

including their name, the address of all locations at which they conduct the businesses that require them to register, and all trade or business names under which they conduct these businesses. These parties must register with FSIS within 90 days after they begin to engage in any of the businesses that require them to register. Because FSIS has developed a new registration form that requires that registrants disclose certain information that was not required on the previous form, all parties required to register with FSIS, including those currently registered, must complete the new form and submit it to FSIS.

Estimate of burden: FSIS estimates that completing the form will take an average of 10 minutes.

Respondents: Meat brokers; poultry products brokers; renderers; animal food manufacturers; wholesalers; warehousemen; and persons that engage in the business of buying, selling, transporting in commerce, or importing, any dead, dying, disabled, or diseased livestock or poultry, or parts of the carcasses of livestock or poultry that have died otherwise than by slaughter.

Estimated number of respondents: 9125 per year.

Estimated number of responses per respondent: 1.

Estimated total annual burden on respondents: 1,521 hours.

Copies of this information collection assessment can be obtained from John O'Connell, Paperwork Reduction Act Coordinator, Food Safety and Inspection Service, USDA, 112 Annex, 300 12th St., Washington, DC 20250.

Comments are invited on: (a) Whether the proposed collection of information is necessary for the proper performance of the functions of the Agency, including whether the information will have practical utility; (b) the accuracy of the Agency's estimate of the burden of the proposed collection of information, including the validity of the methodology and assumptions used; (c) ways to enhance the quality, utility, and clarity of the information to be collected; and (d) ways to minimize the burden of the collection of information on those who are to respond, including through the use of appropriate automated, electronic, mechanical, or other technological collection techniques or other forms of information technology.

Comments may be sent to John O'Connell, see address above, and the Desk Officer for Agriculture, Office of Information and Regulatory Affairs, Office of Management and Budget, Washington, DC 20253. Comments are requested by August 25, 2003. To be

most effective, comments should be sent to OMB within 30 days of the publication date.

Additional Public Notification

Public awareness of all segments of rulemaking and policy development is important. Consequently, in an effort to ensure that minorities, women, and persons with disabilities are aware of this notice, FSIS will announce it and make copies of this **Federal Register** publication available in the FSIS Constituent Update, which is communicated via Listserv, a free e-mail subscription service. In addition, the update is available on-line through the FSIS web page located at <http://www.fsis.usda.gov>. The update is used to provide information regarding FSIS policies, procedures, regulations, **Federal Register** notices, FSIS public meetings, recalls, and any other types of information that could affect or would be of interest to our constituents and stakeholders. The constituent Listserv consists of industry, trade, and farm groups, consumer interest groups, allied health professionals, scientific professionals, and other individuals who have requested to be included. Through the Listserv and web page, FSIS is able to provide information to a much broader, more diverse audience.

For more information, contact the Congressional and Public Affairs Office at (202) 720-9113. To be added to the free e-mail subscription service (Listserv), go to the "Constituent Update" page on the FSIS web site at <http://www.fsis.usda.gov/oa/update/update.htm>. Click on the "Subscribe to the Constituent Update Listserv" link, then fill out and submit the form.

Done in Washington, DC, on June 17, 2003.

Garry L. McKee,

Administrator.

[FR Doc. 03-15741 Filed 6-24-03; 8:45 am]

BILLING CODE 3410-DM-P

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Parts 21, 91, 121, 125, and 129

[Docket No. FAA-1999-6411; Amendment Nos. 21-83, 91-272, 121-285, 125-40, 129-35; Special Federal Aviation Regulation No. 88]

RIN 2120-AG62

Extension of Compliance Times for Fuel Tank System Safety Assessments; Correction

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Final rule; correction.

SUMMARY: This document makes corrections to the final rule published in the **Federal Register** on December 9, 2002 (67 FR 72830). That rule extended the compliance deadline for supplemental type certificate holders to complete safety assessments of their fuel tank systems, and any system that may affect the fuel tank system, and to develop design changes and maintenance programs needed to correct unsafe conditions.

