

their production to reduce burdensome supplies. The certificates represent diverted tonnage. Producers sell the certificates to handlers who, in turn, redeem the certificates with the RAC for raisins from the prior year's reserve pool. Authority for these changes to the regulations is provided in § 989.56(e) of the order.

Regarding the impact of this action on affected entities, the suspension of the November 30 meeting date and related extensions applicable to the 2003 diversion program were needed to provide flexibility in implementing the existing as well as any new provisions of a 2003 RDP. This action also allowed necessary review and evaluation of proposed provisions for such a program. Changes beginning with a 2003 RDP were recommended by the RAC. Ultimately, the RAC recommended a 2003 RDP on January 29, 2003, and USDA approved the program on February 7, 2003. Producer applications were due to the RAC office on March 3, 2003, and corrected applications were due March 17, 2003. Additional tonnage may be allotted to the RDP through May 1, 2003.

Extending the December 15 deadline for the redemption of 2002 NS RDP certificates was necessary, given the lack of sales of such certificates. The deadline was extended until February 3, 2003. Producers had more time to sell their certificates to handlers, and handlers had more time to redeem the certificates with the RAC. Equity holders in the 2001 NS reserve pool benefited from the extension. A 2002 field price for NS raisins was established in early January 2003, and more transactions regarding the RDP certificates were completed. Producers earned income when they sold the certificates to handlers. Handlers redeemed the certificates for reserve

raisins. Finally, equity holders in the 2002 NS reserve pool earned some return for the raisins allotted to the RDP.

This rule imposes no additional reporting or recordkeeping requirements on either small or large raisin handlers. In accordance with the Paperwork Reduction Act of 1995 (44 U.S.C. Chapter 35), the information collection requirement referred to in this rule (*i.e.*, the RDP application) has been approved previously by the Office of Management and Budget (OMB) under OMB Control No. 0581-0178. As with all Federal marketing order programs, reports and forms are periodically reviewed to reduce information requirements and duplication by industry and public sector agencies. Finally, USDA has not identified any relevant Federal rules that duplicate, overlap, or conflict with this rule. USDA initiated this action to facilitate administration of the order and help the raisin industry through this difficult time.

An interim final rule concerning this action was published in the **Federal Register** on November 29, 2002 (67 FR 71072). Copies of the rule were mailed by RAC staff to all RAC members and alternates, the RBA, handlers, and dehydrators. In addition, the rule was made available through the Internet by the Office of the Federal Register and USDA. That rule provided for a 60-day comment period that ended on January 28, 2003. No comments were received.

A small business guide on complying with fruit, vegetable, and specialty crop marketing agreements and orders may be viewed at: <http://www.ams.usda.gov/fv/moab.html>. Any questions about the compliance guide should be sent to Jay Guerber at the previously mentioned address in the **FOR FURTHER INFORMATION CONTACT** section.

After consideration of all relevant material presented, and other available

information, it is hereby found that the order provision temporarily suspended does not tend to effectuate the declared policy of the Act. It is further found that the continued extension of the deadlines specified in this rule tends to effectuate the declared policy of the Act.

#### List of Subjects in 7 CFR Part 989

Grapes, Marketing agreements, Raisins, Reporting and recordkeeping requirements.

#### PART 989—RAISINS PRODUCED FROM GRAPES GROWN IN CALIFORNIA

Accordingly, the interim final rule amending CFR part 989 which was published at 67 FR 71072 on November 29, 2002, is adopted as a final rule without change.

Dated: March 14, 2003.

A.J. Yates,

Administrator, Agricultural Marketing Service.

[FR Doc. 03-6667 Filed 3-19-03; 8:45 am]

BILLING CODE 3410-02-P

#### DEPARTMENT OF AGRICULTURE

##### Agricultural Marketing Service

7 CFR Parts 1000, 1001, 1005, 1006, 1007, 1030, 1032, 1033, 1124, 1126, 1131, and 1135

[Docket No. AO-14-A69, et al.: DA-00-03]

#### Milk in the Northeast and Other Marketing Areas: Order Amending the Orders; Correction

AGENCY: Agricultural Marketing Service, USDA.

ACTION: Final rule; correction.

| 7 CFR part | Marketing area          | AO Nos.     |
|------------|-------------------------|-------------|
| 1001 ..... | Northeast .....         | AO-14-A69.  |
| 1005 ..... | Appalachian .....       | AO-388-A11. |
| 1006 ..... | Florida .....           | AO-356-A34. |
| 1007 ..... | Southeast .....         | AO-366-A40. |
| 1030 ..... | Upper Midwest .....     | AO-361-A34. |
| 1032 ..... | Central .....           | AO-313-A43. |
| 1033 ..... | Mideast .....           | AO-166-A67. |
| 1124 ..... | Pacific Northwest ..... | AO-368-A27. |
| 1126 ..... | Southwest .....         | AO-231-A65. |
| 1131 ..... | Arizona-Las Vegas ..... | AO-271-A35. |
| 1135 ..... | Western .....           | AO-380-A17. |

**SUMMARY:** The Agricultural Marketing Service is correcting the final rule that appeared in the **Federal Register** of February 12, 2003, which amended all Federal milk marketing orders based on

evidence received at a hearing held May 8-12, 2000, in Alexandria, Virginia. The document was published with an inadvertent error in Part 1030 regarding the computation of the statistical

uniform price for milk. This docket corrects the error.

