

regulatory action" under Executive Order 12866. It has been determined further that this action involves an emergency regulation under DOT Regulatory Policies and Procedures (44 FR 11034, February 26, 1979). If it is determined that this emergency regulation otherwise would be significant under DOT Regulatory Policies and Procedures, a final regulatory evaluation will be prepared and placed in the Rules Docket. A copy of it, if filed, 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:

#### 2003-08-07 Bell Helicopter Textron

**Canada:** Amendment 39-13118. Docket No. 2003-SW-01-AD.

**Applicability:** Model 222 helicopters, serial numbers (S/N) 47006 through 47089; Model 222B helicopters, S/N 47131 through 47156; Model 222U helicopters, S/N 47501 through 47574; and Model 230 helicopters, S/N 23001 through 23038, with main rotor pendulum weight support (pendulum weight support), part number (P/N) 222-011-114-101 or -103, except for pendulum weight supports with a S/N having a prefix of "FN" and numbers 363 through 409, 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 (f) 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 within 50 hours time-in-service, unless accomplished previously.

To prevent the main rotor pendulum weights (pendulum weights) from separating from the pendulum weight support and striking the vertical fin or tail rotor, and subsequent loss of control of the helicopter, accomplish the following:

(a) Inspect the edges of each pendulum weight support, P/N 222-011-114-101 or -103, for an edge break of 0.02 to 0.04 inch radius or 0.02 to 0.04 inch × 45 degrees chamfer in accordance with the Accomplishment Instructions, paragraphs 1 through 3, in Bell Helicopter Textron (BHT) Alert Service Bulletin (ASB) 222-02-92 for Model 222 and 222B helicopters; BHT ASB 222U-02-63 for Model 222U helicopters; or BHT ASB 230-02-25 for Model 230 helicopters, all dated March 28, 2002.

(b) Inspect the edges of each pendulum weight support for file marks, grinding marks, or gouges, and to ensure that edge break machining/polishing marks are in the correct direction as shown in Figure 1 of each ASB cited in paragraph (a) of this AD.

(c) If the edge breaks do not meet the requirements in paragraphs (a) and (b) of this AD:

(1) Rework the edges in accordance with Figure 1 and the Accomplishment Instructions, paragraph 6, in the applicable ASB.

(2) Perform a magnetic particle inspection of the pendulum weight supports for a crack.

(3) Re-identify reworked pendulum weight supports in accordance with the Accomplishment Instructions, paragraphs 8 through 10, in the applicable ASB.

(d) If the edge breaks meet the requirements in paragraphs (a) and (b) of this AD, perform a magnetic particle inspection of the pendulum weight supports for a crack.

(e) If a crack is found in the pendulum weight support or the pendulum weight support cannot be reworked to meet the requirements of this AD, replace the pendulum weight support with an airworthy pendulum weight support before further flight.

(f) 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, Regulations 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, Regulations Group.

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

(g) 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.

(h) The inspections and rework and replacement, if necessary, shall be done in accordance with Bell Helicopter Textron Alert Service Bulletin 222-02-92, Bell Helicopter Textron Alert Service Bulletin 222U-02-63, or Bell Helicopter Textron Alert Service Bulletin 230-02-25, all dated March 28, 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 Bell Helicopter Textron Canada, 12,800 Rue de l'Avenir, Mirabel, Quebec J7Y1R4, telephone (450) 437-2862 or (800) 363-8023, fax (450) 433-0272. 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.

(i) This amendment becomes effective on May 1, 2003.

**Note 3:** The subject of this AD is addressed in Transport Canada (Canada) AD CF-2002-33, dated July 4, 2002.

Issued in Fort Worth, Texas, on April 7, 2003.

**Eric Bries,**

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

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## DEPARTMENT OF ENERGY

### Federal Energy Regulatory Commission

#### 18 CFR Parts 4, 16, 141, 157

[Docket No. RM03-6-000]

#### Amendments To Conform Regulations With Order No. 630 (Critical Energy Infrastructure Information Final Rule)

April 9, 2003.

**AGENCY:** Federal Energy Regulatory Commission.

**ACTION:** Notice of proposed rulemaking.

**SUMMARY:** The Federal Energy Regulatory Commission is proposing to revise its regulations requiring that companies make information directly