EFFECTIVE DATE: This correction is effective on June 25, 2003.

FOR FURTHER INFORMATION CONTACT: Mike Dostert, telephone (425) 227-2132.

Correction

In the final rule FR Doc. 02-30997, on page 72830 in the **Federal Register** issue of December 9, 2002, make the following corrections:

1. On page 72830, in column 1 in the heading section, beginning on line 4, correct "Amendment Nos. 21-82, 91-272, 121-285, 125-140, 129-35" to read "Amendment Nos. 21-83, 91-272, 121-285, 125-40, 129-35, Special Federal Aviation Regulation No. 88".

2. On page 72833, third column, first sentence of amendatory instruction 2, correct "SFAR No. 88-1" to read "SFAR No. 88".

Issued in Washington, DC, on June 13, 2003.

Donald P. Byrne,

Assistant Chief Counsel for Regulations.

[FR Doc. 03-16001 Filed 6-24-03; 8:45 am]

BILLING CODE 4910-13-P

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. 2000-NE-13-AD; Amendment 39-13200; AD 2003-12-15]

RIN 2120-AA64

Airworthiness Directives; Rolls-Royce RB211 Series Turbofan Engines

AGENCY: Federal Aviation Administration, DOT.

ACTION: Final rule.

SUMMARY: This amendment adopts a new airworthiness directive (AD), that is applicable to Rolls-Royce (RR) plc RB211-535E4-37, RB211-535E4-B-37, and RB211-535E4-B-75 series turbofan engines. This amendment requires introducing an alternative technique to ultrasonically inspect installed fan blades on-wing using a surface wave

ultrasonic probe. This action also adds the application of Metco 58 blade root coating as an optional terminating action. This amendment is prompted by the discovery of cracks on LPC fan blade roots during an engine overhaul. The actions specified by this AD are intended to detect cracks in LPC fan blade roots, which if not detected, could lead to uncontained multiple fan blade failure, and damage to the airplane.

DATES: Effective July 30, 2003. The incorporation by reference of certain publications listed in the regulations is approved by the Director of the Federal Register as of July 30, 2003.

ADDRESSES: The service information referenced in this AD may be obtained from Rolls-Royce plc, PO Box 31, Derby, England, DE248BJ; telephone: 011-44-1332-242-424; fax: 011-44-1332-249-936. This information may be examined, by appointment, at the Federal Aviation Administration (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.

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 proposal to amend part 39 of the Federal Aviation Regulations (14 CFR part 39) to include an AD that is applicable to Rolls-Royce (RR) plc RB211-535E4-37, RB211-535E4-B-37, and RB211-535E4-B-75 series turbofan engines was published in the **Federal Register** on August 9, 2001 (66 FR 41808). That proposal was revised by a supplemental

notice of proposed rulemaking (SNPRM) to amend part 39 of the Federal Aviation Regulations (14 CFR part 39). That SNPRM was published in the **Federal Register** on February 20, 2003 (68 FR 8157). That action proposed to introduce an alternative technique to ultrasonically inspect installed fan blades on-wing using a surface wave ultrasonic probe and also to add the application of Metco 58 blade root coating as an optional terminating action in accordance with Rolls-Royce plc mandatory service bulletin RB.211-72-C879, Revision 3, dated October 9, 2002.

Comments

Interested persons have been afforded an opportunity to participate in the making of this amendment. No comments were received on the proposal or the FAA's determination of the cost to the public. The FAA has determined that air safety and the public interest require the adoption of the rule as proposed.

Regulatory Analysis

This final rule does not have federalism implications, as defined in Executive Order 13132, because it would not have a substantial direct effect on the States, on the relationship between the national government and the States, or on the distribution of power and responsibilities among the various levels of government. Accordingly, the FAA has not consulted with state authorities prior to publication of this final rule.

