

Owner and Operator of the Helicopter:  
 Contact Phone Number:  
 Grip Part Number:  
 Grip Serial Number:  
 Grip Total Hours Time-in-Service (TIS) at  
 Inspection:  
 Grip Hours TIS since Overhaul:  
 Grip Start/Stop Cycles and Associated Hours  
 TIS since Last Reported:

#### *Description of Findings*

Who performed the inspection?  
 Date and location the inspection was  
 performed:  
 Crack Found (Y/N)? If yes, describe the  
 crack size, location, orientation (provide a  
 sketch or pictures with the grip part and  
 serial numbers).  
 Which inspection was being performed  
 when the crack was discovered?  
 Has the grip ever been installed on another  
 model helicopter? If so, provide the models  
 and associated hours.  
 Provide any other comments.  
 Issued in Fort Worth, Texas, on December  
 31, 2002.

**David A. Downey,**

*Manager, Rotorcraft Directorate, Aircraft  
 Certification Service.*

[FR Doc. 03-328 Filed 1-14-03; 8:45 am]

**BILLING CODE 4910-13-P**

## **DEPARTMENT OF TRANSPORTATION**

### **Federal Aviation Administration**

#### **14 CFR Part 39**

[Docket No. 2002-NE-34-AD; Amendment  
 39-13017; AD 2003-02-01]

**RIN 2120-AA64**

**Airworthiness Directives; Honeywell  
 International, Inc., (formerly  
 AlliedSignal, Inc. and Textron  
 Lycoming) ALF502L-2, ALF502L-2C,  
 ALF502R-3 and ALF502R-3A Series  
 Turbofan Engines**

**AGENCY:** Federal Aviation  
 Administration, DOT.

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

**SUMMARY:** This amendment adopts a  
 new airworthiness directive (AD) that is  
 applicable to Honeywell International,  
 Inc., (formerly AlliedSignal, Inc. and  
 Textron Lycoming) ALF502L-2,  
 ALF502L-2C, ALF502R-3 and  
 ALF502R-3A series turbofan engines.  
 This action requires inspection of the  
 flow divider primary, secondary, and  
 drain tube assemblies for security and  
 proper clamping. This amendment is  
 prompted by a fire in the engine nacelle  
 of an ALF502L-2C powered airplane  
 caused by fracture of the flow divider  
 left primary fuel tube, due to high-cycle  
 fatigue resulting from a missing support  
 clamp. The actions specified in this AD

are intended to prevent fire in the  
 engine nacelle, in-flight shutdown, and  
 possible damage to the engine.

**DATES:** Effective January 30, 2003. The  
 incorporation by reference of certain  
 publications listed in the rule is  
 approved by the Director of the Federal  
 Register as of January 30, 2003.

Comments for inclusion in the Rules  
 Docket must be received on or before  
 March 17, 2003.

**ADDRESSES:** Submit comments in  
 triplicate to the Federal Aviation  
 Administration (FAA), New England  
 Region, Office of the Regional Counsel,  
 Attention: Rules Docket No. 2002-NE-  
 34-AD, 12 New England Executive Park,  
 Burlington, MA 01803-5299. Comments  
 may be inspected at this location, by  
 appointment, between 8:00 a.m. and  
 4:30 p.m., Monday through Friday,  
 except Federal holidays. Comments may  
 also be sent via the Internet using the  
 following address: "9-ane-  
 adcomment@faa.gov". Comments sent  
 via the Internet must contain the docket  
 number in the subject line.

The service information referenced in  
 this AD may be obtained from  
 Honeywell International, Inc. (formerly  
 AlliedSignal, Inc. and Textron  
 Lycoming), Attn: Data Distribution, M/  
 S 64-3/2101-201, PO Box 29003,  
 Phoenix, AZ 85038-9003, telephone:  
 (602) 365-2493; fax: (602) 365-5577.  
 This information may be examined, by  
 appointment, 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:**  
 Robert Baitoo, Aerospace Engineer, Los  
 Angeles Aircraft Certification Office  
 (LAACO), FAA, Transport Airplane  
 Directorate, 3960 Paramount Blvd.,  
 Lakewood, CA 90712-4137; telephone  
 (562) 627-5245; fax (562) 627-5210.

