

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, 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 adding a new airworthiness directive to read as follows:

**2003-15-06 Rolls-Royce plc:** Amendment 39-13249. Docket No. 2003-NE-03-AD.

#### Applicability

This airworthiness directive (AD) applies to Rolls-Royce plc (RR) RB211 Trent 875-17, Trent 877-17, Trent 884-17, Trent 892-17, Trent 892B-17, and Trent 895-17 turbofan engines with high pressure (HP) compressor rotor rear stage 5 and 6 discs and cone shafts, part numbers (P/Ns) FK25230 and FK27899 installed. These engines are installed on, but not limited to Boeing 777 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 (c) 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

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

To prevent stage 5 and 6 disc crack initiation and propagation leading to uncontained disc failure and damage to the airplane, do the following:

(a) Remove HP compressor rotor rear stage 5 and 6 discs and cone shafts, from service at or before accumulating 7,500 cycles-since-new (CSN). Information on the reduced life limits may be found in RR mandatory service bulletin RB.211-72-E082, Revision 2, dated November 22, 2002.

(b) After the effective date of this AD, do not install any HP compressor rotor rear stage 5 and 6 discs and cone shaft, listed in this AD, that exceed 7,500 CSN.

#### Alternative Methods of Compliance

(c) 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

(d) 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 airplane to a location where the requirements of this AD can be done.

**Note 3:** The subject of this AD is addressed in CAA airworthiness directive 002-08-2002, dated November 22, 2002.

#### Effective Date

(e) This amendment becomes effective on September 3, 2003.

Issued in Burlington, Massachusetts, on July 23, 2003.

**Francis A. Favara,**

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

[FR Doc. 03-19306 Filed 7-29-03; 8:45 am]

**BILLING CODE 4910-13-P**

## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### 14 CFR Part 95

[Docket No. 30380; Amdt. No. 443]

#### IFR Altitudes; Miscellaneous Amendments

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

**ACTION:** Final rule.

**SUMMARY:** This amendment adopts miscellaneous amendments to the required IFR (instrument flight rules) altitudes and changeover points for certain Federal airways, jet routes, or direct routes for which a minimum or maximum en route authorized IFR altitude is prescribed. This regulatory action is needed because of changes occurring in the National Airspace System. These changes are designed to provide for the safe and efficient use of the navigable airspace under instrument conditions in the affected areas.

**EFFECTIVE DATE:** 0901 UTC, September 4, 2003.

#### FOR FURTHER INFORMATION CONTACT:

Donald P. Pate, Flight Procedure Standards Branch (AMCAFS-420), Flight Technologies and Programs Division, Flight Standards Service, Federal Aviation Administration, Mike Monroney Aeronautical Center, 6500 South MacArthur Blvd. Oklahoma City, OK. 73169 (Mail Address: PO Box 25082 Oklahoma City, OK. 73125) telephone: (405) 954-4164.

**SUPPLEMENTARY INFORMATION:** This amendment to part 95 of the Federal Aviation Regulations (14 CFR part 95) amends, suspends, or revokes IFR altitudes governing the operation of all aircraft in flight over a specified route or any portion of that route, as well as the changeover points (COPs) for Federal airways, jet routes, or direct routes as prescribed in part 95.

#### The Rule

The specified IFR altitudes, when used in conjunction with the prescribed changeover points for those routes, ensure navigation aid coverage that is adequate for safe flight operations and free of frequency interference. The reasons and circumstances that create the need for this amendment involve matters of flight safety and operational efficiency in the National Airspace System, are related to published aeronautical charts that are essential to the user, and provide for the safe and efficient use of the navigable airspace. In addition, those various reasons or

circumstances require making this amendment effective before the next scheduled charting and publication date of the flight information to assure its timely availability to the user. The effective date of this amendment reflects those considerations. In view of the close and immediate relationship between these regulatory changes and safety in air commerce, I find that notice and public procedure before adopting this amendment are impracticable and contrary to the public interest and that good cause exists for making the amendment effective in less than 30 days.