For the reasons discussed above, I certify that this action (1) is not a "significant regulatory action" under Executive Order 12866; (2) is not a "significant rule" under the DOT Regulatory Policies and Procedures (44

FR 11034, February 26, 1979); and (3) will not have a significant economic impact, positive or negative, on a substantial number of small entities under the criteria of the Regulatory Flexibility Act. A final evaluation has been prepared for this action and it is contained in the Rules Docket. A copy of it may be obtained by contacting the Rules Docket at the location provided under the caption **ADDRESSES**.

List of Subjects in 14 CFR Part 39

Air transportation, Aircraft, Aviation safety, Incorporation by reference, Safety.

Adoption of the Amendment

■ Accordingly, pursuant to the authority delegated to me by the Administrator, the Federal Aviation Administration amends part 39 of the Federal Aviation Regulations (14 CFR part 39) as follows:

PART 39—AIRWORTHINESS DIRECTIVES

■ 1. The authority citation for part 39 continues to read as follows:

Authority: 49 U.S.C. 106(g), 40113, 44701.

§ 39.13 [Amended]

■ 2. Section 39.13 is amended by adding a new airworthiness directive to read as follows:

2003-12-15 Rolls-Royce plc: Amendment 39-13200. Docket No. 2000-NE-13-AD.

Applicability: This airworthiness directive (AD) is applicable to Rolls-Royce (RR) plc RB211-535E4-37, RB211-535E4-B-37, and RB211-535E4-B-75 series turbofan engines with low pressure compressor (LPC) fan blades with the part numbers (P/Ns) listed in Table 1 of this AD. These engines are installed on, but not limited to Boeing 757 and Tupolev Tu204 series airplanes. Table 1 follows:

TABLE 1.—APPLICABLE LPC FAN BLADE P/NS

| | | | | |
|---------|---------|---------|---------|---------|
| UL16135 | UL16171 | UL16182 | UL19643 | UL20044 |
| UL20132 | UL20616 | UL21345 | UL22286 | UL23122 |
| UL24525 | UL24528 | UL24530 | UL24532 | UL24534 |
| UL27992 | UL28601 | UL28602 | UL29511 | UL29556 |
| UL30817 | UL30819 | UL30933 | UL30935 | UL33707 |
| UL33709 | UL36992 | UL37090 | UL37272 | UL37274 |
| UL37276 | UL37278 | UL38029 | UL38032 | |

Note 1: This AD applies to each engine identified in the preceding applicability provision, regardless of whether it has been modified, altered, or repaired in the area subject to the requirements of this AD. For engines that have been modified, altered, or repaired so that the performance of the requirements of this AD is affected, the owner/operator must request approval for an alternative method of compliance in accordance with paragraph (g) of this AD.

The request should include an assessment of the effect of the modification, alteration, or repair on the unsafe condition addressed by this AD; and, if the unsafe condition has not been eliminated, the request should include specific proposed actions to address it.

Compliance: Compliance with this AD is required as indicated, unless already done.

To detect cracks in LPC fan blade roots, which if not detected, could lead to

uncontained multiple fan blade failure, and damage to the airplane, do the following:

(a) If you have a full set of fan blades, modified using RR service bulletin RB.211-72-C946, dated August 6, 2002, that can be identified by a blue triangle etched on the blade airfoil suction surface close to the leading edge tip of each blade, no further action is required.

(b) On RB211-535E4 engines, operated to Flight Profile A, ultrasonically inspect, and if

required, relubricate using the following Table 2:

TABLE 2.—RB211–535E4 FLIGHT PROFILE A

| Engine location | Initial inspection within (CSN) | Type action | In accordance with | Repeat inspection within (CSN) |
|-------------------|---------------------------------|---|--|--------------------------------|
| (1) On-wing | 17,350 | (i) Root Probe, inspect and relubricate, OR | RB.211–72–C879 Revision 3, 3.A.(1) through 3.A.(7), dated October 9, 2002. | 1,400. |
| | | (ii) Wave Probe | RB.211–72–C879 Revision 3, 3.B.(1) through 3.B.(7), dated October 9, 2002. | 1,150. |
| (2) In Shop | 17,350 | Root Probe, inspect and relubricate | RB.211–72–C879 Revision 3, 3.C.(1) through 3.C.(4), dated October 9, 2002. | 1,400. |

