

**Compliance**

(e) You are responsible for having the actions required by this AD performed within the compliance times specified in Table 1 of this AD, unless the actions have already been done.

**Removal and Installation of Adaptor Gearbox and Dedicated Generator On Engines In-Service**

(f) For engines in-service, do the following:

(1) Remove the adaptor gearbox and the dedicated generator. Follow paragraph 3.C. of the Accomplishment Instructions of RR Mandatory Service Bulletin (MSB) No. RB.211-72-E037, dated March 26, 2003.

(2) Install the adaptor gearbox and the dedicated generator onto the engine. Follow paragraph 3.I. of the Accomplishment Instructions of RR MSB No. RB.211-72-E037, dated March 26, 2003.

**Removal, Disassembly, Rework, Assembly, and Installation of Adaptor Gearbox and Dedicated Generator On Engines At Overhaul**

(g) For engines at overhaul, do the following:

(1) Remove the adaptor gearbox and the dedicated generator. Follow paragraph 3.D. of the Accomplishment Instructions of RR MSB No. RB.211-72-E037, dated March 26, 2003.

(2) Disassemble the adaptor gearbox. Follow paragraph 3.E. of the Accomplishment Instructions of RR MSB No. RB.211-72-E037, dated March 26, 2003.

(3) Rework the existing gearbox adaptor casing assemblies (P/N UL26756 or P/N UL26729). Follow paragraph 3.F. of the Accomplishment Instructions of RR MSB No. RB.211-72-E037, dated March 26, 2003.

(4) Assemble the adaptor gearbox. Follow paragraph 3.H. of the Accomplishment Instructions of RR MSB No. RB.211-72-E037, dated March 26, 2003.

(5) Install the adaptor gearbox and the dedicated generator onto the engine. Follow paragraph 3.J. of the Accomplishment Instructions of RR MSB No. RB.211-72-E037, dated March 26, 2003.

**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) You must use Rolls-Royce plc Mandatory Service Bulletin No. RB.211-72-E037, dated March 26, 2003, to perform the inspections 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 Rolls-Royce plc, PO Box 31, Derby, England, DE248BJ; telephone: 011-44-1332-242424; fax: 011-44-1332-245-418. You may review copies 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**

(j) CAA airworthiness directive 004-03-2003, dated March 26, 2003, also addresses the subject of this AD.

Issued in Burlington, Massachusetts, on October 15, 2003.

**Robert G. Mann,**

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

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**BILLING CODE 4910-13-P**

**DEPARTMENT OF TRANSPORTATION****Federal Aviation Administration****14 CFR Part 39**

**[Docket No. 2002-SW-58-AD; Amendment 39-13343; AD 2003-21-08]**

**RIN 2120-AA64**

**Airworthiness Directives; Eurocopter France Model AS332C, AS332L, AS332L1, and AS332L2 Helicopters**

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

**ACTION:** Final rule.

**SUMMARY:** This amendment adopts a new airworthiness directive (AD) for the specified Eurocopter France (Eurocopter) model helicopters that requires inspecting certain main rotor blades for disbonds, which may be indicated by cracking, and repairing or replacing each main rotor blade (MRB) as necessary. This amendment is prompted by the discovery of disbonded leading edge protective strips. The actions specified by this AD are intended to detect disbonding between the stainless steel protective strip and the MRB skin, which could cause loss of the protective strip, an out-of-balance condition, and subsequent loss of control of the helicopter.

**DATES:** Effective November 28, 2003.

The incorporation by reference of certain publications listed in the regulations is approved by the Director of the Federal Register as of November 28, 2003.

**ADDRESSES:** The service information referenced in this AD may be obtained from American Eurocopter Corporation, 2701 Forum Drive, Grand Prairie, Texas 75053-4005, telephone (972) 641-3460, fax (972) 641-3527. This information may be examined at the FAA, Office of the Regional Counsel, Southwest Region, 2601 Meacham Blvd., Room 663, Fort Worth, Texas; or at the Office of the Federal Register, 800 North Capitol Street, NW., suite 700, Washington, DC.

**FOR FURTHER INFORMATION CONTACT:** Gary Roach, Aviation Safety Engineer, FAA, Rotorcraft Directorate, Regulations and Guidance Group, Fort Worth, Texas 76193-0111, telephone (817) 222-5130, fax (817) 222-5961.

**SUPPLEMENTARY INFORMATION:** A proposal to amend 14 CFR part 39 to include an AD for the specified model helicopters was published in the **Federal Register** on July 16, 2003 (68 FR 41970). That action proposed to require inspecting each MRB for disbonding within 100 hours time-in-service (TIS) and repairing or replacing each MRB as necessary. That action also proposed repetitive inspections at different intervals, based on the MRB serial number.

The Direction Generale De L'Aviation Civile (DGAC), the airworthiness authority for France, notified the FAA that an unsafe condition may exist on Eurocopter Model AS332 C, L, and L1 helicopters. The DGAC advises that checking each MRB to ensure the adhesion of the glass cloth blade cap, which is located between the MRB skin and the leading edge stainless steel protective strips, is necessary.

Eurocopter has issued AS 332 Service Bulletin 05.00.22, Revision 4, dated April 6, 2000, for the Model AS332C, L, L1, and L2 helicopters, which specifies checking for cracking developing spanwise along the stainless steel leading edge over a chordwise width of 0 to 6mm aft of the stainless steel strip on the MRB upper and lower surfaces. If spanwise cracking is found that is greater than 30mm or if the distance between two cracks is less than 40mm, a sound check using a tapping method to check the bonding is specified. If disbonding is present, measuring the depth of each disbond with a feeler gauge is specified. If the depth of the disbond exceeds 10mm, returning the MRB to the works for repair is specified. If no disbonding is present, or if the disbond is less than 10mm, reconditioning the MRB by removing the cracked caulking material and recaulking the blade is specified. The DGAC classified this service bulletin as mandatory and issued AD 1988-099-035(A) R5, dated June 14, 2000, to ensure the continued airworthiness of certain of these helicopters in France.

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. With the exception of a change in the point of contact under the caption **FOR FURTHER INFORMATION CONTACT**, the FAA has

determined that air safety and the public interest require the adoption of the rule as proposed; the change will neither increase the economic burden on any operator nor increase the scope of the AD.

On July 10, 2002, the FAA issued a new version of 14 CFR part 39 (67 FR 47997, July 22, 2002), which governs the FAA's AD system. The regulation now includes material that relates to altered products, special flight permits, and alternative methods of compliance. However, for clarity and consistency in this final rule, we have retained the language of the NPRM regarding that material.

The FAA estimates that this AD will affect 3 helicopters of U.S. registry, that it will take approximately 2 work hours per helicopter to inspect each MRB (8 hours per helicopter), and 6 work hours to remove and replace 2 MRB's per helicopter. The average labor rate is \$65 per work hour. The estimated cost of parts is \$50,000 for each blade. Based on these figures, the total cost impact of the proposed AD on U.S. operators is estimated to be \$302,730.

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.

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 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 from 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:

**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. Section 39.13 is amended by adding a new airworthiness directive to read as follows:

**2003-21-08 Eurocopter France:**

Amendment 39-13343. Docket No. 2002-SW-58-AD.

**Applicability:**

*Group 1:* Model AS332C, L, and L1 helicopters with main rotor blade (MRB), part number (P/N) 332A11-0022-00 through -03; P/N 332A11-0022-04, except those incorporating MOD 0740596; P/N 332A11-0024-00 through -05; and P/N 332A11-0025-00 through -05, installed certificated in any category.

*Group 2:* Model AS332C, L, and L1 helicopters with MRB, P/N 332A11-0022-04, that incorporates MOD 0740596; P/N 332A11-0024-06 and all higher dash numbers; and P/N 332A11-0025-06 and all higher dash numbers; and Model AS332L2 helicopters with MRB, P/N 332A11-0040 all dash numbers, installed, certificated in any category.

**Note 1:** This AD applies to each helicopter identified in the preceding applicability provision, regardless of whether it has been otherwise modified, altered, or repaired in the area subject to the requirements of this AD. For helicopters that have been modified, altered, or repaired so that the performance of the requirements of this AD is affected, the owner/operator must request approval for an alternative method of compliance in accordance with paragraph (e) of this AD. The request should include an assessment of the effect of the modification, alteration, or repair on the unsafe condition addressed by this AD; and if the unsafe condition has not been eliminated, the request should include specific proposed actions to address it.

**Compliance:** Helicopters listed in "Group 1" of the "Applicability" section of this AD, comply within 100 hours time-in-service (TIS) and thereafter at intervals not to exceed 100 hours TIS for MRB's having a serial number listed in the following table:

126	127	131	132	134	137	139	154	156	160
162	168	171	176	196	208	209	211	219	223
224	225	226	242	253	261	272	310	327	342
377	378	379	381	383	386	391	392	394	395
398	399	404	419	422	423	424	425	426	443
455	456	458	462	482	668	744	885	909	1019
1031	1032	1033	1036	1051	1055	1061	1070	1099	1101
1106	1117	1151	1155	1157	1158	1162	1167	1168	1169
1186	1198	1201	1205	1210	1213	1242	1246	1248	1268
1332	1410	1524							

For helicopters listed in "Group 1" of the "Applicability" section of this AD, with MRB's having a serial number not listed in the previous table, comply within 100 hours TIS, and thereafter at intervals not to exceed 250 hours TIS.

For helicopters listed in "Group 2" of the "Applicability" section of this AD, with MRB's having 400 or more hours TIS, comply within 100 hours TIS, and thereafter at intervals not to exceed 500 hours TIS; and

For helicopters listed in "Group 2" of the "Applicability" section of this AD, with MRB's having less than 400 hours TIS, comply prior to the MRB's accumulating 500 hours TIS, and thereafter at intervals not to exceed 500 hours TIS.

To detect disbonding between the stainless steel protective strip and the MRB skin, which could cause loss of the protective strip, an out-of-balance condition, and subsequent loss of control of the helicopter, accomplish the following:

(a) Inspect each MRB for disbonding in accordance with paragraph 2.B.1. of the Accomplishment Instructions in Eurocopter AS 332 Service Bulletin No. 05.00.22, Revision 4, dated April 6, 2000 (SB).

(b) If there is spanwise cracking which exceeds 30mm (1.18 inches) or there are 2 or more cracks with less than 40mm (1.57 inches) spacing, remove or support the MRB, remove any protective shield, and perform a tapping test on the leading edge of the MRB.

(c) If the tapping test does not indicate a disbond, repair the crack in accordance with paragraph 2.B.2.a) of the Accomplishment Instructions in the SB and recaulk and apply touch-up paint in accordance with paragraph 2.B.3. of the Accomplishment Instructions in the SB.

(d) If the tapping test indicates a disbond, measure the depth of the disbond in accordance with paragraph 2.B.2.b) and 2.B.2.c) of the Accomplishment Instructions in the SB.

(1) If disbonding is less than 10mm in depth, repair the crack in accordance with paragraph 2.B.2.a) of the Accomplishment Instructions in the SB, and recaulk and apply touch-up paint in accordance with paragraph

2.B.3. of the Accomplishment Instructions in the SB.

(2) If disbonding is 10mm or greater in depth, the MRB is unairworthy and must be replaced before further flight.

(e) An alternative method of compliance or adjustment of the compliance time that provides an acceptable level of safety may be used if approved by the Manager, Safety Management Group, Rotorcraft Directorate, FAA. Operators shall submit their requests through an FAA Principal Maintenance Inspector, who may concur or comment and then send it to the Manager, Safety Management Group.

**Note 2:** Information concerning the existence of approved alternative methods of compliance with this AD, if any, may be obtained from the Safety Management Group.

(f) Special flight permits may be issued in accordance with 14 CFR 21.197 and 21.199 to operate the helicopter to a location where the requirements of this AD can be accomplished.

(g) The inspections and repairs of the MRB shall be done in accordance with the Accomplishment Instructions in Eurocopter France AS 332 Service Bulletin No. 05.00.22, Revision 4, dated April 6, 2000. The Director of the Federal Register approved this incorporation by reference in accordance with 5 U.S.C. 552(a) and 1 CFR part 51. Copies may be obtained from American Eurocopter Corporation, 2701 Forum Drive, Grand Prairie, Texas 75053-4005, telephone (972) 641-3460, fax (972) 641-3527. Copies may be inspected at the FAA, Office of the Regional Counsel, Southwest Region, 2601 Meacham Blvd., Room 663, Fort Worth, Texas; or at the Office of the Federal Register, 800 North Capitol Street, NW., suite 700, Washington, DC.

(h) This amendment becomes effective on November 28, 2003.

**Note 3:** The subject of this AD is addressed in Direction Generale De L'Aviation Civile (France) AD 1988-099-035(A) R5, dated June 14, 2000.

Issued in Fort Worth, Texas, on October 9, 2003.

