

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.

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 44 helicopters of U.S. registry will be affected by this AD, that it will take approximately 5 work hours per helicopter to accomplish the inspection and 5 work hours to replace any parts, as necessary, and that the average labor rate is \$60 per work hour. Required parts will cost approximately \$459 for the hose. If replacing the hose on two sides is required, the cost will be approximately \$918. Based on these figures, the total cost impact of the AD on U.S. operators is estimated to be \$1,518 per helicopter, or \$50,094 for the entire fleet, assuming 75 percent of the fleet (33 helicopters) is equipped with emergency flotation gear and the hoses are replaced on all 33 helicopters.

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:

#### 2003-18-03 Eurocopter France:

Amendment 39-13294. Docket No. 2002-SW-53-AD.

**Applicability:** Model EC 155B, SA-365N and N1, AS-365N2, and AS 365 N3 helicopters, with emergency flotation gear 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 (d) 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:** Required as indicated, unless accomplished previously.

To prevent failure of the hose, resulting in failure of hydraulic pressure to the brakes on the affected landing gear wheel and subsequent loss of control of the helicopter during a run-on landing, accomplish the following:

(a) Within 10 hours time-in-service (TIS), inspect the hose for crazing, pinching, distortion, or leaks as illustrated in Area A of Figure 1 of Eurocopter Alert Telex No. 32.00.09, for Model SA-365N and N1, AS-365N2, and AS 365 N3 helicopters, and Alert Telex No. 32A004, for Model EC 155B helicopters, both dated July 31, 2002 (Alert Telexes).

(b) If crazing, pinching, distortion, or leaks exist, replace the hose with an airworthy hose before further flight.

(c) At the next 100-hour TIS inspection, inspect the hose and the emergency flotation gear pipe to ensure adequate clearance and adjust the landing gear leg, if necessary, in accordance with the Operational Procedure, paragraph 2.B.2., of the applicable Alert Telexes.

(d) 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.

(e) 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.

(f) The inspections and adjustments, if necessary, shall be done in accordance with Eurocopter Alert Telex No. 32.00.09, for Model SA-365N and N1, AS-365N2, and AS 365 N3 helicopters, and Alert Telex No. 32A004, for Model EC 155B helicopters, both dated July 31, 2002. This incorporation by reference was approved by the Director of the Federal Register 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.

(g) This amendment becomes effective on October 14, 2003.

**Note 3:** The subject of this AD is addressed in Direction Generale De L'Aviation Civile (France) AD No. 2002-475-007(A) and AD No. 2002-474-058(A), both dated September 18, 2002.

Issued in Fort Worth, Texas on August 26, 2003.

**Scott A. Horn,**

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

[FR Doc. 03-22619 Filed 9-5-03; 8:45 am]

**BILLING CODE 4910-13-P**

## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### 14 CFR Part 39

[Docket No. 2003-NE-30-AD; Amendment 39-13295; AD 2003-18-04]

RIN 2120-AA64

#### Airworthiness Directives; Wytownia Sprzetu Komunikacyjnego (WSK) PZL-10W Turbohaft Engines

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

**ACTION:** Final rule; request for comments.

**SUMMARY:** The FAA is adopting a new airworthiness directive (AD) for Wytownia Sprzetu Komunikacyjnego

(WSK) PZL-10W turboshaft engines. This AD requires a one-time inspection of the four engine-to-gearbox pin retaining joints for loose or improperly crimped retaining nuts and damaged bolts on certain serial number engines. This AD is prompted by reports of loose or improperly crimped engine-to-gearbox pin joint retaining nuts found during overhaul. We are issuing this AD to prevent loss of nut torque and loosening of engine-to-gearbox pin joint retaining nuts, which could result in misalignment of the engine to the gearbox, causing loss of drive to the gearbox, power turbine overspeed, and uncontained power turbine disc failure.

**DATES:** Effective September 23, 2003. The Director of the Federal Register approved the incorporation by reference of certain publications listed in the regulations as of September 23, 2003.

We must receive any comments on this AD by November 7, 2003.

**ADDRESSES:** Use one of the following addresses to submit comments on this AD:

- By mail: The Federal Aviation Administration (FAA), New England Region, Office of the Regional Counsel, Attention: Rules Docket No. 2003-NE-30-AD, 12 New England Executive Park, Burlington, MA 01803-5299.
- By fax: (781) 238-7055.
- By e-mail: [9-ane-adcomment@faa.gov](mailto:9-ane-adcomment@faa.gov)

You can get the service information referenced in this AD from Wytwornia Sprzetu Komunikacyjnego "PZL—Rzeszow" S. A., ul. Hetmanska 120, 35-078 Rzeszow, P.O. Box 340, Poland, telephone 011-48-17-85-46-100; fax 011-48-17-620-750.

