thereafter be continuously published in the Airport/Facility Directory.

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Issued in Los Angeles, California, on October 8, 2003.

Leonard A. Mobley,

*Acting Manager, Air Traffic Division,
Western-Pacific Region.*

[FR Doc. 03–27175 Filed 10–27–03; 8:45 am]

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DEPARTMENT OF COMMERCE**National Oceanic and Atmospheric Administration**

[Docket No. 031016260–3260–01; I.D. 091603A]

15 CFR Part 902

RIN 0648–AR71

NOAA Information Collection Requirements; Update and Correction

AGENCY: National Marine Fisheries Service (NMFS), National Oceanic and Atmospheric Administration (NOAA), Commerce.

ACTION: Final rule; technical amendment.

SUMMARY: This final rule, technical amendment, updates and corrects Office of Management and Budget (OMB) control numbers and related regulatory citations for NMFS information collection requirements. Under the Paperwork Reduction Act (PRA), agencies are required to display a current control number assigned by the Director of OMB for each agency information requirement. The intent of this action is to update and correct the NOAA inventory of control numbers so that the inventory reflects the valid OMB control number with its associated regulatory citation for each NMFS information collection requirement.

DATES: This regulation is effective October 28, 2003.

FOR FURTHER INFORMATION CONTACT: Catherine Belli, Fishery Management Specialist, (301) 713–2341.

SUPPLEMENTARY INFORMATION: Pursuant to the Paperwork Reduction Act, Part 902 of title 15 CFR displays control numbers assigned to NMFS information collection requirements by OMB. This part fulfills the requirements of section 3506(c)(1)(B)(i) of the PRA, which requires that agencies display a current control number, assigned by the Director of OMB, for each agency information collection requirement. Portions of 15 CFR 902.1(b) reflect expired or incorrect OMB control numbers. In some cases, the regulations cited have previously been removed from the CFR and, therefore, there are no approved OMB control numbers for those regulations. In addition, the OMB control numbers for some requirements have changed but the obsolete numbers are still reflected in the inventory. Also, when new collection-of-information requirements were previously approved, the final rule implementing the collection-of-information requirement did not update 15 CFR part 902.

Therefore, through this final rule, technical amendment, the inventory of OMB approved control numbers is corrected and updated to reflect the currently valid control numbers. All of the collection-of-information requirements displayed in § 902.1(b) have previously been submitted to OMB for approval during implementation of regulations appearing in the individual parts of title 50. Therefore, this final rule, technical amendment does not involve any new reporting or recordkeeping requirements.

Under NOAA Administrative Order 205–11, 7.01, dated December 17, 1990, the Under Secretary for Oceans and