**EFFECTIVE DATE:** April 1, 2003.

**FOR FURTHER INFORMATION CONTACT:** Clifford M. Carman, Associate Deputy

Administrator, Order Formulation and Enforcement, USDA/AMS/Dairy Programs, Stop 0231—Room 2968, 1400 Independence Avenue, SW., Washington, DC 20250—0231, (202) 720—6274, e-mail: *clifford.carman@usda.gov*.

**SUPPLEMENTARY INFORMATION:** In the final rule beginning on page 7063 of the *Federal Register* for Wednesday, February 12, 2003 (68 FR 7063), in the third column on page 7066, in § 1030.62, paragraph (h) is corrected by removing the word “butterfat” after the word “producer”.

Dated: March 14, 2003.

**A.J. Yates,**

*Administrator, Agricultural Marketing Service.*

[FR Doc. 03—6665 Filed 3—19—03; 8:45 am]

**BILLING CODE 3410—02—P**

## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### 14 CFR Part 39

[Docket No. 99—NE—48—AD; Amendment 39—13090; AD 2003—06—03]

**RIN 2120—AA64**

#### **Airworthiness Directives; General Electric Aircraft Engines CT7 Series Turboprop Engines**

**AGENCY:** Federal Aviation Administration, DOT.

**ACTION:** Final rule.

**SUMMARY:** This amendment adopts a new airworthiness directive (AD) that is applicable to certain General Electric Aircraft Engines (GEAE) CT7 series turboprop engines. This amendment requires initial and repetitive inspections of the propeller gearbox (PGB) oil filter impeding bypass button (IBB) for extension (popping), requires follow-on inspections, maintenance, and replacement actions if the PGB oil filter IBB is popped, and if necessary, replacement of the PGB with a serviceable PGB. In addition, this amendment requires replacement of certain left-hand and right-hand idler gears at time of overhaul of PGBs, and the replacement of certain SN PGBs before accumulating 2,000 flight hours. This amendment is prompted by an ongoing investigation that concluded that low-time PGB removals are due to accelerated wear of the PGB idler gears, rather than improperly hardened PGB input pinions. The actions specified by this AD are intended to prevent separation of PGB left-hand and right-hand idler gears, which could result in

uncontained PGB failure and internal bulkhead damage, possibly prohibiting the auxiliary feathering system from fully feathering the propeller on certain PGBs.

**DATES:** Effective April 24, 2003. The incorporation by reference of certain publications listed in the regulations is approved by the Director of the Federal Register as of April 24, 2003.

**ADDRESSES:** The service information referenced in this AD may be obtained from General Electric Aircraft Engines CT7 Series Turboprop Engines, 1000 Western Ave, Lynn, MA 01910; telephone (781) 594—3140, fax (781) 594—4805. 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:** Barbara Caufield, Aerospace Engineer, Engine Certification Office, FAA, Engine and Propeller Directorate, 12 New England Executive Park, Burlington, MA 01803—5299; telephone (781) 238—7146; 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 certain GEAE CT7 series turboprop engines was published in the *Federal Register* on June 13, 2002 (67 FR 40623). That action proposed to require initial and repetitive inspections of the PGB oil filter IBB for extension (popping), follow-on inspections, maintenance, and replacement actions if the PGB oil filter IBB is popped, and if necessary, replacement of the PGB with a serviceable PGB. In addition, that action proposed to require replacement of certain left-hand and right-hand idler gears at time of overhaul of PGBs, and the replacement of certain SN PGBs before accumulating 2,000 flight hours in accordance with GEAE CT7 Turboprop Service Bulletin CT7—TP S/B 72—0453, dated July 27, 2001 and GEAE CT7 Turboprop Service Bulletin CT7—TP S/B 72—0452, dated July 27, 2001.

#### **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.

#### **Economic Analysis**

There are approximately 150 engines of the affected design installed on airplanes of U.S. registry that would be affected by this AD. The FAA estimates that each IBB inspection would take approximately 0.25 work hours per engine, and the average labor rate is \$60 per work hour. Inspection and replacement of idler gears would take approximately four work hours per engine at time of PGB overhaul. Replacement cost for idler gears per PGB is estimated to be \$140,670. Replacement of a PGB would take approximately 48 hours. Therefore, the total cost of the AD to U.S. operators would be approximately \$21,138,750.

#### **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: