

**Initial Visual Inspection**

(f) Using paragraph 3.A. (on-wing) or 3.B. (in-shop) of Accomplishment Instructions of RR Alert Service Bulletin (ASB) RB.211-72-AE362, dated May 7, 2004, and the inspection schedule in Table 1 of this AD, perform an initial borescope inspection of the high pressure-and-intermediate pressure (HP-IP) turbine internal and external oil

vent tubes for coking and carbon buildup as follows:

(1) Insert an 8 mm diameter flex borescope to see if it will pass along the full length of the vent tube into the bearing chamber.

(2) If the vent tube prevents an 8 mm diameter flex borescope from passing along the full length of the tube into the bearing chamber, repeat the action using a 6 mm flex borescope.

(3) If the 6 mm diameter flex borescope passes through to the bearing chamber, continue using the engine in service, and perform the repetitive inspections in this AD at the required intervals specified in Table 2 of this AD.

(4) If the vent tube prevents the 6 mm diameter flex borescope from passing along the full length of the tube into the bearing chamber, remove the engine from service within 10 cycles-since-last inspection (CSLI).

TABLE 1.—INITIAL INSPECTION SCHEDULE

If the engine or the O5 module:	Then initially inspect:
Has reached the threshold life of 15,000 hours time-since new (TSN) or reached the threshold life of 3,000 cycles-since-new (CSN) on the effective date of this AD.	Within 1,000 hours time-in-service (TIS) or 200 cycles-in service (CIS) after the effective date of this AD, whichever occurs first.
Has fewer than 15,000 hours TSN or fewer than 3,000 CSN on the effective date of this AD.	Within 1,000 hours TIS or 200 CIS after reaching the threshold life.

**Repetitive Visual Inspections**

(g) Using paragraph 3.A. (on-wing) or 3.B. (in-shop) of Accomplishment

Instructions of RR ASB RB.211-72-AE362, dated May 7, 2004, paragraphs (f)(1) through (f)(4) of this AD, and the inspection schedule in Table 2 of this

AD, perform repetitive borescope inspections of the HP-IP turbine internal and external oil vent tubes for coking and carbon buildup.

TABLE 2.—REPETITIVE INSPECTION SCHEDULE

If at the previous inspection, before any cleaning was performed:	Then:
(1) There was no coking and carbon buildup of a visible thickness; or an 8 mm diameter flex borescope could pass along the full length of the internal vent tube into the bearing chamber.	Reinspect within 6,000 hours time-since-last-inspection (TSLI) or within 1,200 cycles-since-last-inspection (CSLI), whichever occurs first.
(2) The coking or carbon buildup prevented an 8 mm diameter flex borescope from passing through the internal vent tube, but a 6 mm diameter flex borescope could pass along the full length of the internal vent tube into the bearing chamber.	Reinspect within 1,500 hours TSLI or within 300 CSLI, whichever occurs first.
(3) The coking or carbon buildup prevented the 6 mm diameter flex borescope from passing through the full length of the internal vent tube and into the bearing chamber.	Remove the engine from service within 10 CSLI.

**Reporting Requirements**

(h) Report findings of the inspection to Rolls-Royce using Table 1 (On-wing Inspection Findings) or Table 2 (In-shop Inspection Findings) of RR ASB RB.211-72-AE362, dated May 7, 2004. The Office of Management and Budget (OMB) has approved the reporting requirements specified in Table 1 and Table 2 of RR ASB RB.211-72-AE362, dated May 7, 2004, and assigned OMB control number 2120-0056.

Issued in Burlington, Massachusetts, on December 17, 2004.

**Francis A. Favara,**  
*Acting Manager, Engine and Propeller Directorate, Aircraft Certification Service.*  
[FR Doc. 04-28145 Filed 12-23-04; 8:45 am]  
**BILLING CODE 4910-13-P**

MN. Standard Instrument Approach Procedures have been developed for McGregor/Isedor Iverson Airport, McGregor, MN. Controlled airspace extending upward from 700 feet or more above the surface of the earth is needed to contain aircraft executing these approaches. This action would establish an area of controlled airspace for McGregor/Isedor Iverson Airport.

**DATES:** Comments must be received on or before February 20, 2005.

**ADDRESSES:** Send comments on the 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-2004-19289/ Airspace Docket No. 04-AGL-20, 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

**DEPARTMENT OF TRANSPORTATION**

**Federal Aviation Administration**

**14 CFR Part 71**

[Docket No. FAA-2004-19289; Airspace Docket No. 04-AGL-20]

**Proposed Establishment of Class E Airspace; McGregor, MN**

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

**ACTION:** Notice of proposed rulemaking.

**SUMMARY:** This document proposes to establish Class E airspace at McGregor,

**Alternative Methods of Compliance**

(i) 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.

