

TABLE 4.—ACCEPTABLE BASIC ISSUE ALERT SERVICE BULLETINS—Continued

For model—	Bombardier alert service bulletin—
CL-600-2A12 (CL-601) series airplanes, and CL-600-2B16 (CL-601-3A and CL-601-3R) series airplanes.	A601-0532, Basic Issue, dated November 29, 2001.
CL-600-2B16 (CL-604) series airplanes.	A604-27-007, Basic Issue, dated November 29, 2001.

**Time Limits/Maintenance Checks**

(g) After doing the actions specified in paragraph (d) or (e) of this AD, revise the Airworthiness Limitation Section (ALS) of the Instructions for Continued Airworthiness to state the following (this may be accomplished by inserting a copy of this AD in the ALS):

“Do the applicable Time Limits/Maintenance Checks (TLMC) inspection task for the flap vane brackets at the times specified in the following table:

TABLE 5.—COMPLIANCE TIME FOR TLMCS

Condition of brackets and gaps	Compliance time
No gap or crack in any flap vane bracket.	Continue using existing TLMC bracket schedule as published in the applicable ALS.
No crack in any flap vane bracket, but shims added.	For Model CL-600-1A11 (CL-600), CL-600-2A12 (CL-601), and CL-600-2B16 (CL-601-3A and CL-601-3R) series airplanes: Repeat inspections remain at 600 landings from rework.  For Model CL-600-2B16 (CL-604) series airplanes: Repeat inspections remain at 1,800 landings from rework.
All 12 flap vane brackets have been replaced.	For Model CL-600-1A11 (CL-600), CL-600-2A12 (CL-601), and CL-600-2B16 (CL-601-3A and CL-601-3R) series airplanes:

TABLE 5.—COMPLIANCE TIME FOR TLMCS—Continued

Condition of brackets and gaps	Compliance time
	New threshold of 7,000 landings from installation of new flap vane brackets. Repeat inspections remain at 600 landings.
	For Model CL-600-2B16 (CL-604) series airplanes: New threshold of 7,200 landings from installation of new flap vane brackets. Repeat inspections remain at 1,800 landings.”

(h) After doing the requirements of paragraph (g) of this AD, except as provided in paragraph (i) of this AD, no alternative inspection times may be approved for these flap vane brackets.

**Alternative Methods of Compliance**

(i) 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, New York ACO, FAA. Operators shall submit their requests through an appropriate FAA Principal Maintenance Inspector, who may add comments and then send it to the Manager, New York ACO.

**Note 4:** Information concerning the existence of approved alternative methods of compliance with this AD, if any, may be obtained from the New York ACO.

**Special Flight Permits**

(j) Special flight permits may be issued in accordance with sections 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 accomplished.

**Incorporation by Reference (IBR)**

(k) Unless otherwise specified in this AD, the actions shall be done in accordance with the Bombardier alert service bulletin specified in Table 5 of this AD, as applicable. Table 5 is as follows:

TABLE 6.—IBR ALERT SERVICE BULLETINS

Alert service bulletin	Excluding
Bombardier Alert Service Bulletin A600-0699, Revision 01, dated July 8, 2002.	Service Bulletin Incorporation Sheet, Flap Vane Bracket Inspection Program page, and Minimum Edge Distance Inspection pages.

TABLE 6.—IBR ALERT SERVICE BULLETINS—Continued

Alert service bulletin	Excluding
Bombardier Alert Service Bulletin A601-0532, Revision 01, dated July 8, 2002.	Service Bulletin Incorporation Sheet, Flap Vane Bracket Inspection Program page, and Minimum Edge Distance Inspection pages.
Bombardier Alert Service Bulletin A604-27-007, Revision 01, dated July 8, 2002.	Service Bulletin Incorporation Sheet, Flap Vane Bracket Inspection Program page, and Minimum Edge Distance Inspection pages.

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 Bombardier, Inc., Canadair, Aerospace Group, P.O. Box 6087, Station A, Montreal, Quebec H3C 3G9, Canada. Copies may be inspected at the FAA, Transport Airplane Directorate, 1601 Lind Avenue, SW., Renton, Washington; or at the FAA, New York Aircraft Certification Office, 10 Fifth Street, Third Floor, Valley Stream, New York; or at the Office of the Federal Register, 800 North Capitol Street, NW., suite 700, Washington, DC.

**Note 5:** The subject of this AD is addressed in Canadian airworthiness directives CF-2002-36 and CF-2002-37, effective August 30, 2002.

**Effective Date**

(l) This amendment becomes effective on May 8, 2003.

Issued in Renton, Washington, on April 14, 2003.

**Ali Bahrami,**

*Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.*

[FR Doc. 03-9690 Filed 4-22-03; 8:45 am]

**BILLING CODE 4910-13-P**

**DEPARTMENT OF TRANSPORTATION****Federal Aviation Administration****14 CFR Part 39**

[Docket No. 2000-NE-48-AD; Amendment 39-13107; AD 2003-07-11]

**RIN 2120-AA64**

**Airworthiness Directives; Rolls-Royce Deutschland Ltd & Co KG Models BR700-710A1-10 and BR700-710A2-20 Turbofan Engines; Correction**

**AGENCY:** Federal Aviation Administration, DOT.

**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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**BILLING CODE 4910-13-P**

## 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**