

the compliance cycles specified unless the actions have already been done.

(f) Remove HP compressor rotor shafts, part numbers (P/Ns) FK24031 (pre RR Service Bulletin (SB) RB.211-72-B172), FK22745 (SB RB.211-72-B172), FK23313 (SB RB.211-72-B261 and pre SB RB.211-72-B653), FK25502 (SB RB.211-72-B653), FK26185 (SB RB.211-72-B921), FK32129 (SB RB.211-72-C746), FW20195 (SB RB.211-72-D533), FW20196 (SB RB.211-72-D533), FW20197 (SB RB.211-72-D533), and FW20638 (SB RB.211-72-D533) from service at or before accumulating 4,200 cycles-since-new (CSN).

(g) After the effective date of this AD, do not install any HP compressor rotor shaft, P/Ns FK24031 (pre RR SB RB.211-72-B172), FK22745 (SB RB.211-72-B172), FK23313 (SB RB.211-72-B261 and pre SB RB.211-72-B653), FK25502 (SB RB.211-72-B653), FK26185 (SB RB.211-72-B921), FK32129 (SB RB.211-72-C746), FW20195 (SB RB.211-72-D533), FW20196 (SB RB.211-72-D533), FW20197 (SB RB.211-72-D533), or FW20638 (SB RB.211-72-D533), that exceeds 4,200 CSN.

**Alternative Methods of Compliance**

(h) 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**

(i) None.

**Related Information**

(j) CAA airworthiness directive 003-12-2001, dated February 26, 2002, and Rolls-Royce plc Mandatory Service Bulletin No. RB.211-72-D586, Revision 1, dated February 26, 2002, also address the subject of this AD.

Issued in Burlington, Massachusetts, on September 3, 2003.

**Marc J. Bouthillier,**

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

[FR Doc. 03-22888 Filed 9-8-03; 8:45 am]

**BILLING CODE 4910-13-P**

**DEPARTMENT OF TRANSPORTATION**

**Federal Aviation Administration**

**14 CFR Part 39**

[Docket No. 2002-NM-88-AD; Amendment 39-13189; AD 2003-12-04]

**RIN 2120-AA64**

**Airworthiness Directives; Empresa Brasileira de Aeronautica S.A. (EMBRAER) Model EMB-135 and -145 Series Airplanes**

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

**ACTION:** Final rule; correction.

**SUMMARY:** This document corrects a typographical error that appeared in airworthiness directive (AD) 2003-12-

04, which was published in the **Federal Register** on June 12, 2003 (68 FR 35157). The typographical error resulted in an incorrect part number for the replacement supports for the engine bleed air duct. This AD is applicable to certain EMBRAER Model EMB-135 and -145 series airplanes. This AD requires replacing the four GAMAH clamp/sleeve joints on an engine bleed air duct with new threaded coupling assemblies; for certain airplanes, this AD also requires replacing the two supports for the engine bleed air duct with two new supports.

**DATES:** Effective July 17, 2003.

**FOR FURTHER INFORMATION CONTACT:** Dan Rodina, Aerospace Engineer, International Branch, ANM-116, FAA, Transport Airplane Directorate, 1601 Lind Avenue, SW., Renton, Washington 98055-4056; telephone (425) 227-2125; fax (425) 227-1149.

**SUPPLEMENTARY INFORMATION:** Airworthiness Directive (AD) 2003-12-04, amendment 39-13189, applicable to certain EMBRAER Model EMB-135 and -145 series airplanes, was published in the **Federal Register** on June 12, 2003 (68 FR 35157). That AD requires replacing the four GAMAH clamp/sleeve joints on an engine bleed air duct with new threaded coupling assemblies; for certain airplanes, that AD also requires replacing the two supports for the engine bleed air duct with two new supports.

As published, paragraph (a)(2) of the AD cites an incorrect part number (145-35923-007) for the replacement supports for the engine bleed air duct. The correct part number is 145-35923-015.

Since no other part of the regulatory information has been changed, the final rule is not being republished in the **Federal Register**.

The effective date of this AD remains July 17, 2003.

**§ 39.13 [Corrected]**

■ On page 35158, in the second column, paragraph (a)(2) of AD 2003-12-04 is corrected to read as follows:

\* \* \* \* \*

(2) For airplanes having serial numbers listed in paragraph 3.G. of the Accomplishment Instructions of the service bulletin: Replace the two supports for the engine bleed air duct with two new supports having part number 145-35923-015.

\* \* \* \* \*

Issued in Renton, Washington, on September 3, 2003.

**Ali Bahrami,**

*Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.*

[FR Doc. 03-22889 Filed 9-8-03; 8:45 am]

**BILLING CODE 4910-13-P**

**DEPARTMENT OF TRANSPORTATION**

**Federal Aviation Administration**

**14 CFR Part 71**

[Docket No. FAA-2003-15409; Airspace Docket No. 03-ASO-8]

**Amendment of Class D and E Airspace; Montgomery, AL; Correction**

**AGENCY:** Federal Aviation Administration (FAA), DOT.

**ACTION:** Correcting amendment.

**SUMMARY:** This document contains a correction to the final rule (FAA-2003-15409; 03-ASO-8), which was published in the **Federal Register** on August 20, 2003, (68 FR 50068), amending Class D, E2, and E5 airspace at Montgomery, AL. This action corrects an error in the legal description for the Class E5 airspace at Montgomery, AL.