You may examine the AD docket, by appointment, at the FAA, New England Region, Office of the Regional Counsel, 12 New England Executive Park, Burlington, MA. You may examine the service information, 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.

**FOR FURTHER INFORMATION CONTACT:** James Lawrence, Aerospace Engineer, Engine Certification Office, FAA, Engine and Propeller Directorate, 12 New England Executive Park; Burlington, MA 01803-5299; telephone (781) 238-7176; fax (781) 238-7199.

**SUPPLEMENTARY INFORMATION:** The Polish General Inspectorate of Civil Aviation, which is the airworthiness authority for Poland, recently notified the FAA that an unsafe condition may exist on Wytwornia Sprzetu Komunikacyjnego (WSK) PZL-10W turboshaft engines.

The Polish General Inspectorate of Civil Aviation advises that reports have been received of loose or improperly crimped engine-to-gearbox pin joint retaining nuts and damaged bolts found during overhaul.

#### Relevant Service Information

We have reviewed and approved the technical contents of Wytwornia Sprzetu Komunikacyjnego Obligatory Service Bulletin (OSB) No. E-19W096/2000, (original issue—2000), that describes procedures for performing a one-time inspection of the four engine-to-gearbox pin retaining joints for loose or improperly crimped retaining nuts and damaged bolts on the serial number PZL-10W engines listed in the OSB. The Polish General Inspectorate of Civil Aviation classified this OSB as mandatory and issued AD No. SP-0008-2001-B, dated October 2, 2001.

#### Bilateral Airworthiness Agreement

This engine model is manufactured in Poland and is type certificated for operation in the United States under the provisions of section 21.29 of the Federal Aviation Regulations (14 CFR 21.29) and the applicable bilateral airworthiness agreement. Under this bilateral airworthiness agreement, the Polish General Inspectorate of Civil Aviation has kept the FAA informed of the situation described above. We have examined the findings of the Polish General Inspectorate of Civil Aviation, reviewed all available information, and determined that AD action is necessary for products of this type design that are certificated for operation in the United States.

#### FAA's Determination and Requirements of This AD

Although no helicopters that are registered in the United States use these PZL-10W turboshaft engines, the possibility exists that the PZL-10W turboshaft engines could be used on helicopters that are registered in the United States in the future. The unsafe condition described previously is likely to exist or develop on other WSK PZL-10W turboshaft engines of the same type design. We are issuing this AD to prevent loss of nut torque and loosening of engine-to-gearbox pin joint retaining nuts, which could result in misalignment of the engine to the gearbox, causing loss of drive to the gearbox, power turbine overspeed, and uncontained power turbine disc failure. This AD requires performing a one-time inspection of the four engine-to-gearbox pin retaining joints for loose or improperly crimped retaining nuts and damaged bolts on the serial number

PZL-10W engines listed in OSB No. E-19W096/2000, (original issue—2000). You must use the service information described previously to perform the actions required by this AD.

#### FAA's Determination of the Effective Date

Since there are currently no domestic operators of this engine model, notice and opportunity for public comment before issuing this AD are unnecessary. Therefore, a situation exists that allows the immediate adoption of this regulation.

#### Changes to 14 CFR Part 39—Effect on the AD

On July 10, 2002, we issued a new version of 14 CFR part 39 (67 FR 47997, July 22, 2002), which governs our AD system. This regulation now includes material that relates to special flight permits, alternative methods of compliance, and altered products. This material previously was included in each individual AD. Since this material is included in 14 CFR part 39, we will not include it in future AD actions.

#### Comments Invited

This AD is a final rule that involves requirements affecting flight safety and was not preceded by notice and an opportunity for public comment; however, we invite you to submit any written relevant data, views, or arguments regarding this AD. Send your comments to an address listed under **ADDRESSES**. Include "AD Docket No. 2003-NE-30-AD" in the subject line of your comments. If you want us to acknowledge receipt of your mailed comments, send us a self-addressed, stamped postcard with the docket number written on it; we will date-stamp your postcard and mail it back to you. We specifically invite comments on the overall regulatory, economic, environmental, and energy aspects of the rule that might suggest a need to modify it. If a person contacts us verbally, and that contact relates to a substantive part of this AD, we will summarize the contact and place the summary in the docket. We will consider all comments received by the closing date and may amend the AD in light of those comments.

