

Determination: Approved. Based on information contained in the public agency's application, the FAA has determined that the approved class accounts for less than 1 percent of the total annual enplanements at Four Corners Regional Airport.

Brief Description of Projects Approved for Collection and Use:

Runway improvements
Taxiway improvements.
Apron improvements.
Drainage improvements.
Airfield improvements.
Airfield electrical improvements.
Security improvements.
Terminal improvements.
Non-revenue parking improvements.

Acquire safety equipment.
Conduct planning studies.
Service road improvements.
PFC application and administrative fees.

Decision Date: March 28, 2003.

For Further Information Contact: G. Thomas Wade, Southwest Region Airports Division, (817) 222-5613.

AMENDMENTS TO PFC APPROVALS

Amendment No. City, State	Amendment approved date	Original approved net PFC revenue	Amended approved net PFC revenue	Original estimated charge exp. date	Amended estimated charge exp. date
97-03-C-02-GEG, Spokane, WA*	01/24/03	\$32,083,332	\$35,859,822	06/01/05	05/01/05
01-04-C-01-HDN, Hayden, CO	02/19/03	150,833	163,842	08/01/05	08/01/05
96-02-C-01-PBI, West Palm Beach, FL	03/12/03	21,997,000	21,863,704	04/01/02	04/01/02
00-02-C-01-CEC, Crescent City, CA*	03/14/03	447,048	447,048	07/01/13	03/01/11
00-03-C-02-BHM, Birmingham, AL	03/20/03	13,500,000	15,100,000	06/01/03	11/01/03
93-01-C-02-OTH, North Bend, OR	03/25/03	162,044	139,785	01/01/98	01/01/98
96-02-C-02-OTH, North Bend, OR	03/25/03	68,731	95,984	04/01/99	04/01/99

Note: The amendments denoted by an asterisk (*) include a change to the PFC level charged from \$3.00 per enplaned passenger to \$4.50 per enplaned passenger. For Spokane, WA, this change is effective on April 1, 2003. For Crescent City, CA, this change is effective on June 1, 2003.

Issued in Washington, DC, on April 15, 2003.

Barry Molar,

Manager, Airports Financial Assistance Division.

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

[Docket No. FAA-2003-14374]

Rotor Manufacturing Induced Anomaly Database

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Order designating voluntarily submitted information as protected from disclosure.

SUMMARY: By this Order the FAA designates the information and data submitted to create the Rotor Manufacturing Induced Anomaly Database (known as the "ROMAN Database") as protected from disclosure under 14 CFR part 193, Protection of voluntarily submitted information. This designation requires the FAA to protect the information from disclosure under the Freedom of Information Act (5 U.S.C. 552) and other laws. The FAA makes this designation to encourage production approval holders and suppliers that manufacture high energy rotating gas turbine engine components to voluntarily submit information for inclusion into the ROMAN database.

Authority: 49 U.S.C. 40123; and 14 CFR part 193.

DATES: Effective April 14, 2003.

FOR FURTHER INFORMATION CONTACT: Dan Kerman, Aviation Safety Inspector-Manufacturing Process Specialist, Manufacturing Inspection Office, ANE-180, Engine and Propeller Directorate, Federal Aviation Administration, New England Region, 12 New England Executive Park, Burlington, MA 01802, telephone 781-238-7195; fax (781) 238-7898.

SUPPLEMENTARY INFORMATION: On February 4, 2003, the FAA issued a Notice proposing to designate information submitted to it to create the Rotor Manufacturing Induced Anomaly Database (known as the "ROMAN Database") as protected from disclosure under 14 CFR part 193 (68 FR 6790, February 10, 2003). No comments were received on the proposal.

Findings under CFR Part 193

The FAA finds:

(1) *The information will be provided voluntarily.* The FAA finds that the information will be provided voluntarily. Note that the information provided by the participants is beyond the scope of that required by the type certification mandatory reporting rules, and that the participants may withdraw from the program at any time. The ROMAN database will provide production approval holders (PAH) and suppliers of critical rotating parts with an opportunity to benefit from each other's adverse experiences and lessons learned that is not available without the protection of 14 CFR part 193. The identification of trends and the establishment of the shortfalls with the

base manufacturing processes as a result of the ROMAN database will provide economic benefit to the submitters.

(2) *The information is safety or security related.* The FAA finds that the information is safety related. The ROMAN database will contain comprehensive information on manufacturing-induced anomalies on critical rotating engine components. These anomalies are of the kind that are known to initiate disk fracture and fatigue failure resulting in aircraft accidents. Also, important background information will be used to relate those anomalies to specific manufacturing methods and materials. The database will be instrumental in identifying manufacturing process and material shortfalls that will assist the industry and the FAA in improving the integrity and safety of rotating parts of jet engines.

(3) *The disclosure of the information would inhibit the voluntary provision of that type of information.* The FAA finds that the disclosure of the information would inhibit persons from voluntarily providing of that type of information. The information submitted for the ROMAN database would be highly sensitive and commercially valuable information. One of the reasons why such a database does not already exist is the reluctance of each participant to share its data and lessons learned with the FAA as well as each other without the assurances of protection from public disclosure.

(4) *The receipt of this type of information aids in fulfilling the FAA's safety and security responsibilities.* The