**Related Information**

(j) CAA airworthiness directive No. G-2004-0009, dated May 27, 2004, also addresses the subject of this AD.

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.

An informal docket may also be examined during normal business hours at the office of the Regional Air Traffic Division, Federal Aviation Administration, 2300 East Devon Avenue, Des Plaines, Illinois 60018.

**FOR FURTHER INFORMATION CONTACT:** J. Mark Reeves, Central Service Office, Airspace Branch, AGL-520, Federal Aviation Administration, 2300 East Devon Avenue, Des Plaines, Illinois 60018, telephone (847) 294-7477.

**SUPPLEMENTARY INFORMATION:**

**Comments Invited**

Interested parties are invited to participate in this proposed 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 document must submit with those comments a self-addressed, stamped postcard on which the following statement is made: "Comments to Docket No. FAA-2004-19289/Airspace Docket No. 04-AGL-20." The postcard will be date/time stamped and returned to the commenter. All communications received on or before the specified closing date for comments will be considered before taking action on the proposed rule. The proposal contained in this action may be changed in light of comments received. All comments submitted will be available for examination in the Rules Docket, FAA, Great Lakes Region, Office of the Regional Counsel, 2300 East Devon Avenue, Des Plaines, Illinois, both before and after the closing date for comments. A report summarizing each substantive public contact with FAA personnel concerned with this rulemaking will be filed in the docket.

**Availability of NPRM's**

An electronic copy of this document may be downloaded through the

Internet at <http://dms.dot.gov>. Recently published rulemaking documents can also be accessed through the FAA's web page at <http://www.faa.gov> or the Superintendent of Document's web page at <http://www.access.gpo.gov/nara>.

Additionally, any person may obtain a copy of this notice by submitting a request to the Federal Aviation Administration, Office of Air Traffic Airspace Management, ATA-400, 800 Independence Avenue, SW., Washington, DC 20591, or by calling (202) 267-8783. Communications must identify both docket numbers for this notice. Persons interested in being placed on a mailing list for future NPRM's should contact the FAA's Office of Rulemaking, (202) 267-9677, to request a copy of Advisory Circular No. 11-2A, Notice of Proposed Rulemaking Distribution System, which describes the application procedure.

**The Proposal**

The FAA is considering an amendment to 14 CFR part 71 to establish Class E airspace at McGregor, MN, for McGregor/Isedor Iverson Airport. Controlled airspace extending upward from 700 feet or more above the surface of the earth is needed to contain aircraft executing instrument approach procedures. The area would 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 7400.9M dated August 30, 2004, and effective September 16, 2004, which is incorporated by reference in 14 CFR 71.1. The Class E designation listed in this document would be published subsequently in the Order.

The FAA has determined that this proposed regulation only involves an establishment body of technical regulations for which frequent and routine amendments are necessary to keep them operationally current. Therefore this, proposed regulation—(1) is not a "significant regulatory action" under Executive Order 12866; (2) is not a "significant rule" under DOT Regulatory Policies and Procedures (44 FR 11034; February 26, 1979); and (3) does not warrant preparation of a Regulatory Evaluation as the anticipated impact is so minimal. Since this is a routine matter that will only affect air traffic procedures and air navigation, it is certified that this proposed rule will not have a significant economic impact 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).

**The Proposed Amendment**

Accordingly, pursuant to the authority delegated to me, the Federal Aviation Administration proposes to amend 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 the Federal Aviation Administration Order 7400.9M, Airspace Designations and Reporting Points, dated August 30, 2004, and effective September 16, 2004, is amended as follows:

\* \* \* \* \*

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

\* \* \* \* \*

**AGL MN E5 McGregor, MN [New]**

McGregor/Isedor Iverson Airport, MN (Lat. 46°37'08" N., long. 93°18'35" W.)

That airspace extending upward from 700 feet above the surface within a 6.3-mile radius of the McGregor/Isedor Iverson Airport.

\* \* \* \* \*

Issued in Des Plaines, Illinois, on December 3, 2004.

**Nancy B. Kort,**

*Area Director, Central Terminal Operations.*

[FR Doc. 04-28232 Filed 12-23-04; 8:45 am]

**BILLING CODE 4910-13-M**

**DEPARTMENT OF HOMELAND SECURITY**

**33 CFR Part 151**

[USCG-2004-19621]

RIN 1625-AA89

**Dry Cargo Residue Discharges in the Great Lakes**

**AGENCY:** Coast Guard, DHS.

**ACTION:** Advanced notice of proposed rulemaking; request for information.

**SUMMARY:** The Coast Guard announces that it has begun a rulemaking project