

the compliance cycles specified unless the actions have already been done.

(f) Remove HP compressor rotor shafts, part numbers (P/Ns) FK24031 (pre RR Service Bulletin (SB) RB.211-72-B172), FK22745 (SB RB.211-72-B172), FK23313 (SB RB.211-72-B261 and pre SB RB.211-72-B653), FK25502 (SB RB.211-72-B653), FK26185 (SB RB.211-72-B921), FK32129 (SB RB.211-72-C746), FW20195 (SB RB.211-72-D533), FW20196 (SB RB.211-72-D533), FW20197 (SB RB.211-72-D533), and FW20638 (SB RB.211-72-D533) from service at or before accumulating 4,200 cycles-since-new (CSN).

(g) After the effective date of this AD, do not install any HP compressor rotor shaft, P/Ns FK24031 (pre RR SB RB.211-72-B172), FK22745 (SB RB.211-72-B172), FK23313 (SB RB.211-72-B261 and pre SB RB.211-72-B653), FK25502 (SB RB.211-72-B653), FK26185 (SB RB.211-72-B921), FK32129 (SB RB.211-72-C746), FW20195 (SB RB.211-72-D533), FW20196 (SB RB.211-72-D533), FW20197 (SB RB.211-72-D533), or FW20638 (SB RB.211-72-D533), that exceeds 4,200 CSN.

Alternative Methods of Compliance

(h) 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

(i) None.

Related Information

(j) CAA airworthiness directive 003-12-2001, dated February 26, 2002, and Rolls-Royce plc Mandatory Service Bulletin No. RB.211-72-D586, Revision 1, dated February 26, 2002, also address the subject of this AD.

Issued in Burlington, Massachusetts, on September 3, 2003.

Marc J. Bouthillier,

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

[FR Doc. 03-22888 Filed 9-8-03; 8:45 am]

BILLING CODE 4910-13-P

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. 2002-NM-88-AD; Amendment 39-13189; AD 2003-12-04]

RIN 2120-AA64

Airworthiness Directives; Empresa Brasileira de Aeronautica S.A. (EMBRAER) Model EMB-135 and -145 Series Airplanes

AGENCY: Federal Aviation Administration, DOT.

ACTION: Final rule; correction.

SUMMARY: This document corrects a typographical error that appeared in airworthiness directive (AD) 2003-12-

04, which was published in the **Federal Register** on June 12, 2003 (68 FR 35157). The typographical error resulted in an incorrect part number for the replacement supports for the engine bleed air duct. This AD is applicable to certain EMBRAER Model EMB-135 and -145 series airplanes. This AD requires replacing the four GAMAH clamp/sleeve joints on an engine bleed air duct with new threaded coupling assemblies; for certain airplanes, this AD also requires replacing the two supports for the engine bleed air duct with two new supports.

DATES: Effective July 17, 2003.

FOR FURTHER INFORMATION CONTACT: Dan Rodina, Aerospace Engineer, International Branch, ANM-116, FAA, Transport Airplane Directorate, 1601 Lind Avenue, SW., Renton, Washington 98055-4056; telephone (425) 227-2125; fax (425) 227-1149.

SUPPLEMENTARY INFORMATION: Airworthiness Directive (AD) 2003-12-04, amendment 39-13189, applicable to certain EMBRAER Model EMB-135 and -145 series airplanes, was published in the **Federal Register** on June 12, 2003 (68 FR 35157). That AD requires replacing the four GAMAH clamp/sleeve joints on an engine bleed air duct with new threaded coupling assemblies; for certain airplanes, that AD also requires replacing the two supports for the engine bleed air duct with two new supports.

As published, paragraph (a)(2) of the AD cites an incorrect part number (145-35923-007) for the replacement supports for the engine bleed air duct. The correct part number is 145-35923-015.

Since no other part of the regulatory information has been changed, the final rule is not being republished in the **Federal Register**.

The effective date of this AD remains July 17, 2003.

§ 39.13 [Corrected]

■ On page 35158, in the second column, paragraph (a)(2) of AD 2003-12-04 is corrected to read as follows:

* * * * *

(2) For airplanes having serial numbers listed in paragraph 3.G. of the Accomplishment Instructions of the service bulletin: Replace the two supports for the engine bleed air duct with two new supports having part number 145-35923-015.

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Issued in Renton, Washington, on September 3, 2003.

Ali Bahrami,

Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.

[FR Doc. 03-22889 Filed 9-8-03; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 71

[Docket No. FAA-2003-15409; Airspace Docket No. 03-ASO-8]

Amendment of Class D and E Airspace; Montgomery, AL; Correction

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Correcting amendment.

SUMMARY: This document contains a correction to the final rule (FAA-2003-15409; 03-ASO-8), which was published in the **Federal Register** on August 20, 2003, (68 FR 50068), amending Class D, E2, and E5 airspace at Montgomery, AL. This action corrects an error in the legal description for the Class E5 airspace at Montgomery, AL.

EFFECTIVE DATE: Effective 0901 UTC, October 30, 2003.

FOR FURTHER INFORMATION CONTACT: Walter R. Cochran, Manager, Airspace Branch, Air Traffic Division, Federal Aviation Administration, PO Box 20636, Atlanta, Georgia 30320; telephone (404) 305-5586.

SUPPLEMENTARY INFORMATION:

Background

Federal Register Document 03-21323, Docket No. FAA-2003-15409; Airspace Docket 03-ASO-8, published on August 20, 2003, (68 FR 50068), amends Class D, E2 and E5 airspace at Montgomery, AL. An error was discovered in the legal description, describing the Class E5 airspace area. The airspace description contained incorrect geographic position coordinates for Maxwell AFB. This action corrects the error.

Designations for 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 part 71.1 The Class E designation listed in this document will be published subsequently in the Order.

Need for Correction

As published, the final rule contains an error which incorrectly identifies the