(c) On RB211–535E4 engines, operated to Flight Profile B, ultrasonically inspect, and if required, relubricate using the following Table 3:

TABLE 3.—RB211–535E4 FLIGHT PROFILE B

| Engine location | Initial inspection within (CSN) | Type action | In accordance with | Repeat inspection within (CSN) |
|-------------------|---------------------------------|---|--|--------------------------------|
| (1) On-wing | 12,350 | (i) Root Probe, inspect and relubricate, OR | RB.211–72–C879 Revision 3, 3.A.(1) through 3.A.(7), dated October 9, 2002. | 850. |
| | | (ii) Wave Probe | RB.211–72–C879 Revision 3, 3.B.(1) through 3.B.(7), dated October 9, 2002. | 700. |
| (2) In Shop | 12,350 | Root Probe, inspect and relubricate | RB.211–72–C879 Revision 3, 3.C.(1) through 3.C.(4), dated October 9, 2002. | 850. |

(d) On RB211–535E4 engines, operated to combined Flight Profile A and B, ultrasonically inspect, and if required, relubricate using the following Table 4:

TABLE 4.—RB211–535E4 FLIGHT PROFILE A AND B

| Engine location | Initial inspection within (CSN) | Type action | In accordance with | Repeat inspection within (CSN) |
|-------------------|---|--|--|--------------------------------|
| (1) On-wing | 65% hard life (To calculate, see Compliance Section 1.C.(4)). | (i) Root Probe, inspect and relubricate, OR. | RB.211–72–C879 Revision 3, 3.A.(1) through 3.A.(7), dated October 9, 2002. | As current flight profile. |
| | | (ii) Wave Probe | RB.211–72–C879 Revision 3, 3.B.(1) through 3.B.(7), dated October 9, 2002. | As current flight profile. |
| (2) In Shop | 65% hard life (To calculate, see Compliance Section 1.C.(4)). | Root Probe, inspect and relubricate. | RB.211–72–C879 Revision 3, 3.C.(1) through 3.C.(4), dated October 9, 2002. | As current flight profile. |

Note 2: Fan blades that have been operated within RB211–535E4 Flight Profile A and B will have final life as defined in the Time

Limits Manual. See References Section 1.G.(3), of MSB RB.211–72–C879, Revision 3, dated October 9, 2002.

(e) On RB211–535E4–B engines, ultrasonically inspect, and if required, relubricate using the following Table 5:

TABLE 5.—RB211–535E4–B

| Engine location | Initial inspection within (CSN) | Type action | In accordance with | Repeat inspection within (CSN) |
|-------------------|---------------------------------|---|---|--------------------------------|
| (1) On-wing. | 17,000. | (i) Root Probe, inspect and relubricate, OR | RB.211–72–C879 Revision 3, 3.A.(1) through 3.A.(7), dated October 9, 2002. | 1,200. |
| | | (ii) Wave Probe. | RB.211–72–C879 Revision 3, 3.B.(1) through 3.B.(7), dated October 9, 2002.. | 1,000. |

TABLE 5.—RB211–535E4–B—Continued

| Engine location | Initial inspection within (CSN) | Type action | In accordance with | Repeat inspection within (CSN) |
|-------------------|---------------------------------|---|--|--------------------------------|
| (2) In Shop. | 17,000. | Root Probe, inspect and relubricate. | RB.211–72–C879 Revision 3.3.C.(1) through 3.C.(4), dated October 9, 2002.. | 1,200. |

Optional Terminating Action

(f) Application of Metco 58 blade root coating using RR SB RB.211–72–C946, Revision 1, dated August 6, 2002, constitutes terminating action to the repetitive inspection requirements specified in paragraphs (b), (c), (d), and (e) of this AD.

Alternative Methods of Compliance

(g) 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

(h) 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 aircraft to a location where the requirements of this AD can be done.

