

helicopter, if replacement of the blades is necessary. Based on these figures, we estimate the total cost impact of the AD on U.S. operators to be \$115,795 per helicopter, assuming one inspection per year and one pull test for each helicopter in the entire fleet; and, replacing the blades on one helicopter.

Comments Invited

Although this action is in the form of a final rule that involves requirements affecting flight safety and, thus, was not preceded by notice and an opportunity for public comment, comments are invited on this rule. Interested persons are invited to comment on this rule by submitting such written data, views, or arguments as they may desire. Communications should identify the Rules Docket number and be submitted in triplicate to the address specified under the caption **ADDRESSES**. All communications received on or before the closing date for comments will be considered, and this rule may be amended in light of the comments received. Factual information that supports the commenter's ideas and suggestions is extremely helpful in evaluating the effectiveness of the AD action and determining whether additional rulemaking action would be needed.

Comments are specifically invited on the overall regulatory, economic, environmental, and energy aspects of the rule that might suggest a need to modify the rule. All comments submitted will be available in the Rules Docket for examination by interested persons. A report that summarizes each FAA-public contact concerned with the substance of this AD will be filed in the Rules Docket.

Commenters wishing the FAA to acknowledge receipt of their mailed comments submitted in response to this rule must submit a self-addressed, stamped postcard on which the following statement is made: "Comments to Docket No. 2003-SW-34-AD." The postcard will be date stamped and returned to the commenter.

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.

The FAA has determined that this regulation is an emergency regulation that must be issued immediately to correct an unsafe condition in aircraft,

and that is not a "significant 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:

2003-15-51 Eurocopter France:

Amendment 39-13276. Docket No. 2003-SW-34-AD.

Applicability: Model SE3160, SA315B, SA316B, SA316C, and SA319B helicopters, with main rotor blade (blade), part number (P/N) L3160-100-01, produced under a Parts Manufacturer Approval approved by Supplemental Type Certificate SH778GL, installed, certificated in any category.

Compliance: Required as indicated, unless accomplished previously.

To prevent failure of a blade and subsequent loss of control of the helicopter, accomplish the following:

(a) For helicopters that have a blade, part number (P/N) L3160-100-01 (all serial numbers), installed, within 10 hours time-in-service (TIS) or 30 days, whichever occurs first, using a 10x or higher magnifying glass, visually inspect each blade root end bolt (bolt) and bolt hole for corrosion in a bolt hole or radiating from a bolt hole, or for a crack on a blade root end fitting (fitting) or in a bolt hole, in accordance with Part A of Rotor Trends, LLC Service Bulletin No. 01.03, dated July 9, 2003 (SB).

(b) If corrosion or a crack is found, replace the blade with an airworthy blade before further flight. If corrosion is detected only on a bolt, P/N NAS1105, replace the affected bolt with an airworthy bolt before further flight.

(c) For helicopters that have a blade, P/N L3160-100-01, serial numbers 600 through 671, installed, within 50 hours TIS or 90 days, whichever occurs first, conduct a one-time pull test on each fitting and blade root end doubler to detect disbonding in accordance with Part B of the SB, except that you are not required to contact or return a form to Rotor Trends, LLC.

(d) If disbonding is detected, replace the blade with an airworthy blade before further flight.

(e) To request a different method of compliance or a different compliance time for this AD, follow the procedures in 14 CFR 39.19. Contact the Los Angeles Aircraft Certification Office, Transport Airplane Directorate, FAA, for information about previously approved alternative methods of compliance.

(f) Special flight permits will not be issued.

(g) The visual inspections and pull test shall be done in accordance with Rotor Trends, LLC Service Bulletin No. 01.03, dated July 9, 2003. 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 Rotor Trends, LLC, 1715 N. Pinal Avenue, Casa Grande, Arizona 85222, telephone: (520) 421-7482, fax: (520) 421-7458, Email: jmp@helisupport.com. Copies may be inspected at the FAA, Office of the Regional Counsel, Southwest Region, Attention: Rules Docket No. 2003-SW-34-AD, 2601 Meacham Blvd., Room 663, Fort Worth, Texas 76137; or at the Office of the Federal Register, 800 North Capitol Street, NW., suite 700, Washington, DC.

(h) This amendment becomes effective on September 12, 2003, to all persons except those persons to whom it was made immediately effective by Emergency AD 2003-15-51, issued July 16, 2003, which contained the requirements of this amendment.

Issued in Fort Worth, Texas, on August 8, 2003.

David A. Downey,

Manager, Rotorcraft Directorate, Aircraft Certification Service.

[FR Doc. 03-21520 Filed 8-27-03; 8:45 am]

BILLING CODE 4910-13-P

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. 2002-NE-16-AD; Amendment 39-13290; AD 2003-17-15]

RIN 2120-AA64

Airworthiness Directives; Rolls-Royce plc. RB211-535 Turbofan Engines

AGENCY: Federal Aviation Administration, DOT.

ACTION: Final rule.

SUMMARY: This amendment supersedes an existing airworthiness directive (AD)