

• *Clarity.* Are the regulations in this category drafted in clear and easily understood language?

• *Burden on small insured institutions.* NCUA has a particular interest in minimizing burden on small insured credit unions (those with less than \$10 million in assets). More than

half of federally-insured credit unions are small—having \$10 million in assets or less—as defined by NCUA in IRPS 03–2. NCUA solicits comment on how any regulations in this category could be changed to minimize any significant economic impact on a substantial number of small credit unions.

NCUA appreciates the efforts of all interested parties to help us eliminate outdated, unnecessary or unduly burdensome regulatory requirements.

IV. Regulations About Which Burden Reduction Recommendations Are Requested Currently

Consumer Protection: Lending Related Rules	
Nondiscrimination Requirement (Fair Housing)	12 CFR 701.31.
Loans in Areas Having Special Flood Hazards	12 CFR part 760.
Credit Practices	12 CFR part 706.
[Federal Reserve Rules]	
Equal Credit Opportunity [Regulation B]	12 CFR part 202.
Home Mortgage Disclosure [Regulation C]	12 CFR part 203.
Consumer Leasing [Regulation M]	12 CFR part 213.
Truth in Lending [Regulation Z]	12 CFR part 226.

By the National Credit Union
Administration Board on January 28, 2004.

Becky Baker,

Secretary of the Board.

[FR Doc. 04–2279 Filed 2–3–04; 8:45 am]

BILLING CODE 7535–01–P

SMALL BUSINESS ADMINISTRATION

13 CFR Part 121

Small Business Size Standards; Waiver of the Nonmanufacturer Rule

AGENCY: U.S. Small Business
Administration.

ACTION: Proposed rule; notice of intent
to waive the Nonmanufacturer Rule for
General Aviation Turboprop Aircraft.

SUMMARY: The U.S. Small Business
Administration (SBA) is considering
granting a waiver of the
Nonmanufacturer Rule for General
Aviation Turboprop Aircraft
manufacturing. The basis for waivers is
that no small business manufacturers
are supplying these classes of products
to the Federal government. The effect of
a waiver would be to allow otherwise
qualified regular dealers to supply the
products of any domestic manufacturer
on a Federal contract set aside for small
businesses or awarded through the SBA
8(a) Program. The purpose of this notice
is to solicit comments and potential
source information from interested
parties.

DATES: Comments and sources must be
submitted on or before February 20,
2004.

ADDRESSES: Address comments to: Edith
Butler, Program Analyst, U.S. Small
Business Administration, 409 3rd Street,
SW., Washington DC, 20416, Tel: (202)
619–0422.

FOR FURTHER INFORMATION CONTACT:
Edith Butler, Program Analyst, (202)
619–0422, FAX (202) 205–7280.

SUPPLEMENTARY INFORMATION: Pub. L.
100–656, enacted on November 15,
1988, incorporated into the Small
Business Act the previously existing
regulation that recipients of Federal
contracts set aside for small businesses
or SBA 8(a) Program procurement must
provide the product of a small business
manufacturer or processor, if the
recipient is other than the actual
manufacturer or processor. This
requirement is commonly referred to as
the Nonmanufacturer Rule. The SBA
regulations imposing this requirement
are found at 13 CFR 121.406(b). Section
303(h) of the law provides for waiver of
this requirement by SBA for any “class
of products” for which there are no
small business manufacturers or
processors in the Federal market.

To be considered available to
participate in the Federal market on
these classes of products, a small
business manufacturer must have
submitted a proposal for a contract
solicitation or received a contract from
the Federal government within the last
24 months. The SBA defines “class of
products” based on six digit coding
systems.

The first coding system is the Office
of Management and Budget *North
American Industry Classification
System (NAICS)*. The second is the
Product and Service Code established
by the Federal Procurement Data
System.

The Small Business Administration is
currently processing a request to waive
the Nonmanufacturer Rule for General
Aviation Turboprop Aircraft, North
American Industry Classification
System (NAICS) 441229. The public is
invited to comment or provide source
information to SBA on the proposed

waiver of the nonmanufacturer rule for
this NAICS code.

Barry S. Meltz,

*Acting Associate Administrator for
Government Contracting.*

[FR Doc. 04–2239 Filed 2–3–04; 8:45 am]

BILLING CODE 8025–01–P

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. 2003–CE–63–AD]

RIN 2120–AA64

Airworthiness Directives; HPH s.r.o. Models Glasflü gel 304CZ, 304CZ–17, and 304C Sailplanes

AGENCY: Federal Aviation
Administration (FAA), DOT.

ACTION: Notice of proposed rulemaking
(NPRM).

SUMMARY: The FAA proposes to adopt a
new airworthiness directive (AD) for all
HPH s.r.o. (HPH) Models Glasflü gel
304CZ, 304CZ–17, and 304C sailplanes.
This proposed AD would require you to
inspect to determine the airbrake handle
attachment rivet material. This
proposed AD would require you to
replace any non-steel rivet with a steel
rivet. This proposed AD is the result of
mandatory continuing airworthiness
information (MCAI) issued by the
airworthiness authority for the Czech
Republic. We are issuing this proposed
AD to prevent the airbrake handle from
becoming loose, which could result in
failure of the airbrake control. This
failure could lead to loss of control of
the sailplane.

DATES: We must receive any comments
on this proposed AD by March 4, 2004.

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

- *By mail:* FAA, Central Region, Office of the Regional Counsel, Attention: Rules Docket No. 2003–CE–63–AD, 901 Locust, Room 506, Kansas City, Missouri 64106.

- *By fax:* (816) 329–3771.

- *By e-mail:* 9–ACE–7–

Docket@faa.gov. Comments sent electronically must contain “Docket No. 2003–CE–63–AD” in the subject line. If you send comments electronically as attached electronic files, the files must be formatted in Microsoft Word 97 for Windows or ASCII.

You may get the service information identified in this proposed AD from HPH spol.s r.o., Cáslavská 126, P.O. Box 112, CZ284 01 Kutná Hora, Czech Republic; telephone: 011–42–327 513441; e-mail: *hph@hph.cz*.

You may view the AD docket at FAA, Central Region, Office of the Regional Counsel, Attention: Rules Docket No. 2003–CE–63–AD, 901 Locust, Room 506, Kansas City, Missouri 64106. Office hours are 8 a.m. to 4 p.m., Monday through Friday, except Federal holidays.

FOR FURTHER INFORMATION CONTACT: Greg Davison, Aerospace Engineer, FAA, Small Airplane Directorate, 901 Locust, Room 301, Kansas City, Missouri 64106; telephone: (816) 329–4130; facsimile: (816) 329–4090.

SUPPLEMENTARY INFORMATION:

Comments Invited

How Do I Comment on This Proposed AD?

We invite you to submit any written relevant data, views, or arguments regarding this proposal. Send your comments to an address listed under **ADDRESSES**. Include “AD Docket No. 2003–CE–63–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.

Are There Any Specific Portions of This Proposed AD I Should Pay Attention To?

We specifically invite comments on the overall regulatory, economic, environmental, and energy aspects of this proposed AD. If you contact us through a nonwritten communication

and that contact relates to a substantive part of this proposed 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 this proposed AD in light of those comments and contacts.

Discussion

What Events Have Caused This Proposed AD?

The Civil Aviation Authority (CAA), which is the airworthiness authority for the Czech Republic, recently notified FAA that an unsafe condition may exist on all HPH Models Glasflü gel 304CZ, 304CZ–17, and 304C sailplanes. The CAA reports that excessive free play in the airbrake handle was found during a pre-flight check on a Glasflü gel 304CZ sailplane.

A non-steel (duralumin) rivet connecting the airbrake handle to the pushrod had become loose.

What Are the Consequences if the Condition Is Not Corrected?

If not corrected, a loose airbrake handle could result in failure of airbrake control. This failure could lead to loss of control of the sailplane.

Is There Service Information That Applies to This Subject?

HPH spol.s r.o. has issued Mandatory bulletin No.: G304CZ–05 a) G304CZ17–05 a), dated March 26, 2003.

What Are the Provisions of This Service Information?

The service bulletin includes procedures for:

- Inspecting to determine the airbrake handle attachment rivet material; and
- Replacing any non-steel rivet with a steel rivet.

What Action Did the CAA Take?

The CAA classified this service bulletin as mandatory and issued Czech Republic AD Number CAA–AD–040/2003, dated May 6, 2003, to ensure the continued airworthiness of these sailplanes in Czech Republic.

Did the CAA Inform the United States Under the Bilateral Airworthiness Agreement?

These HPH Models Glasflügel 304CZ, 304CZ–17, and 304C sailplanes are manufactured in the Czech Republic and are 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 CAA has kept us informed of the situation described above.

FAA’s Determination and Requirements of This Proposed AD

What Has FAA Decided?

We have examined the CAA’s findings, 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.

Since the unsafe condition described previously is likely to exist or develop on other HPH Models Glasflügel 304CZ, 304CZ–17, and 304C sailplanes of the same type design that are registered in the United States, we are proposing AD action to prevent the airbrake handle from becoming loose, which could result in failure of the airbrake control. This failure could lead to loss of control of the sailplane.

What Would This Proposed AD Require?

This proposed AD would require you to incorporate the actions in the previously-referenced service bulletin.

How Does the Revision to 14 CFR Part 39 Affect This Proposed AD?

On July 10, 2002, we published a new version of 14 CFR part 39 (67 FR 47997, July 22, 2002), which governs FAA’s AD system. This regulation now includes material that relates to altered products, special flight permits, and alternative methods of compliance. 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.