**Conclusion**

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. It, therefore—(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. For the same reason, the FAA certifies that this amendment 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 95**

Airspace, Navigation (air).

Issued in Washington, DC on July 25, 2003.  
**James J. Ballough,**  
*Director, Flight Standards Service.*

**Adoption of the Amendment**

■ Accordingly, pursuant to the authority delegated to me by the Administrator, part 95 of the Federal Aviation Regulations (14 CFR part 95) is amended as follows effective at 0901 UTC, September 4, 2003.

**PART 95—[AMENDED]**

■ 1. The authority citation for part 95 continues to read as follows:

**Authority:** 49 U.S.C. 106(g), 40103, 40106, 40113, 40114, 40120, 44502, 44514, 44719, 44721.

■ 2. Part 95 is amended to read as follows:

From	To	MEA
<b>§ 95.1001 Direct Routes—U.S. Atlantic Routes—A555 Is Amended To Read in Part</b>		
Stella Maris, BS NDB .....	Micas, IB FIX .....	2,000
Micas, IB FIX .....	Egann, IB FIX .....	5,000
Egann, IB FIX .....	Mayag, IB FIX .....	2,000
Mayag, IB FIX .....	Grand Turk, BS VORTAC .....	2,000
<b>Atlantic Routes—G629 Is Amended By Adding</b>		
Great Inagua, BS NDB .....	Cathi, OA FIX .....	3,000
Cathi, OA FIX .....	Providenciales, BS VOR/DME .....	1,500
Providenciales, BS VOR/DME .....	Egann, IB FIX .....	1,500
Egann, IB FIX .....	Raham, IB FIX .....	2,000
<b>Atlantic Routes—G648 Is Amended By Adding</b>		
Grand Turk, BS VORTAC .....	Providenciales, BS VOR/DME .....	1,500
Providenciales, BS VOR/DME .....	Micas, IB FIX .....	2,000
<b>Bahamas Routes—63v Is Amended To Read in Part</b>		
Turps, FL FIX .....	Mixae, IB FIX .....	3,000
Mixae, IB FIX .....	Halbi, BS FIX .....	4,000
<b>§ 95.6001 Victor Routes U.S.</b>		
<b>§ 95.6014 VOR Federal Airway 14 Is Amended To Read in Part</b>		
Will Rogers, OK VORTAC .....	Totes, OK FIX .....	*3,700
*3,000—MOCA		
<b>§ 95.6017 VOR Federal Airway 17 Is Amended To Read in Part</b>		
Milet, TX FIX .....	Somer, TX FIX .....	*4,000
*2,500—MOCA		
<b>§ 95.6514 VOR Federal Airway 514 Is Amended To Read in Part</b>		
Twentynine Palms, CA VORTAC .....	*GoFFS, CA VORTAC .....	** 12,000
* 10,200—MCA GoFFS VORTAC NE		
** 7,800—MOCA		
<b>§ 95.6538 VOR Federal Airway 538 Is Amended To Read in Part</b>		
Twentynine Palms, CA VORTAC .....	*GoFFS, CA VORTAC .....	** 12,000

From	To	MEA
* 10,200—MCA GOFFS VORTAC NE ** 7,800—MOCA		

**§ 95.6566 VOR Federal Airway 566 Is Amended To Read in Part**

Works, TX FIX .....	Belcher, LA VORTAC .....	3,100
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From	To	MEA	MAA
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**§ 95.7001 Jet Routes**  
**§ 95.7010 Jet Route No. 10 Is Amended To Read in Part**

Twentynine Palms, CA VORTAC .....	Hippi, AZ FIX .....	23000	40000
Hippi, AZ FIX .....	Flagstaff, AZ VOR/DME .....	23000	40000
Flagstaff, AZ VOR/DME .....	Farmington, NM VORTAC .....	18000	40000