Documents That Have Been Incorporated By Reference

(i) The inspections must be done in accordance with Rolls-Royce plc mandatory service bulletin RB.211–72–C879, Revision 3, dated October 9, 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, PO Box 31, Derby, England, DE248BJ; telephone: 011–44–1332–242–424; fax: 011–44–1332–249–936. 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 AD 002–01–2000, dated October 9, 2002.

Effective Date

(j) This amendment becomes effective on July 30, 2003.

Issued in Burlington, Massachusetts, on June 13, 2003.

Peter A. White,

Acting Manager, Engine and Propeller Directorate, Aircraft Certification Service.
[FR Doc. 03–15449 Filed 6–24–03; 8:45 am]
BILLING CODE 4910–13–P

DEPARTMENT OF HOMELAND SECURITY

Coast Guard

33 CFR Parts 1, 3, 5, 52, 100, 110, 151, 154, 155, 162, 165, 173, and 174

[USCG–2003–15404]

RIN 1625–ZA00

**Navigation and Navigable Waters—
Technical, Organizational, and
Conforming Amendments**

AGENCY: Coast Guard, DHS.

ACTION: Final rule.

SUMMARY: This rule makes editorial and technical changes throughout title 33 of the Code of Federal Regulations (CFR) to update and correct the title before it is revised on July 1, 2003. Our rule updates organization names and addresses, and makes conforming amendments and technical corrections. This rule will have no substantive effect on the regulated public.

DATES: This final rule is effective June 30, 2003.

ADDRESSES: Documents as indicated in this preamble are available for inspection or copying at the Docket Management Facility, (USCG–2003–15404), U.S. Department of Transportation, room PL–401, 400 Seventh Street SW., Washington, DC 20590–0001, between 9 a.m. and 5 p.m., Monday through Friday, except Federal holidays. You may also find this docket on the Internet at <http://dms.dot.gov>.

FOR FURTHER INFORMATION CONTACT: If you have questions on this rule, call Robert Spears, Project Manager, Standards Evaluation and Development Division (G–MSR–2), Coast Guard, at 202–267–1099. If you have questions on viewing, or submitting material to, the docket, call Dorothy Beard, Chief, Dockets, Department of Transportation, at 202–366–5149.

SUPPLEMENTARY INFORMATION:

Regulatory Information

We did not publish a notice of proposed rulemaking (NPRM) for this regulation. Under 5 U.S.C. 553(b)(B), the Coast Guard finds that good cause exists

for not publishing an NPRM. This rule consists only of corrections and editorial, organizational, and conforming amendments to title 33 of the Code of Federal Regulations (CFR). These changes will have no substantive effect on the public; therefore, it is not necessary for us to publish an NPRM and providing an opportunity for public comment. Under 5 U.S.C. 553(d)(3), the Coast Guard finds that, for the same reasons, good cause exists for making this rule effective less than 30 days after publication in the **Federal Register**.

Discussion of the Rule

Each year title 33 of the Code of Federal Regulations is updated on July 1. This rule, which becomes effective June 30, 2003, corrects organization names and addresses, adds gender-neutral language, revises authority citations for certain parts to reflect our move to the Department of Homeland Security (DHS) in March 2003, and makes other technical and editorial corrections throughout title 33. This rule does not change any substantive requirements of existing regulations.

In the following three paragraphs, we have described revisions that are not self-explanatory name, address or spelling corrections, or gender-neutral changes.

Coast Guard Auxiliary. Unnecessary §§ 5.51 (Damaged equipment or facilities) and 5.53 (Constructive or actual loss) are being removed and § 5.49 (Reimbursement for expenses) is being revised to remove wording that merely reflects current internal procedures but that is not intended to govern those procedures.

National Preparedness for Response Exercise Program (PREP) Guidelines. In §§ 154.1055 and 155.1060, we have provided a Landover, MD address where you can obtain a copy of the Preparedness for Exercise Program (PREP) Guidelines. In addition, we have added a website address in notes to these sections where you may view these guidelines on the Internet. We have also clarified that these guidelines are just one option for complying with facility and vessel response plan exercise requirements in §§ 154.1060 and 155.1065, respectively.