

TABLE 3.—DRAWDOWN SCHEDULE FOR RB211–535E4 ENGINES OPERATING TO FLIGHT PLAN B—Continued

Disc CSN	Action	Replace disc	
		Without eddy current inspection	With eddy current inspection
(3) Fewer than 14,600 CSN on December 31, 2000 and greater than 16,500 CSN on December 31, 2004.	Remove disc from service or perform optional on-wing eddy current disc inspection.	Before accumulating 17,000 CSN or by December 31, 2004, whichever occurs first.	Within 3,000 CIS after the inspection, but do not exceed the new reduced life limit specified in Table 1 this AD.
(4) Fewer than 14,600 CSN on December 31, 2000 and greater than 14,600 CSN on December 31, 2005.	Remove disc from service or perform on-wing eddy current disc inspection.	Before accumulating 16,500 CSN or by December 31, 2005, whichever occurs first.	Within 3,000 CIS after the inspection, but do not exceed the new reduced life limit specified in this AD.
(5) Fewer than 14,600 CSN on December 31, 2000 and fewer than 14,600 CSN on December 31, 2005.	No action required .....	N/A .....	N/A.

(f) Information regarding disc removal may be found in 3.A. of the Accomplishment Instructions of MSB RB.211–72–D181, Revision 3, dated August 16, 2002.

(g) The optional on-wing eddy current disc inspection must be performed in accordance with 3.C.(1) through 3.C.(6) of the Accomplishment Instructions of MSB RB.211–72–D181, Revision 3, dated August 16, 2002.

**Note 2:** For engines moving from Flight Plans A to B or B to A, the intermix calculations found in MSB RB.211–72–D181, Revision 3, dated August 16, 2002, may be applied to the life limits.

#### Alternative Methods of Compliance

(h) 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 3:** 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

(i) 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.

#### Documents That Have Been Incorporated By Reference

(j) The actions must be done in accordance with Rolls-Royce plc mandatory service bulletin RB.211–72–D181, Revision 3, dated August 16, 2002. This incorporation by reference was approved by the Director of the Federal Register in accordance with 5 U.S.C. 552(a) and 1 CFR part 51. Copies may be obtained from Rolls-Royce plc, P.O. Box 31 Derby, DE24 8BJ, United Kingdom; telephone 011–44–1332–242424; fax 011–44–1332–249936. Copies may be inspected at the 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.

**Note 4:** The subject of this AD is addressed in CAA airworthiness directive 006–05–2001, dated August 3, 2001.

#### Effective Date

(k) This amendment becomes effective on October 2, 2003.

Issued in Burlington, Massachusetts, on August 20, 2003.

**Francis A. Favara,**

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

[FR Doc. 03–21740 Filed 8–27–03; 8:45 am]

**BILLING CODE 4910–13–P**

## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### 14 CFR Part 71

#### RIN 2120–AA66

[Docket No. FAA–2003–15978; Airspace Docket No. 03–AAL–14]

#### Establishment of Jet Routes 618 and 623, and Revocation of Jet Routes 600 and 601; AK

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

**ACTION:** Final rule.

**SUMMARY:** This action changes the designation of Jet Routes 600 and 601 (J–600 and J–601) to J–618 and J–623. Currently, there are two jet routes in Canada with the same designation of J–600 and J–601, which is creating continuous data processing problems and confusion. This action will eliminate the dual designation of the jet route numbers. There are no changes to any of the existing route alignments, radials, or altitudes. This action will enhance safety by eliminating the

likelihood of flight plan processing problems.

**EFFECTIVE DATES:** 0901 UTC, October 30, 2003.

**FOR FURTHER INFORMATION CONTACT:** Ken McElroy, Airspace and Rules Division, ATA–400, Office of Air Traffic Airspace Management, Federal Aviation Administration, 800 Independence Avenue, SW., Washington, DC 20591; telephone: (202) 267–8783.

#### SUPPLEMENTARY INFORMATION:

#### History

The FAA has identified a duplication in jet route number designations in Canada and the U.S. The jet routes, J–600 and J–601, have caused repeated route validation problems in flight plan processing. By changing the U.S. designations of J–600 and J–601 to J–618 and J–623, the FAA will eliminate any confusion between Canada and the U.S. jet routes.

#### The Rule

This action amends Title 14 Code of Federal Regulations (14 CFR) part 71 (part 71) by changing the designation of J–600 and J–601 to J–618 and J–623. There are no changes to any of the existing route alignments, radials, or altitudes. This action will enhance safety by eliminating the likelihood of flight plan processing problems, and reduce controller workload. Because this action is needed for safety reasons, the FAA finds that notice and public comment under 5 U.S.C. 552(b) is impracticable and contrary to public interest.

Jet routes are published in paragraph 2004, 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 jet routes listed in this document would be published subsequently in the order.