**§ 95.7147 Jet Route No. 147 Is Amended To Read in Part**

Beckley, WV VORTAC .....	Greenbrier VOR/DME .....	18000	45000
Greenbrier VOR/DME .....	Casanova, VA VORTAC .....	18000	45000

[FR Doc. 03-19403 Filed 7-29-03; 8:45 am]  
BILLING CODE 4910-13-P

**DEPARTMENT OF STATE**

**22 CFR Part 126**

[Public Notice 4399]

RIN 1400-AB82

**Bureau of Political-Military Affairs;  
Amendment to the International Traffic  
in Arms Regulations: Partial Lifting of  
Embargo Against Rwanda**

**AGENCY:** Department of State.

**ACTION:** Final rule.

**SUMMARY:** This rule amends the International Traffic in Arms Regulations (ITAR) by removing Rwanda from the list of embargoed country examples in 22 CFR 126.1(a). It further clarifies that a policy of denial will remain in place for any new license applications, requests for approval, exports or imports of defense articles or defense services destined for or originating in Rwanda other than by the Government of Rwanda.

**EFFECTIVE DATE:** July 30, 2003.

**FOR FURTHER INFORMATION CONTACT:** Mary Sweeney, Office of Defense Trade Controls Management, Bureau of Political-Military Affairs, Department of State (202) 663-2700.

**SUPPLEMENTARY INFORMATION:** The President issued Executive Order 12918 (May 26, 1994) implementing United Nations Security Council Resolution 918 (May 17, 1994). Due to the civil strife in Rwanda, Resolution 918 called upon all States to impose an embargo

upon Rwanda. Consequently, all licenses and other approvals authorizing the export or transfer of defense articles or services to Rwanda were suspended, and a denial policy was imposed upon all new applications or other requests for such exports or transfers to Rwanda by **Federal Register** notice of June 2, 1994. Effective August 17, 1994, section 126.1 of the ITAR was amended to add Rwanda to the exemplary list of embargoed countries.

United Nations Security Council Resolution 1011 (August 16, 1995) lifted the arms embargo only with respect to the Government of Rwanda. That Resolution retained the restriction that all States “\* \* \* continue to prevent” transfers of “arms and related materiel of all types \* \* \* to Rwanda, or to persons in the States neighboring Rwanda if such sale or supply is for the purpose of the use of such arms or materiel within Rwanda, other than to the Government of Rwanda \* \* \*.”

Accordingly, the policy of denial will remain in place for exports or other transfers of defense articles and defense services covered by section 38 of the Arms Export Control Act for use or originating in Rwanda other than by the Government of Rwanda. This action precludes the use in connection with non-governmental end-users in Rwanda of any exemptions from licensing or other approval requirements. Also, arms exports and transfers to or imports from Rwanda or neighboring States for use by the Government of Rwanda will continue to receive strict case-by-case review.

To implement United Nations Security Council Resolution 1011, section 126.1(a) of the ITAR is amended

and section 126.1(h) is added to set forth the policy of denial with respect to Rwanda except for the Government of Rwanda.

This amendment involves a foreign affairs function of the United States and therefore, is not subject to the procedures required by 5 U.S.C. 553 and 554. It is exempt from review under Executive Order 12866 but has been reviewed internally by the Department to ensure consistency with the purposes thereof. This rule does not require analysis under the Regulatory Flexibility Act or the Unfunded Mandates Reform Act. It has been found not to be a major rule within the meaning of the Small Business Regulatory Enforcement Act of 1966. It will not have substantial direct effects on the States, 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 application of Executive Orders 12372 and 13123. Interested parties are invited to submit written comments to the Department of State, Directorate of Defense Trade Controls, Office of Defense Trade Controls Management, ATTN: Regulatory Change, Rwanda embargo, 12th Floor, SA-1, Washington, DC 20522-0112.

**List of Subjects in 22 CFR Part 126**

Arms and munitions, Exports.

■ Accordingly, for the reasons set forth above, title 22, chapter I, subchapter M, part 126, is amended as follows: