

Administrator, Order Formulation and Enforcement, USDA/AMS/Dairy Programs, Stop 0231—Room 2968, 1400 Independence Avenue, SW., Washington, DC 20250—0231, (202) 720—6274, e-mail: *clifford.carman@usda.gov*.

SUPPLEMENTARY INFORMATION: In the final rule beginning on page 7063 of the *Federal Register* for Wednesday, February 12, 2003 (68 FR 7063), in the third column on page 7066, in § 1030.62, paragraph (h) is corrected by removing the word “butterfat” after the word “producer”.

Dated: March 14, 2003.

A.J. Yates,

Administrator, Agricultural Marketing Service.

[FR Doc. 03—6665 Filed 3—19—03; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. 99—NE—48—AD; Amendment 39—13090; AD 2003—06—03]

RIN 2120—AA64

Airworthiness Directives; General Electric Aircraft Engines CT7 Series Turboprop Engines

AGENCY: Federal Aviation Administration, DOT.

ACTION: Final rule.

SUMMARY: This amendment adopts a new airworthiness directive (AD) that is applicable to certain General Electric Aircraft Engines (GEAE) CT7 series turboprop engines. This amendment requires initial and repetitive inspections of the propeller gearbox (PGB) oil filter impeding bypass button (IBB) for extension (popping), requires follow-on inspections, maintenance, and replacement actions if the PGB oil filter IBB is popped, and if necessary, replacement of the PGB with a serviceable PGB. In addition, this amendment requires replacement of certain left-hand and right-hand idler gears at time of overhaul of PGBs, and the replacement of certain SN PGBs before accumulating 2,000 flight hours. This amendment is prompted by an ongoing investigation that concluded that low-time PGB removals are due to accelerated wear of the PGB idler gears, rather than improperly hardened PGB input pinions. The actions specified by this AD are intended to prevent separation of PGB left-hand and right-hand idler gears, which could result in

uncontained PGB failure and internal bulkhead damage, possibly prohibiting the auxiliary feathering system from fully feathering the propeller on certain PGBs.

DATES: Effective April 24, 2003. The incorporation by reference of certain publications listed in the regulations is approved by the Director of the Federal Register as of April 24, 2003.

ADDRESSES: The service information referenced in this AD may be obtained from General Electric Aircraft Engines CT7 Series Turboprop Engines, 1000 Western Ave, Lynn, MA 01910; telephone (781) 594—3140, fax (781) 594—4805. This information may be examined, by appointment, at the Federal Aviation Administration (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: Barbara Caufield, Aerospace Engineer, Engine Certification Office, FAA, Engine and Propeller Directorate, 12 New England Executive Park, Burlington, MA 01803—5299; telephone (781) 238—7146; fax (781) 238—7199.

SUPPLEMENTARY INFORMATION: A proposal to amend part 39 of the Federal Aviation Regulations (14 CFR part 39) to include an AD that is applicable to certain GEAE CT7 series turboprop engines was published in the *Federal Register* on June 13, 2002 (67 FR 40623). That action proposed to require initial and repetitive inspections of the PGB oil filter IBB for extension (popping), follow-on inspections, maintenance, and replacement actions if the PGB oil filter IBB is popped, and if necessary, replacement of the PGB with a serviceable PGB. In addition, that action proposed to require replacement of certain left-hand and right-hand idler gears at time of overhaul of PGBs, and the replacement of certain SN PGBs before accumulating 2,000 flight hours in accordance with GEAE CT7 Turboprop Service Bulletin CT7—TP S/B 72—0453, dated July 27, 2001 and GEAE CT7 Turboprop Service Bulletin CT7—TP S/B 72—0452, dated July 27, 2001.

Comments

Interested persons have been afforded an opportunity to participate in the making of this amendment. No comments were received on the proposal or the FAA's determination of the cost to the public. The FAA has determined that air safety and the

public interest require the adoption of the rule as proposed.

Economic Analysis

There are approximately 150 engines of the affected design installed on airplanes of U.S. registry that would be affected by this AD. The FAA estimates that each IBB inspection would take approximately 0.25 work hours per engine, and the average labor rate is \$60 per work hour. Inspection and replacement of idler gears would take approximately four work hours per engine at time of PGB overhaul. Replacement cost for idler gears per PGB is estimated to be \$140,670. Replacement of a PGB would take approximately 48 hours. Therefore, the total cost of the AD to U.S. operators would be approximately \$21,138,750.

Regulatory Analysis

This final rule does not have federalism implications, as defined in Executive Order 13132, because it would 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. 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, Incorporation by reference, 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: