

ACTION: Final rule; request for comments, correction.

SUMMARY: This document makes corrections to Airworthiness Directive (AD) 2003-07-11, applicable to Rolls-Royce Deutschland Ltd & Co KG (formerly Rolls-Royce Deutschland GmbH, formerly BMW Rolls-Royce GmbH), models BR700-710A1-10 and BR700-710A2-20 turbofan engines. AD 2003-07-11 was published in the **Federal Register** on April 11, 2003 (68 FR 17727). In the compliance section, paragraph (g) incorrectly references cycles and should reference hours, and the paragraph lettering sequence after paragraph (g) is incorrect. This document corrects cycles to hours and corrects the paragraph lettering sequence. In all other respects, the original document remains the same.

EFFECTIVE DATE: April 28, 2003.

FOR FURTHER INFORMATION CONTACT: James Lawrence, Aerospace Engineer, Engine Certification Office, FAA, Engine and Propeller Directorate, 12 New England Executive Park, Burlington, MA 01803-5299; telephone (781) 238-7176; fax (781) 238-7199.

SUPPLEMENTARY INFORMATION: A final rule; request for comments airworthiness directive FR DOC 03-8327, applicable to Rolls-Royce Deutschland Ltd & Co KG models BR700-710A1-10 and BR700-710A2-20 turbofan engines, was published in the **Federal Register** on April 11, 2003 (68 FR 17727). The following correction is needed:

On page 17729, in the second column, under Repetitive Inspections heading, paragraph (g), third line, which reads "accumulating 500 cycles-since-the-last visual and ultrasonic inspections" is corrected to read "accumulating 500 hours-since-the-last visual and ultrasonic inspections". Also, on page 17729, in the second column, under Inspection Reporting Requirements heading, paragraph letter "(g)" is corrected to read "(h)", under Alternative Methods of Compliance heading, paragraph letter "(h)" is corrected to read "(i)", under Special Flight Permits heading, paragraph "(i)" is corrected to read "(j)", under Documents That Have Been Incorporated by Reference heading, paragraph "(j)" is corrected to read "(k)", and in the third column, under Effective Date heading, paragraph "(k)" is corrected to read "(l)".

Issued in Burlington, MA, on April 17, 2003.

Francis A. Favara,

Acting 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-2003-14927; Airspace Docket No. 03-ACE-33]

Modification of Class E Airspace; Crete, NE

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Direct final rule; request for comments.

SUMMARY: The Crete Nondirectional Radio Beacon (NDB) will be decommissioned and NDB Standard Instrument Approach Procedures (SIAPs) serving Crete Municipal airport will be cancelled effective July 10, 2003. Controlled airspace extending upward from 700 feet Above Ground Level (AGL) that accommodates the NDB SIAPs will no longer be needed. An examination of controlled airspace for Crete, NE revealed discrepancies in the Crete Municipal Airport, NE airport reference point.

The intended effect of this rule is to modify the Crete, NE Class E airspace area legal description, provide appropriate controlled Class E airspace for aircraft operating under Instrument Flight Rules (IFR) at Crete, NE, delete the Crete NDB and coordinates from the legal description and comply with the criteria of FAA Order 7400.2E.

DATES: This direct final rule is effective on 0901 UTC, July 10, 2003.

Comments for inclusion in the Rules Docket must be received on or before May 30, 2003.

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-2003-14927/Airspace Docket No. 03-ACE-33, 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: Brenda Mumper, Air Traffic Division, Airspace Branch, ACE-520A, DOT Regional Headquarters Building, Federal Aviation Administration, 901 Locust, Kansas City, MO 64106; telephone (816) 329-2524.

SUPPLEMENTARY INFORMATION: This amendment to 14 CFR 71 modifies the Class E airspace area extending upward from 700 feet above the surface at Crete, NE. The Crete NDB is decommissioned effective July 10, 2003. NDB SIAPs that serve Crete Municipal Airport are cancelled on that date. Controlled airspace extending upward from 700 feet AGL that accommodates these SIAPs will no longer be needed. The amendment to Class E airspace at Crete, NE provides controlled airspace at and above 700 feet AGL to contain SIAPs, other than the NDB SIAPs, at Crete Municipal Airport. Additional Class E airspace necessary for the NDB SIAPs is revoked. The Crete NDB and coordinates, and reference to these, are deleted from the legal description of Crete, NE Class E airspace. The current Crete Municipal Airport reference point is incorporated into the legal description of Crete, NE Class E airspace. This modification brings the legal description of this airspace area 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 7400.9K, dated August 30, 2002, and effective September 16, 2002, 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**