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### Examining the Docket

You may examine the AD Docket (including any comments and service information), by appointment, between 8 a.m. and 4:30 p.m., Monday through Friday, except Federal holidays. *See ADDRESSES* for the location.

### Regulatory Findings

We have determined that this AD will not have federalism implications under Executive Order 13132. This AD will 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.

For the reasons discussed above, I certify that the regulation:

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.

We prepared a summary of the costs to comply with this AD and placed it in the AD Docket. You may get a copy of this summary by sending a request to us at the address listed under **ADDRESSES**. Include "AD Docket No. 2003-NE-26-AD" in your request.

### List of Subjects in 14 CFR Part 39

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

### Adoption of the Amendment

■ Accordingly, under 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. The FAA amends § 39.13 by adding the following new airworthiness directive:

**2003-26-11 General Electric Company:** Amendment 39-13409. Docket No. 2003-NE-26-AD.

### Effective Date

(a) This airworthiness directive (AD) becomes effective February 5, 2004.

### Affected ADs

(b) None.

### Applicability

(c) This AD applies to General Electric Company (GE) CF6-80E1A2 and -80E1A4 turbofan engines with left vertical link bolts part number (P/N) 1304M26P02 installed, and pylon attachment bolts originally torqued to 450–500 lb ft. These engines are installed on, but not limited to Airbus Industrie A330-200 and A330-300 airplanes.

### Unsafe Condition

(d) This AD is prompted by revised analyses of forward engine mount loads by the airframe manufacturer. We are issuing this AD to prevent engine separation that could result from a reduction of engine mount structural integrity due to failure of pylon attachment bolts or vertical link bolts.

### Compliance

(e) You are responsible for having the actions required by this AD performed within the compliance cycles and times specified unless the actions have already been done.

### Torque Reduction of Pylon Attachment Bolts

(f) For CF6-80E1A2 engines, reduce the pylon attachment bolt torque on each of the five bolts to 400–450 lb ft, before exceeding 7,160 cycles-since-new (CSN) or before exceeding 5,120 cycles-since-last-installation (CSLI), whichever is later. Use paragraph 3. of Accomplishment Instructions of Alert Service Bulletin (ASB) No. CF6-80E1 S/B 72-A0184, Revision 1, dated February 26, 2002, to reduce the torque.

(g) For CF6-80E1A4 engines, reduce the pylon attachment bolt torque on each of the five bolts to 400–450 lb ft, before exceeding 6,520 CSN or before exceeding 4,480 CSLI, whichever is later. Use paragraph 3. of Accomplishment Instructions of ASB No. CF6-80E1 S/B 72-A0184, Revision 1, dated February 26, 2002, to reduce the torque.

### Replacement of Left Vertical Link Bolts

(h) For CF6-80E1A2 and -80E1A4 turbofan engines, remove the three left vertical link bolts, P/N 1304M26P02, and replace with three left vertical link bolts, P/N 1304M26P05, at next shop visit. Bolts P/N 1304M26P05 are serialized and have a calculated life limit published in the Life Limits section of Chapter 5 of the engine manual.

### Definitions

(i) For the purpose of this AD, CSLI is defined as cycles since the engine was last installed on the pylon.

(j) For the purpose of this AD, next shop visit is defined as induction of the engine into a shop for any reason.

### Alternative Methods of Compliance

(k) 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

(l) You must use GE Alert Service Bulletin No. CF6-80E1 S/B 72-A0184, Revision 1, dated February 26, 2002, for reducing the bolt torque required by this AD. The Director of the Federal Register approved the incorporation by reference of this service bulletin in accordance with 5 U.S.C. 552(a) and 1 CFR part 51. You can get a copy from General Electric Company via Lockheed Martin Technology Services, 10525 Chester Road, Suite C, Cincinnati, Ohio 45215; telephone (513) 672-8400; fax (513) 672-8422. You can review a copy 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.

### Related Information

(m) The Direction Generale de L'Aviation Civile, which is the airworthiness authority for France, issued AD 2001-556(B), which pertains to the subject of this AD.

Issued in Burlington, Massachusetts, on December 23, 2003.

**Mark C. Fulmer,**

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

[FR Doc. 04-144 Filed 1-5-04; 8:45 am]

BILLING CODE 4910-13-P

## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### 14 CFR Part 71

[Docket No. FAA-2003-16408; Airspace Docket No. 03-ACE-76]

### Modification of Class E Airspace; Plattsburgh, NE

**AGENCY:** Federal Aviation Administration (FAA), DOT.

**ACTION:** Direct final rule; request for comments.

**SUMMARY:** Plattsburgh, NE nondirectional radio beacon (NDB) has been relocated and new NDB Standard Instrument Approach Procedures (SIAPs) have been developed to serve Plattsburgh Municipal Airport. An examination of controlled airspace for Plattsburgh, NE revealed discrepancies in the Plattsburgh Municipal Airport airport reference point and in the legal description for the Plattsburgh, NE Class E airspace area. The examination also revealed that this airspace area does not provide adequate airspace for diverse departures.

This action provides controlled airspace of appropriate dimensions to protect aircraft departing Plattsburgh

Municipal Airport in instrument weather conditions and aircraft executing SIAPs to the airport. It also corrects discrepancies in the legal descriptions of the Plattsmouth, NE Class E airspace and brings the airspace area and legal description into compliance with FAA Orders.

**DATES:** This direct final rule is effective on 0901 UTC, April 15, 2004. Comments for inclusion in the Rules Docket must be received on or before February 23, 2004.

**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-2003-16408/Airspace Docket No. 03-ACE-76, 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 Municipal 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 Plattsmouth, NE. It incorporates the current airport reference point for Plattsmouth Municipal Airport and the current location of the Plattsmouth NDB. It provides appropriate controlled airspace to protect aircraft executing SIAPs to Plattsmouth Municipal Airport. It enlarges the airspace area to comply with the criteria for 700 feet Above Ground Level (AGL) airspace required for diverse departures as specified in FAA Order 7400.2E, Procedures for Handling Airspace Matters. It brings the legal description of this airspace area into compliance with FAA Order 7400.2E. The area will be depicted on appropriate aeronautical charts. Class AE airspace area extending upward from 700 feet or more above the surface of the earth are published in paragraph 6005 of FAA Order 7400.9L, dated September 2, 2003, and effective September 16, 2003, 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 Register** indicating that no adverse or negative comments were received and confirming the date on which the final rule will become effective. If the FAA does receive, within the comment period, an adverse or negative comment, or written notice of intent to submit such a comment, a document withdrawing the direct final rule will be published in the **Federal Register**, and a notice of proposed rulemaking may be published with a new comment period.

#### Comments Invited

Interested parties are invited to participate in this rulemaking by submitting such written data, views, or arguments, as they may desire. Comments that provide the factual basis supporting the views and suggestions presented are particularly helpful in developing reasoned regulatory decisions on the proposal. Comments are specifically invited on the overall regulatory, aeronautical, economic, environmental, and energy-related aspects of the proposal. Communications should identify both docket numbers and be submitted in triplicate to the address listed above. Commenters wishing the FAA to acknowledge receipt of their comments on this notice must submit with those comments a self-addressed, stamped postcard on which the following statement is made: "Comments to Docket No. FAA-2003-16408/Airspace Docket No. 03-ACE-76." The postcard will be date/time stamped and returned to the commenter.

#### Agency Findings

The regulations adopted herein will 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. Therefore, it is

determined that this final rule does not have federalism implications under Executive Order 13132.

The FAA has determined that this regulation is noncontroversial and unlikely to result in adverse or negative comments. For the reasons discussed in the preamble, I certify that this regulation (1) is not a "significant regulatory action" under Executive Order 12866; (2) is not a "significant rule" under Department of Transportation (DOT) Regulatory Policies and Procedures (44 FR 11034, February 26, 1979); and (3) if promulgated, 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.

#### List of Subjects in 14 CFR Part 71

Airspace, Incorporation by reference, Navigation (air).

#### Adoption of the Amendment

■ Accordingly, the Federal Aviation Administration amends 14 CFR part 71 as follows:

#### PART 71—DESIGNATION OF CLASS A, CLASS B, CLASS C, CLASS D, AND CLASS E AIRSPACE AREAS; AIRWAYS; ROUTES; AND REPORTING POINTS

■ 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 [Amended]

■ 2. The incorporation by reference in 14 CFR 71.1 of Federal Aviation Administration Order 7400.9L, dated September 2, 2003, and effective September 16, 2003, is amended as follows:

*Paragraph 6005 Class E airspace areas extending upward from 700 feet or more above the surface of the earth.*

\* \* \* \* \*

#### ACE NE 45 Plattsmouth, NE

Plattsmouth Municipal Airport, NE  
(Lat. 40°57'01" N., long. 95°55'04" W.)

Plattsmouth NDB  
(Lat. 40°56'38" N., long. 95°54'45" W.)

That airspace extending upward from 700 feet above the surface within a 6.4-mile radius of Plattsmouth Municipal Airport; and within 2.5 miles each side of the 189° bearing from the Plattsmouth NDB extending from the 6.4-mile radius to 7 miles south of the NDB; and within 2.5 miles each side of the 340° bearing from the NDB extending from the 6.4-mile radius to 7 miles north of the

NDB, excluding that portion within the Omaha, NE Class C and E airspace areas.

\* \* \* \* \*

Issued in Kansas City, MO, on December 18, 2003.

