

operations revise the approved continuous airworthiness maintenance program, by adding the following:

“GROUP A PARTS MANDATORY INSPECTION

(1) Inspections referred to as ‘Focus Inspect’ in the applicable Engine Manual inspection Task are mandatory inspections for the components given below, when the conditions that follow are satisfied:

(i) When the component has been completely disassembled to piece-part level as given in the applicable disassembly procedures contained in the Engine Manual; and

(ii) The part has more than 100 recorded flight cycles in operation since the last piece-part inspection; or

(iii) The component removal was for damage or a cause directly related to its removal; or

(iv) Where serviceable used components, for which the inspection history is not fully known, are to be used again.

(2) List of Group A Parts:

Part nomenclature	Part No.	Inspected per overhaul manual task
Low Pressure Compressor Rotor Disk	All	72-31-16-200-801
Low Pressure Compressor Rotor Shaft	All	72-31-20-200-801
Intermediate Pressure Compressor Rotor Shaft	All	72-32-31-200-801
Intermediate Pressure Rear Shaft	All	72-33-21-200-801
High Pressure Compressor Rotor Shaft	All	72-41-31-200-801
High Pressure Turbine Rotor Disk	All	72-41-51-200-801
Intermediate Pressure Turbine Rotor Disk	All	72-51-31-200-801
Intermediate Pressure Turbine Rotor Shaft	All	72-51-33-200-801
Low Pressure Turbine Stage 1 Rotor Disk	All	72-52-31-200-801
Low Pressure Turbine Stage 2 Rotor Disk	All	72-52-31-200-802
Low Pressure Turbine Stage 3 Rotor Disk	All	72-52-31-200-803
Low Pressure Turbine Stage 4 Rotor Disk	All	72-52-31-200-804
Low Pressure Turbine Rotor Shaft	All	72-52-33-200-801”

Alternative Methods of Compliance

(g) You must perform these mandatory inspections using the TLM and the applicable Engine Manual unless you receive approval to use an alternative method of compliance under paragraph (h) of this AD. Section 43.16 of the Federal Aviation Regulations (14 CFR 43.16) may not be used to approve alternative methods of compliance or adjustments to the times in which these inspections must be performed.

(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.

Maintaining Records of the Mandatory Inspections

(i) You have met the requirements of this AD by using a TLM changed as specified in paragraph (f) of this AD, and, for air carriers operating under part 121 of the Federal Aviation Regulations (14 CFR part 121), by modifying your continuous airworthiness maintenance plan to reflect those changes. You must maintain records of the mandatory inspections that result from those changes to the TLM according to the regulations governing your operation. You do not need to record each piece-part inspection as compliance to this AD. For air carriers operating under part 121, you may use either the system established to comply with section 121.369 or use an alternative system that your principal maintenance inspector has accepted if that alternative system:

- (1) Includes a method for preserving and retrieving the records of the inspections resulting from this AD; and
 - (2) Meets the requirements of § 121.369(c); and
 - (3) Maintains the records either indefinitely or until the work is repeated.
- (j) These record keeping requirements apply only to the records used to document the mandatory inspections required as a

result of revising the Time Limits Manual as specified in paragraph (f) of this AD, and do not alter or amend the record keeping requirements for any other AD or regulatory requirement.

Related Information

(k) CAA airworthiness directive No. G-2003-0004, dated September 18, 2003, also addresses the subject of this AD.

Issued in Burlington, Massachusetts, on March 5, 2004.

Jay J. Pardee,

Manager, Engine and Propeller Directorate, Aircraft Certification Service.

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 71

[Docket No. FAA-2004-17145; Airspace Docket No. 04-ACE-11]

Modification of Class E Airspace; Des Moines, IA

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Direct final rule; request for comments.

SUMMARY: Area Navigation (RNAV) Global Positioning System (GPS) Standard Instrument Approach Procedures (SIAPs) have been developed to serve Des Moines International Airport, Des Moines, IA. Also, several existing SIAPs serving Des Moines International Airport have been

amended. The Des Moines International Airport airport reference point (ARP) has been redefined.

The intended effect of this rule is to provide controlled airspace of appropriate dimensions to protect aircraft executing SIAPs to Des Moines International Airport. It also corrects discrepancies in the legal descriptions of the Des Moines, Class E airspace area and brings the airspace area and legal description into compliance with FAA Orders.

DATES: This direct final rule is effective on 0901 UTC, June 10, 2004. Comments for inclusion in the Rules Docket must be received on or before April 15, 2004.

ADDRESSES: Send comments on this proposal to the Docket Management System, U.S. Department of Transportation, Room Plaza 401, 400 Seventh Street, SW., Washington, DC 20590-0001. You must identify the docket number FAA-2004-17145/ Airspace Docket No. 04-ACE-11, at the beginning of your comments. You may also submit comments on the Internet at <http://dms.dot.gov>. You may review the public docket containing the proposal, any comments received, and any final disposition in person in the Dockets Office between 9 a.m. and 5 p.m., Monday through Friday, except Federal holidays. The Docket Office (telephone 1-800-647-5527) is on the plaza level of the Department of Transportation NASSIF Building at the above address.