**Mark R. Schilling,**

*Acting Manager, Rotorcraft Directorate,  
Aircraft Certification Service.*

[FR Doc. 03-26466 Filed 10-23-03; 8:45 am]

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## NATIONAL AERONAUTICS AND SPACE ADMINISTRATION

### 14 CFR Part 1204

[Notice (03-134)]

RIN 2700-AC57

#### Temporary Duty Travel—Issuance of Motor Vehicle for Home-To-Work Transportation

**AGENCY:** National Aeronautics and  
Space Administration (NASA).

**ACTION:** Final rule.

**SUMMARY:** This is a final rule announcement to facilitate the efficient use of Government resources during temporary duty travel. Specifically, this rule will permit a NASA employee who is authorized to use a Government motor vehicle for temporary duty travel to be issued such a vehicle at the close of business of the preceding day so that the vehicle can be taken to the employee's residence for use on the following day. Likewise, if the NASA employee returns from official travel after the close of working hours, the vehicle can be returned on the next regular working day. This authority may be exercised only if there will be significant savings in time. The proposed rule was published in the **Federal Register** on June 23, 2003. No comments were received as a result of the proposed rule.

**EFFECTIVE DATE:** This rule is effective immediately upon publication in the **Federal Register**.

**ADDRESSES:** William Gookin, Code JG, National Aeronautics and Space Administration, Washington, DC 20546-0001.

**FOR FURTHER INFORMATION CONTACT:** William Gookin, 202-358-2306, FAX: 202-358-3235; E-mail: [william.e.gookin@nasa.gov](mailto:william.e.gookin@nasa.gov).

**SUPPLEMENTARY INFORMATION:** This rule is designed to remedy a situation that often arises at certain NASA Installations. Employees who are authorized to use motor vehicles for temporary duty travel must pick up their vehicles at the Installation at the start of the travel period, even in cases where the employees' residences are closer to the temporary duty destination than to the Installation. Such unnecessary travel can sometimes result in a significant waste of official time and resources. This rule will allow such employees to be issued vehicles at the close of the preceding working day, so that they can commence travel from their residences immediately on the next day. Such authority may only be exercised, however, if the authorizing official determines that there will be a significant savings in time. Likewise, if such employees are scheduled to return after working hours, they can take the vehicles to their residences and return them on the next regular working day. Although the use of such vehicles for travel during the day preceding and subsequent to temporary duty travel is not official travel, NASA considers it to be "in conjunction with official travel," 70 Comptroller General 196, and, therefore, not prohibited by 31 U.S.C. 1344. This rule is pursuant to Section 503 of the Ethics Reform Act of 1989

(Pub. L. 101-194) 31 U.S.C. 1344 note which authorizes agency heads to "prescribe by rule appropriate conditions for the incidental use, for other than official business," of Government vehicles. This rule also implements 40 U.S.C. 486(c), that authorizes agency heads to issue directives carrying out the regulations of the General Services Administration (GSA), in this case the GSA rules for the use of Government vehicles at 41 CFR Part 301-10, Subpart C, "Government Vehicles." See similar Department of Energy regulations at 41 CFR Part 109-6.400.

**Regulatory Evaluation:** This rule in not a "significant regulatory action" under section 3(f) of Executive Order 12866, Regulatory Planning and Review, and does not require an assessment of potential costs and benefits under section 6(a)(3) of that Order.

**Small Entities:** As required by the Regulatory Flexibility Act (5 U.S.C. 601-612), NASA has considered whether this proposed rule would have a significant economic impact on a substantial number of small entities. The term "small entities" comprises small businesses, not-for-profit organizations that are independently owned and operated and are not dominant in their fields, and governmental jurisdictions with populations of less than 50,000. NASA certifies under 5 U.S.C. 605(b) that this proposed rule will not have a significant economic impact on small business entities.

**Collection of Information:** This rule does not contain any information collection requirements subject to the Paperwork Reduction Act of 1995 (44 U.S.C. 3501-3520).

#### List of Subjects in 14 CFR Part 1204, Subpart 16

Government employees, Government property, and Government property management.

■ For the reasons discussed above, NASA proposes to amend 14 CFR Part 1204:

#### PART 1204—ADMINISTRATIVE AUTHORITY AND POLICY

■ Add subpart 16 to read as follows:

#### Subpart 16—Temporary Duty Travel— Issuance of Motor Vehicle for Home-to- Work Transportation

Sec.

1204.1600 Issuance of motor vehicle for home-to-work.

**Authority:** 31 U.S.C. 1344 note, 40 U.S.C. 486(c).