

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]

BILLING CODE 4910-13-P

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.

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).

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

When a NASA employee on temporary duty travel is authorized to travel by Government motor vehicle and the official authorizing the travel determines that there will be a significant savings in time, a Government motor vehicle may be issued at the close of the preceding working day and taken to the employee's residence prior to the commencement of official travel. Similarly, when a NASA employee is scheduled to return from temporary duty travel after the close of working hours and the official authorizing the travel determines that there will be a significant savings in time, the motor vehicle may be taken to the employee's residence and returned the next regular working day.

Dated: October 10, 2003.

Sean O'Keefe,
Administrator.

[FR Doc. 03-26945 Filed 10-23-03; 8:45 am]

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DEPARTMENT OF HOMELAND SECURITY**Coast Guard****33 CFR Part 117****Drawbridge Operation Regulations***CFR Correction*

In Title 33 of the Code of Federal Regulations, parts 1 to 124, revised as of July 1, 2003, on page 603, § 117.869 is corrected by removing paragraphs (a)(1) and (2).

[FR Doc. 03-55526 Filed 10-23-03; 8:45 am]

BILLING CODE 1505-01-D

DEPARTMENT OF HOMELAND SECURITY**Coast Guard****33 CFR Part 117****[CGD01-03-101]****Drawbridge Operation Regulations: Mianus River, CT**

AGENCY: Coast Guard, DHS.

ACTION: Notice of temporary deviation from regulations.

SUMMARY: The Commander, First Coast Guard District, has issued a temporary deviation from the drawbridge operation regulations for the Metro-North Bridge, mile 1.0, across the Mianus River at

Greenwich, Connecticut. Under this temporary deviation, the bridge may remain in the closed position, Monday through Friday, from 7 a.m. on October 20, 2003 through 7 p.m. on November 26, 2003. On Saturdays during this period, the draw shall open after at a least three-hour advance notice is given. In addition, the draw shall open on signal on Sundays during this period, and from 5 p.m. through midnight, on Friday, October 31, 2003. This temporary deviation is necessary to facilitate structural repairs at the bridge and the bridge.

DATES: This deviation is effective from October 20, 2003 through November 26, 2003.

FOR FURTHER INFORMATION CONTACT: Joseph Schmied, Project Officer, First Coast Guard District, at (212) 668-7165.

SUPPLEMENTARY INFORMATION: The Metro-North Bridge has a vertical clearance in the closed position of 20 feet at mean high water and 27 feet at mean low water. The existing drawbridge operation regulations are listed at 33 CFR 117.209.

The bridge owner, Metro-North Railroad, requested a temporary deviation from the drawbridge operation regulations to facilitate vital structural maintenance at the bridge. The bridge must remain in the closed position to perform these necessary repairs.

Under this temporary deviation, the Metro-North Bridge may remain in the closed position, Monday through Friday, from 7 a.m. on October 20, 2003 through 7 p.m. on November 26, 2003. On Saturdays during this period, the draw shall open on signal after at least a three-hour advance notice is given. Also, the draw shall open on signal on Sundays during this period and from 5 p.m. through midnight, on Friday, October 31, 2003.

The Coast Guard and the bridge owner coordinated this bridge closure with the mariners who normally use this waterway to help facilitate this necessary bridge repair and to minimize any disruption to the marine transportation system.

This deviation from the operating regulations is authorized under 33 CFR 117.35(a), and will be performed with all due speed in order to return the bridge to normal operation as soon as possible.

Dated: October 15, 2003.

Vivien S. Crea,
Rear Admiral, U.S. Coast Guard, Commander, First Coast Guard District.

[FR Doc. 03-26867 Filed 10-23-03; 8:45 am]

BILLING CODE 4910-15-P

DEPARTMENT OF HOMELAND SECURITY**Coast Guard****33 CFR Part 117****[CGD08-03-035]****RIN 1625-AA09****Drawbridge Operation Regulation; Mississippi River, Iowa and Illinois**

AGENCY: Coast Guard, DHS.

ACTION: Temporary final rule.

SUMMARY: The Commander, Eighth Coast Guard District, is temporarily changing the regulation governing the Clinton Railroad Drawbridge, Mile 518.0, Upper Mississippi River. From December 15, 2003, until March 15, 2004, the drawbridge shall open on signal if at least 24 hours advance notice is given. This temporary rule is issued to facilitate annual maintenance and repair on the bridge.

DATES: This temporary rule is effective from 12:01 a.m. December 15, 2003 until 9 a.m. on March 15, 2004.

ADDRESSES: Documents referred to in this rule are available for inspection or copying at room 2.107f in the Robert A. Young Federal Building at Eighth Coast Guard District, Bridge Branch, 1222 Spruce Street, St. Louis, MO 63103-2832, between 8 a.m. and 4 p.m. Monday through Friday, except Federal holidays. The telephone number is (314) 539-3900, extension 2378. The Bridge Branch maintains the public docket for this rulemaking.

FOR FURTHER INFORMATION CONTACT: Mr. Roger K. Wiebusch, Bridge Administrator, (314) 539-3900, extension 2378.

SUPPLEMENTARY INFORMATION:**Good Cause for Not Publishing an NPRM**

We did not publish a notice of proposed rulemaking (NPRM) for this regulation. Under 5 U.S.C. 553(b)(B), the Coast Guard finds that good cause exists for not publishing an NPRM. This rule is being promulgated without an NPRM because the limited effect on vessel traffic makes notice and comment unnecessary. Maintenance on the bridge will not begin until after the closure of Lock 22 on the Mississippi River. After that time, only commercial vessels left in the pool above Lock 22 will be able to transit through the bridge. Both the bridge and lock closure recur at the same time each year, and local vessel operators plan for the closures in advance. Prompt publication of this rule is also necessary to protect the public