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: This amendment to 14 CFR part 71 modifies the Class E airspace area extending upward from 700 feet above the surface at Des Moines, IA. RNAV (GPS) RWY 5, ORIGINAL SIAP; RNAV (GPS) RWY 13, ORIGINAL SIAP; RNAV (GPS) RWY 23, ORIGINAL SIAP; RNAV (GPS) RWY 31, ORIGINAL SIAP; very high frequency omni-directional radio range (VOR)/distance measuring equipment (DME) RWY 23, ORIGINAL SIAP; instrument landing system (ILS) or localizer (LOC) RWY 31, AMENDMENT 22 SIAP; ILS or LOC RWY 13, AMENDMENT 13 SIAP; and nondirectional radio beacon (NDB) RWY 31, AMENDMENT 20 SIAP have been developed to serve Des Moines International Airport. VOR or GPS RWY 23, AMENDMENT 2A will be cancelled when the above SIAPs become effective. The Des Moines International Airport ARP has been redefined. This action modifies the dimensions of the Des Moines, IA Class E airspace area to accommodate the SIAPs serving the airport. The radius of the airspace area is increased from 6.9 to 7 miles, the northwest and northeast extensions are revoked, the width of the southeast extension is increased from 3 to 4 miles each side of the RWY 31 localizer course and a southwest extension is created 4 miles each side of the RWY 5 localizer course extending from the 7-mile radius to 12.3 miles southwest of the airport. This action also incorporates the revised ARP and brings the airspace area and its legal description into compliance with FAA Order 7400.2E, Procedures for Handling Airspace Matters. The area will be depicted on appropriate aeronautical charts. 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 7400.9L, Airspace Designations and Reporting Points, dated September 2, 2003, and effective September 16, 2003, which is incorporated by reference in 14 CFR 71.1. The Class E airspace designation listed in this document will be published subsequently in the Order.

The Direct Final Rule Procedure

The FAA anticipates that this regulation will not result in adverse or negative comment and, therefore, is issuing it as a direct final rule. Previous actions of this nature have not been controversial and have not resulted in adverse comments or objections. Unless a written adverse or negative comment, or a written notice of intent to submit

an adverse or negative comment is received within the comment period, the regulation will become effective on the date specified above. After the close of the comment period, the FAA will publish a document in the **Federal Register** indicating that no adverse or negative comments were received and confirming the date on which the final rule will become effective. If the FAA does receive, within the comment period, and adverse or negative comment, or written notice of intent to submit such a comment, a document withdrawing the direct final rule will be published in the **Federal Register**, and a notice of proposed rulemaking may be published with a new comment period.

Comments Invited

Interested parties are invited to participate in this rulemaking by submitting such written data, views, or arguments, as they may desire. Comments that provide the factual basis supporting the views and suggestions presented are particularly helpful in developing reasoned regulatory decisions on the proposal. Comments are specifically invited on the overall regulatory, aeronautical, economic, environmental, and energy-related aspects of the proposal. Communications should identify both docket numbers and be submitted in triplicate to the address listed above. Commenters wishing the FAA to acknowledge receipt of their comments on this notice must submit with those comments a self-addressed, stamped postcard on which the following statement is made: "Comments to Docket No. FAA-2004-17145/Airspace Docket No. 04-ACE-11." The postcard will be date/time stamped and returned to the commenter.

Agency Findings

The regulations adopted herein 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. Therefore, it is determined that this final rule does not have federalism implications under Executive Order 13132.

The FAA has determined that this regulation is noncontroversial and unlikely to result in adverse or negative comments. For the reasons discussed in the preamble, I certify that this regulation (1) is not a "significant regulatory action" under Executive Order 12866; (2) is not a "significant rule" under Department of Transportation (DOT) Regulatory Policies and Procedures (44 FR 11034,

February 26, 1979); and (3) if promulgated, 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.

List of Subjects in 14 CFR Part 71

Airspace, Incorporation by reference, Navigation (air).

Adoption of the Amendment

■ Accordingly, 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 9565, 3 CFR, 1959-1963 Comp., p. 389.

§ 71.1 [Amended]

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

Paragraph 6005 Class E airspace areas extending upward from 700 feet or more above the surface of the earth.

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ACE 1A E5 Des Moines, IA

Des Moines International Airport, IA
(Lat. 41°32'03"N., long. 93°39'45"W.)

Des Moines Runway 31 Localizer
(Lat. 41°32'50"N., long. 93°40'36"W.)

Des Moines Runway 5 Localizer
(Lat. 41°32'24"N., long. 93°38'48"W.)

FOREM LOM
(Lat. 41°28'56"N., long. 93°34'51"W.)

That airspace extending upward from 700 feet above the surface within a 7-mile radius of Des Moines International Airport and within 4 miles each side of the Des Moines Runway 31 Localizer course extending from the 7-mile radius of the airport to 10 miles southeast of FOREM LOM and within 4 miles each side of the Des Moines Runway 5 Localizer course extending from the 7-mile radius to 12.3 miles southwest of the airport.

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Issued in Kansas City, MO, on March 2, 2004.

David W. Hope,

Acting Manager, Air Traffic Division, Central Region.

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