

Discs That Have Been Intermixed Between Engine Models

(m) Information on intermixing discs between engine models can be found in the RR Time Limits Manual, 05–00–01.

Alternative Methods of Compliance

(n) The Manager, Engine Certification Office, has the authority to approve alternative methods of compliance for this AD if requested using the procedures found in 14 CFR 39.19.

Material Incorporated by Reference

(o) You must use the service information specified in the following Table 5 to perform the inspections and drawdown required by this AD. Approval of incorporation by reference from the Office of the Federal Register is pending.

TABLE 5.—INCORPORATION BY REFERENCE

Service bulletin No.	Page	Revision	Date
Mandatory Service Bulletin No. RB.211–72–D428 Total Pages: 27	All	3	June 30, 2003.
Service Bulletin No. RB.211–72–E148 Total Pages: 83	All	Original	March 13, 2003.
Service Bulletin No. RB.211–72–E150 Total pages: 72	All	1	June 4, 2003.

Related Information

(p) CAA airworthiness directive 006–04–2002, dated April 2002, also addresses the subject of this AD.

Issued in Burlington, Massachusetts, on October 21, 2003.

Robert J. Ganley,

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

[FR Doc. 03–26980 Filed 10–24–03; 8:45 am]

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DEPARTMENT OF TRANSPORTATION**Federal Aviation Administration**

[Docket No. FAA–2003–14594]

14 CFR Part 121**Operating Requirements: Domestic, Flag, and Supplemental Operations; Petition for Rulemaking**

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Notice of a petition for rulemaking.

SUMMARY: This document contains a summary of a petition for rulemaking from the Air Transport Association of America, Inc. to change certain specified requirements of 14 CFR. The purpose of this document is to improve the public's awareness of, and participation in, this aspect of FAA's regulatory activities. Neither publication of this document nor the inclusion or omission of information in the summary is intended to affect the legal status of any petition or its final disposition. Although 14 CFR part 11 does not require the publication of a summary for a petition to amend a regulation, we have determined that the public should be afforded the opportunity to comment on this issue.

DATES: Comments on the petition received must identify the petition

docket number involved and must be received on or before December 26, 2003.

ADDRESSES: You may submit comments to DMS Docket Number FAA–2003–14594 by any of the following methods:

- *Web site:* <http://dms.dot.gov>.

Follow the instructions for submitting comments on the DOT electronic docket site.

- *Fax:* 1–202–493–2251.

- *Mail:* Docket Management Facility; U.S. Department of Transportation, 400 Seventh Street, SW., Nassif Building, Room PL–401, Washington, DC 20590–001.

- *Hand Delivery:* Room PL–401 on the plaza level of the Nassif Building, 400 Seventh Street, SW., Washington, DC, between 9 am and 5 pm, Monday through Friday, except Federal Holidays.

- *Federal Rulemaking Portal:* Go to <http://www.regulations.gov>. Follow the online instructions for submitting comments.

Docket: For access to the docket to read background documents or comments received, go to <http://dms.dot.gov> at any time or to Room PL–401 on the plaza level of the Nassif Building, 400 Seventh Street, SW., Washington, DC, between 9 am and 5 pm, Monday through Friday, except Federal Holidays.

FOR FURTHER INFORMATION CONTACT: Sandy Buchanan-Sumter (202) 267–7271, Office of Rulemaking (ARM–1), Federal Aviation Administration, 800 Independence Avenue, SW., Washington, DC 20591.

Petition

Docket No.: FAA–2003–14594.

Petitioner: Air Transport Association of America, Inc.

Section of 14 CFR Affected: 14 CFR 121.391(a) and 121.393(b)

Description of Change Sought: The proposed amendment would permit a

flight attendant to communicate with company or airport personnel via the jet bridge telephone located adjacent to the aircraft door while passengers are boarding, deplaning, or are on board, in order to perform safety, security, and/or passenger service duties. The amendment would reduce the number of required flight attendants onboard the aircraft while the aircraft is on the ground and stationary.

Section 121.391 states:

(a) Each certificate holder shall provide at least the following flight attendants on each passenger-carrying airplane used:

(1) For airplanes having a maximum payload capacity of more than 7,500 pounds and having a seating capacity of more than 9 but less than 51 passengers—one flight attendant.

(2) For airplanes having a maximum payload capacity of 7,500 pounds or less and having a seating capacity of more than 19 but less than 51 passengers—one flight attendant.

(3) For airplanes having a seating capacity of more than 50 but less than 101 passengers—two flight attendants.

(4) For airplanes having a seating capacity of more than 100 passengers—two flight attendants plus one additional flight attendant for each unit (or part of a unit) of 50 passenger seats above a seating capacity of 100 passengers

Section 121.393 states:

(b) On each airplane for which flight attendants are required by § 121.391(a), but the number of flight attendants remaining on board is fewer than required by § 121.391(a), the certificate holder must meet the following requirements:

(1) The certificate holder shall ensure that:

(i) The airplane engines are shut down;