**EFFECTIVE DATE:** Effective 0901 UTC, October 30, 2003.

**FOR FURTHER INFORMATION CONTACT:** Walter R. Cochran, Manager, Airspace Branch, Air Traffic Division, Federal Aviation Administration, PO Box 20636, Atlanta, Georgia 30320; telephone (404) 305-5586.

**SUPPLEMENTARY INFORMATION:**

**Background**

**Federal Register** Document 03-21323, Docket No. FAA-2003-15409; Airspace Docket 03-ASO-8, published on August 20, 2003, (68 FR 50068), amends Class D, E2 and E5 airspace at Montgomery, AL. An error was discovered in the legal description, describing the Class E5 airspace area. The airspace description contained incorrect geographic position coordinates for Maxwell AFB. This action corrects the error.

Designations for Class E airspace areas extending upward from 700 feet or more above the surface of the earth are published in Paragraph 6005 of FAA Order 7400.9K, dated August 30, 2002, and effective September 16, 2002, which is incorporated by reference in 14 CFR part 71.1 The Class E designation listed in this document will be published subsequently in the Order.

**Need for Correction**

As published, the final rule contains an error which incorrectly identifies the

geographical position coordinates for Maxwell AFB. Accordingly, pursuant to the authority delegated to me, the legal description for the Class E5 airspace area at Montgomery, AL, incorporated by reference at § 71.1, 14 CFR 71.1, and published in the **Federal Register** on August 20, 2003, (68 FR 50068) is corrected by making the following correcting amendment.

#### List of Subjects in 14 CFR Part 71

Airspace, Incorporation by reference, Navigation (air).

■ In consideration of the foregoing, the Federal Aviation Administration corrects the adopted amendment, 14 CFR Part 71, by making the following correcting amendment:

#### 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 9565, 3 CFR, 1959–1963 Comp., p. 389.

##### § 71.1 [Corrected]

■ 2. The incorporation by reference in 14 CFR 71.1 of Federal Aviation Administration Order 7400.9K, Airspace Designations and Reporting Points, dated August 30, 2002, and effective September 16, 2002, is amended as follows: Paragraph 6005 Class E Airspace Areas Extending Upward from 700 feet or More Above the Surface of the Earth.

\* \* \* \* \*

#### ASO AL E5 Montgomery, AL [Corrected]

Montgomery Regional Airport—Dannelly Field, AL

(Lat. 32°18'02" N., long. 86°23'38" W.)

Montgomery VORTAC

(Lat. 32°13'20" N., long. 86°19'11" W.)

Maxwell AFB

(Lat. 32°22'45" N., long. 86°21'45" W.)

Autauga County Airport

(Lat. 32°26'20" N., long. 86°30'38" W.)

Wetumpka Municipal Airport

(Lat. 32°31'46" N., long. 86°19'42" W.)

That airspace extending upward from 700 feet above the surface within a 7-mile radius of Montgomery Regional Airport—Dannelly Field, and within 4 miles east and 8 miles west of the Montgomery VORTAC 138° radial extending from the 7-mile radius to 16 miles southeast of the Montgomery VORTAC, and within a 7-mile radius of Maxwell AFB and within a 7-mile radius of Autauga County Airport and within a 6.3-mile radius of Wetumpka Municipal Airport.

\* \* \* \* \*

Issued in College Park, Georgia on August 28, 2003.

**Walter R. Cochran,**

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

[FR Doc. 03–22799 Filed 9–8–03; 8:45 am]

BILLING CODE 4910–13–M

#### DEPARTMENT OF TRANSPORTATION

##### Federal Aviation Administration

#### 14 CFR Part 71

[Docket No. FAA–2003–15453; Airspace Docket No. 03–ACE–51]

#### Modification of Class E Airspace; Elkhart, KS

**AGENCY:** Federal Aviation Administration (FAA), 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 Elkhart, KS.

**EFFECTIVE DATE:** 0901 UTC, October 30, 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 July 9, 2003 (68 FR 40762). 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 October 30, 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 August 21, 2003.

**Paul J. Sheridan,**

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

[FR Doc. 03–22804 Filed 9–8–03; 8:45 am]

BILLING CODE 4910–13–M

#### DEPARTMENT OF TRANSPORTATION

##### Federal Aviation Administration

#### 14 CFR Part 71

[Docket No. FAA–2003–15456; Airspace Docket No. 03–ACE–54]

#### Modification of Class E Airspace; Vinton, IA

**AGENCY:** Federal Aviation Administration (FAA), 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 Vinton, IA.

**EFFECTIVE DATE:** 0901 UTC, October 30, 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 July 15, 2003 (68 FR 41694). 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 October 30, 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 August 21, 2003.

**Paul J. Sheridan,**

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

[FR Doc. 03–22803 Filed 9–8–03; 8:45 am]

BILLING CODE 4910–13–M