We are reviewing the writing style we currently use in regulatory documents. We are interested in your comments on whether the style of this document is clear, and your suggestions to improve the clarity of our communications with you. You may get more information about plain language at <http://www.faa.gov/language> and <http://www.plainlanguage.gov>.

### Examining the AD Docket

You may examine the AD Docket (including any comments and service information), by appointment, between 8:00 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-30-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:

#### 2003-18-04—Wytwornia Sprzetu

**Komunikacyjnego:** Amendment 39-13295. Docket No. 2003-NE-30-AD.

#### Effective Date

- (a) This airworthiness directive (AD) becomes effective September 23, 2003.

### Affected ADs

- (b) None.

### Applicability

(c) This AD applies to Wytwornia Sprzetu Komunikacyjnego (WSK) PZL-10W turboshaft engines listed by serial number in Wytwornia Sprzetu Komunikacyjnego Obligatory Service Bulletin (OSB) No. E-19W096/2000, (original issue—2000). These PZL-10W turboshaft engines are installed on, but not limited to PZL-SOKOL helicopters.

### Unsafe Condition

(d) This AD was prompted by reports of loose or improperly crimped engine-to-gearbox pin joint retaining nuts and damaged bolts found during overhaul. We are issuing this AD to prevent loss of nut torque and loosening of engine-to-gearbox pin joint retaining nuts, which could result in misalignment of the engine to the gearbox, causing loss of drive to the gearbox, power turbine overspeed, and uncontained power turbine disc failure.

### Compliance

(e) You are responsible for having the actions required by this AD performed before further flight after the effective date of this AD, unless the actions have already been done.

### Inspection

(f) Inspect the four engine-to-gearbox pin retaining joints for loose or improperly crimped retaining nuts and damaged bolts on the serial number engines listed in WSK Obligatory Service Bulletin (OSB) No. E-19W096/2000, (original issue—2000), and replace loosened or improperly crimped nuts, damaged bolts and washers. Use Chapter II of Accomplishment Instructions of OSB No. E-19W096/2000, (original issue—2000) to do these actions.

### Alternative Methods of Compliance

(g) 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.

### Special Flight Permits

- (h) Special flight permits are prohibited.

### Material Incorporated by Reference

(i) You must use Wytwornia Sprzetu Komunikacyjnego Obligatory Service Bulletin No. E-19W096/2000, (original issue—2000) to perform the inspection 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 Wytwornia Sprzetu Komunikacyjnego "PZL-Rzeszow" S. A., ul. Hetmanska 120, 35-078 Rzeszow, P.O. Box 340, Poland, telephone 011-48-17-85-46-100; fax 011-48-17-620-750. 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) Polish General Inspectorate of Civil Aviation AD No. SP-0008-2001-B, dated October 2, 2001, also addresses the subject of this AD.

Issued in Burlington, Massachusetts, on August 28, 2003.

**Jay J. Pardee,**

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

[FR Doc. 03-22620 Filed 9-5-03; 8:45 am]

**BILLING CODE 4910-13-P**

## DEPARTMENT OF TRANSPORTATION

### Office of the Secretary

#### 14 CFR Part 250

[Docket No. OST-96-1255]

RIN 2105-AC45

### Oversales Signs

**AGENCY:** Office of the Secretary (OST), (DOT).

**ACTION:** Final rule.

**SUMMARY:** This document amends the regulation on oversales by changing the reference to an outdated legal authority and other language because of several new statutory provisions. This action also makes certain other editorial changes.

**EFFECTIVE DATE:** October 8, 2003.

**ADDRESSES:** You may obtain a copy of this notice from the DOT public docket through the Internet at <http://dms.dot.gov>, docket number OST-96-1255.

You may also review the public docket in person in the Docket office between 9 a.m. and 5 p.m., Monday through Friday, except Federal holidays. The Docket office is on the plaza level of the Department of Transportation. Additionally, you may obtain a copy of this document from the **Federal Register** Web site at <http://www.gpoaccess.gov/fr/index.html>.

**FOR FURTHER INFORMATION CONTACT:** Tim Kelly, Aviation Consumer Protection Division, Office of Aviation Enforcement and Proceedings, Office of the General Counsel, Department of Transportation, 400 Seventh Street, SW., Room 4107, Washington, DC 20590, telephone (202) 366-5952, e-mail [tim.kelly@ost.dot.gov](mailto:tim.kelly@ost.dot.gov).

### SUPPLEMENTARY INFORMATION:

#### Background

On June 3, 1996, the Department of Transportation published a Notice of Proposed Rulemaking (61 FR 27818) that proposed to eliminate the