Costs of Compliance

How Many Sailplanes Would This Proposed AD Impact?

We estimate that this proposed AD affects 12 sailplanes in the U.S. registry.

What Would Be the Cost Impact of This Proposed AD on Owners/Operators of the Affected Sailplanes?

We estimate the following costs to accomplish this proposed inspection:

Labor cost	Parts cost	Total cost per airplane	Total cost on U.S. operators
1 workhour × \$65 per hour = \$65	Not applicable	\$65	\$65 × 12 = \$780

We estimate the following costs to accomplish any necessary replacements that would be required based on the

results of this proposed inspection. We have no way of determining the number

of sailplanes that may need this replacement:

Labor cost	Parts cost	Total cost per airplane
1 workhour × \$65 per hour = \$65	\$10	\$65 + 10 = \$75

Regulatory Findings

Would This Proposed AD Impact Various Entities?

We have determined that this proposed AD would not have federalism implications under Executive Order 13132. This proposed AD 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.

Would This Proposed AD Involve a Significant Rule or Regulatory Action?

For the reasons discussed above, I certify that this proposed AD:

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 proposed 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-CE-63-AD" in your request.

List of Subjects in 14 CFR Part 39

Air transportation, Aircraft, Aviation safety, Safety.

The Proposed Amendment

Accordingly, under the authority delegated to me by the Administrator, the Federal Aviation Administration proposes to amend 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 (AD):

Actions	Compliance	Procedures
(1) Inspect to determine the airbrake handle attachment rivet material.	Within the next 25 hours time-in-service (TIS) after the effective date of this AD.	Follow HPH spol.s r.o. Mandatory Bulletin No.: G304CZ-05 a) G304CZ17-05 a), dated March 26, 2003.
(2) Replace any non-steel attachment rivet with a steel rivet.	Before further flight after the inspection required in paragraph (e)(1) of this AD.	Follow HPH spol.s r.o. Mandatory Bulletin No.: G304CZ-05 a) G304CZ17-05 a), dated March 26, 2003.

May I Request an Alternative Method of Compliance?

(f) You may request a different method of compliance or a different compliance time for this AD by following the procedures in 14 CFR 39.13. Send your request to the Manager, Standards Office, Small Airplane Directorate, FAA. For information on any already approved alternative methods of compliance, contact Greg Davison, Aerospace Engineer, FAA, Small Airplane Directorate, 901 Locust, Room 301, Kansas City, Missouri 64106; telephone: (816) 329-4130; facsimile: (816) 329-4090.

May I Get Copies of the Documents Referenced in This AD?

(g) You may get copies of the documents referenced in this AD from HPH spol.s r.o., Cáslavská 126, P.O. Box 112, CZ284 01 Kutná

Hora, Czech Republic; telephone: 011-42-327 513441; e-mail: hph@hph.cz.

You may view these documents at FAA, Central Region, Office of the Regional Counsel, 901 Locust, Room 506, Kansas City, Missouri 64106.

Is There Other Information That Relates to This Subject?

(h) Czech Republic AD Number CAA-AD-040/2003, dated May 6, 2003.

Issued in Kansas City, Missouri, on January 26, 2004.

Dorenda D. Baker,

Manager, Small Airplane Directorate, Aircraft Certification Service.

[FR Doc. 04-2252 Filed 2-3-04; 8:45 am]

BILLING CODE 4910-13-P

HPH S. R.O.: Docket No. 2003-CE-63-AD.

When Is the Last Date I Can Submit Comments on This Proposed AD?

(a) We must receive comments on this proposed airworthiness directive (AD) by March 4, 2004.

What Other ADs Are Affected by This Action?

(b) None.

What Sailplanes Are Affected by This AD?

(c) This AD affects Models Glasflügel 304CZ, 304CZ-17, and 304C sailplanes, serial numbers 1 through 60-17, that are certificated in any category.

What Is the Unsafe Condition Presented in This AD?

(d) This AD is the result of mandatory continuing airworthiness information (MCAI) issued by the airworthiness authority for the Czech Republic. The actions specified in this AD are intended to prevent the airbrake handle from becoming loose, which could result in failure of the airbrake control. This failure could lead to loss of control of the sailplane.

What Must I Do To Address This Problem?

(e) To address this problem, you must do the following:

DEPARTMENT OF THE TREASURY

31 CFR Part 10

[REG-122379-02]

RIN 1545-BA70

Regulations Governing Practice Before the Internal Revenue Service; Hearing

AGENCY: Departmental Offices, Treasury.

ACTION: Change of date of public hearing on proposed rulemaking.

SUMMARY: This document changes the date of a public hearing on proposed regulations relating to practice before the Internal Revenue Service.

DATES: The public hearing originally scheduled for Wednesday, February 18,