**Paul J. Sheridan,**  
*Acting Manager, Air Traffic Division, Central Region.*  
 [FR Doc. 04-241 Filed 1-5-04; 8:45 am]  
**BILLING CODE 4910-13-M**

## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### 14 CFR Part 71

[Docket No. FAA-2003-16409; Airspace Docket No. 03-ACE-78]

#### Modification of Class E Airspace; Sidney, NE

**AGENCY:** Federal Aviation Administration (FAA), DOT.

**ACTION:** Direct final rule; confirmation of effective date.

**SUMMARY:** This document confirms the effective date of the direct final rule which revises Class E airspace at Sidney, NE.

**EFFECTIVE DATE:** 0901 UTC, February 19, 2004.

**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:** The FAA published this direct final rule with a request for comments in the **Federal Register** on November 20, 2003 (68 FR 65389). The FAA uses the direct final rulemaking procedure for a non-controversial rule where the FAA believes that there will be no adverse public comment. This direct final rule advised the public that no adverse comments were anticipated, and that unless a written adverse comment, or a written notice of intent to submit such an adverse comment, were received within the comment period, the regulation would become effective on February 19, 2004. No adverse comments were received, and thus this notice confirms that this direct final rule will become effective on that date.

Issued in Kansas City, MO, on December 18, 2003.

**Paul J. Sheridan,**  
*Acting Manager, Air Traffic Division, Central Region.*  
 [FR Doc. 04-242 Filed 1-5-04; 8:45 am]  
**BILLING CODE 4910-13-M**

## SOCIAL SECURITY ADMINISTRATION

### 20 CFR Part 404 and 422

[Regulations No. 4 and 22]

RIN 0960-AF52

#### Filing of Applications and Related Forms

**AGENCY:** Social Security Administration (SSA).

**ACTION:** Final rule.

**SUMMARY:** These final regulations revise our rules relating to the filing of an application for Social Security benefits. They inform the public of the option of filing Internet applications on our Web site for several types of Social Security benefits. These changes explain that we will accept Internet applications completed on our Web site as prescribed applications for filing for Social Security benefits. We have added cross-references to several sections to describe what makes an application a claim for benefits; and we updated the list of related forms with other forms that are currently used in the application process.

**EFFECTIVE DATE:** These rules are effective on February 5, 2004.

#### FOR FURTHER INFORMATION CONTACT:

Martin Sussman, Regulations Officer, Office of Regulations, Social Security Administration, 100 Altmeyer Building, 6401 Security Boulevard, Baltimore, MD 21235-6401, (410) 965-1767 or TTY (410) 966-5609. For information on eligibility or filing for benefits: Call our national toll-free number 1-800-722-1213, or TTY 1-800-325-0778 or visit our Internet Web site, Social Security Online at <http://www.socialsecurity.gov>.

#### Electronic Version

The electronic file of this document is available on the date of publication in the **Federal Register** at <http://www.gpoaccess.gov/fr/index.html>. It is also available on the Internet site for SSA (i.e., Social Security Online): <http://www.ssa.gov/regulations>.

#### SUPPLEMENTARY INFORMATION:

##### Background

An individual must file an application in order to receive benefits under title II of the Social Security Act (the Act). In part 404 of our regulations, we have established rules for filing a claim for old-age, disability, dependents', and survivors' insurance benefits, which define the criteria for determining when an application is a claim for benefits. Similarly, we include the names of places where an application may be filed, and explain

what makes an application form acceptable as a claim for benefits. Our rules state that individuals must either sign the application or have someone who can act on their behalf sign for them. Except in limited situations, individuals must be alive at the time the application is filed.

In part 404, we further state that a claim filed with the Railroad Retirement Board on one of its forms for an annuity is an application for title II benefits, unless the individual states otherwise. We state that a claim filed with the Department of Veterans Affairs on one of its forms for survivors' dependency and indemnity compensation is also an application for Social Security dependents' and survivors' benefits (except for the lump sum death payment).

The types of applications currently prescribed by SSA are described in part 422 of our regulations. SSA's application process has evolved from its primary use of the traditional pre-printed application form for claims-taking to SSA employees who input information provided by the applicant into a computer terminal for processing. Computer printouts of the data are generated for the applicant to review the information and to sign the application.

We are committed to providing the public with the option to conduct business electronically by adding more Internet services on SSA's Web site, Social Security Online <http://www.socialsecurity.gov/>.

Toward this objective, we developed an Internet Retirement Insurance Benefit application for national implementation in the fall of 2000. Since then, we have expanded Internet applications to encompass spouses' and disability insurance benefits. Statistics confirm that Internet usage has increased among older Americans, and as a result they have requested that more online services be made available to them. Internet applications for other benefits categories will be available in the future. As applications become available on our Web site, an explanation of our approved signature method for the application will be incorporated as part of the Internet application process. In the interim, individuals who use the Internet application process must physically sign the printed application and submit it to us.

The main purpose for these revisions is to inform the public of the option of filing an Internet application on our Web site for several types of Social Security benefits. These revisions include updating the list of related forms in section 422.505(b) to reflect only those forms that are currently in