Revision to the Airworthiness Limitations Section of the Instructions for Continuing Airworthiness

(a) Within 14 days after the effective date of this AD, revise the airworthiness limitations (AWL) section of the Instructions for Continued Airworthiness by inserting the instructions for Inspection Reference Numbers (IRN) J3220041, J3220042, and J3220043 (shear pins); as specified on page 2 of Chapter 4–11–00, Revision 32, dated June 13, 2003, of the Learjet 45 Maintenance Manual; into the AWL section. Thereafter, except as provided in paragraph (e) of this AD, no alternative replacement interval may be approved for the shear pins in the trunnion assemblies of the MLGs.

Shear Pin Replacement

(b) Prior to the accumulation of 1,800 total landings on the shear pins, or within 100 landings after the effective date of this AD, whichever occurs later: Replace the shear pins, having part number (P/N) 4532103015–001V1088, 4532103015–003, 4532103025–001V1088, or 4532103026–001V1088 located in the trunnion assemblies of the MLGs with new, improved shear pins (including reidentifying the trunnion assemblies); per the Accomplishment Instructions of Bombardier Service Bulletin 45–57–6, dated June 9, 2003.

Parts Installation

(c) As of the effective date of this AD, no person may install on any airplane, a shear pin having P/N 4532103015–001V1088, 4532103015–003, 4532103025–001V1088, or 4532103026–001V1088 in the trunnion assemblies of the MLGs.

Information Submission

(d) Although the service bulletin referenced in this AD specifies to submit information to the airplane manufacturer, this AD does not include such a requirement.

Alternative Methods of Compliance

(e) In accordance with 14 CFR 39.19, the Manager, Wichita Aircraft Certification Office (ACO), FAA, is authorized to approve alternative methods of compliance for this AD.

Incorporation by Reference

(f) Unless otherwise specified by this AD, the actions shall be done per Bombardier Service Bulletin 45–57–6, dated June 9, 2003. 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 Learjet, Inc., One Learjet Way, Wichita, Kansas 67209–2942. Copies may be inspected at the FAA, Transport Airplane Directorate, 1601 Lind Avenue, SW., Renton, Washington; at the FAA, Wichita Aircraft Certification Office, 1801 Airport Road, Room 100, Mid-Continent Airport, Wichita, Kansas; or at the Office of the Federal Register, 800 North Capitol Street, NW., suite 700, Washington, DC.

Effective Date

(g) This amendment becomes effective on August 27, 2003.

Issued in Renton, Washington, on August 4, 2003.

Ali Bahrami,

Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.

[FR Doc. 03–20238 Filed 8–11–03; 8:45 am]

BILLING CODE 4910–13–P

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 71

[Docket No. FAA–01–ANM–16; Airspace Docket No. 02–AMM–16]

Establishment of Class E Airspace at Richfield Municipal Airport, Richfield, UT

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Final rule; correction.

SUMMARY: This action corrects an error in the longitude of the east boundary description of the newly established Class E airspace at Richfield Municipal Airport, Richfield, UT, that was published on May 7, 2003 (68 FR 24341), Airspace Docket 01–ANM–16

EFFECTIVE DATE: 0901 UTC, October 4, 2003.

FOR FURTHER INFORMATION CONTACT: Ed Haeseker, ANM–520.7; telephone (425) 227–2527; Federal Aviation Administration, Docket No. 01–ANM–16, 1601 Lind Avenue SW., Renton, Washington 98055–4056.

SUPPLEMENTARY INFORMATION:

History: Airspace Docket 01–ANM–16 published on May 7, 2003 (68 FR 24341), established Class E Airspace at Richfield Municipal Airport, Richfield, UT effective date of May 7, 2003. An error was discovered in the published description for the East side Class E Airspace boundary of the Richfield Municipal Airport, Richfield, UT. This action corrects that error.

■ Accordingly, 14 CFR part 71 is corrected by making the following correcting amendments:

PART 71—[AMENDED]

List of Subjects in 14 CFR Part 71

Airspace, Incorporation by reference, Navigation (air).

■ 1. The authority citation for part 71 continues to read as follows:

Authority: 49 U.S.C. 106(g); 40103, 40113, 40120; E.O. 10854, 24 FR 9565, 3 CFR, 1959–1963 Comp., p. 389.

§ 71.1 [Corrected]

■ 2. The geographic coordinates for the East side of the Class E Airspace boundary of the Richfield Municipal Airport, Richfield, UT, as published in the **Federal Register** on May 7, 2003 (68 FR 24341), (Airspace Docket 01–ANM–16); page 24342, column 1, are corrected as follows:

* * * * *

ANM UT E5 Richfield, UT [Amended]

[Lat. N38°44′11″, long. W112°05′56″;]

That airspace extending upward from 700 feet above the surface of the earth within 7.5 mile radius of the Richfield Municipal Airport; and that airspace extending upward from 1,200 feet, above the surface of the earth bounded by a line beginning at lat. N39°24′30″, long. W112°27′41″, to lat. N39°16′00″, long. W112°00′00″, to lat. N39°42′00″, long. W110°54′00″, to lat. N39°27′00″, long. W110°46′00″, to lat. N39°03′00″, long. W111°30′00″, to lat. N38°31′15″, long. W110°36′00″, to lat. N38°20′00″, long. W110°48′00″, to lat. N38°40′00″, long W111°47′00″, to lat. N38°16′40″, long. W112°36′40″, to lat. N38°29′00″, long. W112°53′00″, to lat. N39°11′30″, long. W112°34′00″; thence to the point of origin; excluding that airspace within Federal Airways and the Price, UT, Huntington, UT, Milford, UT, and Delta, UT Class E airspace.

* * * * *

Issued in Seattle, Washington, July 28, 2003.

John L. Pipes,

Acting Manager, Air traffic Division, Northwest Mountain Region.

[FR Doc. 03–20408 Filed 8–11–03; 8:45 am]

BILLING CODE 4910–13–M

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 71

[Docket No. FAA–2003–15719; Airspace Docket No. 03–ACE–61]

Modification of Class E Airspace; Seward, NE

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Direct final rule; request for comments.

SUMMARY: An examination of controlled airspace for Seward, NE revealed discrepancies in the Seward Municipal Airport airport reference point and in the location of the Seward nondirectional radio beacon (NDB), both used in the legal description for the Seward, NE Class E airspace area. This action corrects the discrepancies by modifying the Seward, NE Class E airspace and by incorporating the current Seward Municipal Airport airport reference point and the current