**SUPPLEMENTARY INFORMATION:** The FAA  
 has been informed that a Bombardier  
 CL-600 airplane powered by ALF502L-  
 2C engines had a fire in the nacelle of  
 the number one engine, resulting from  
 fracturing of the flow divider left  
 primary fuel tube. The fracture was due  
 to high-cycle fatigue caused by a  
 missing support clamp. This action  
 mandates inspection of the flow divider  
 primary, secondary, and drain tube  
 assemblies for security and proper  
 clamping. The actions specified in this  
 AD are intended to prevent fire in the  
 engine nacelle. This condition, if not  
 corrected, could result in an in-flight  
 shutdown and possible damage to the  
 engine.

### **Manufacturer's Service Information**

The FAA has reviewed and approved  
 the technical contents of Honeywell  
 Alert Service Bulletin (ASB) ALF/LF  
 A73-1013, dated October 18, 2002, that  
 describes procedures for inspection of  
 the flow divider primary, secondary,  
 and drain tube assemblies for security  
 and proper clamping.

### **Differences Between This AD and the Manufacturer's Service Information**

Although Honeywell ASB ALF/LF  
 A73-1013 requires compliance within  
 75 hours after receipt of the service  
 bulletin, this AD requires compliance  
 within 100 flight hours after the  
 effective date of this AD, allowing  
 operators more time to schedule and  
 perform inspections.

### **FAA's Determination of an Unsafe Condition and Required Actions**

Since an unsafe condition has been  
 identified that is likely to exist or  
 develop on other Honeywell  
 International, Inc., (formerly  
 AlliedSignal, Inc. and Textron  
 Lycoming) ALF502L-2, ALF502L-2C,  
 ALF502R-3 and ALF502R-3A series  
 turbofan engines, this AD is being  
 issued to prevent fire in the engine  
 nacelle, in-flight-shutdown, and  
 possible damage to the engine. This AD  
 requires inspection of the flow divider  
 primary, secondary and drain tube  
 assemblies for security and proper  
 clamping. The actions are required to be  
 done in accordance with the service  
 bulletin described previously.

### **Immediate Adoption of This AD**

Since a situation exists that requires  
 the immediate adoption of this  
 regulation, it is found that notice and  
 opportunity for prior public comment  
 hereon are impracticable, and that good  
 cause exists for making this amendment  
 effective in less than 30 days.

### **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, both before and after the closing date for comments, 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 comments submitted in response to this action must submit a self-addressed, stamped postcard on which the following statement is made: "Comments to Docket Number 2002-NE-34-AD." The postcard will be date stamped and returned to the commenter.

### Regulatory Analysis

This final rule does not have federalism implications, as defined in Executive Order 13132, because it 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. Accordingly, the FAA has not consulted with state authorities prior to publication of this final rule.

The FAA has determined that this regulation is an emergency regulation that must be issued immediately to correct an unsafe condition in aircraft, and 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 the following new airworthiness directive:

**2003-02-01 Honeywell International, Inc.:**  
Amendment 39-13017. Docket No. 2002-NE-34-AD.

#### Applicability

This airworthiness directive (AD) is applicable to Honeywell International, Inc., (formerly AlliedSignal, Inc. and Textron Lycoming) ALF502L-2, ALF502L-2C, ALF502R-3 and ALF502R-3A series turbofan engines with tube assemblies, part numbers 2-193-340-02, 2-173-600-03, 2-173-110-02, 2-173-120-03, and 2-193-350-02 installed. These engines are installed on, but not limited to Bombardier CL-600-1A11 and BAE Systems BAe146-100A, -200A and -300A series airplanes.

**Note 1:** This AD applies to each engine identified in the preceding applicability provision, regardless of whether it has been modified, altered, or repaired in the area subject to the requirements of this AD. For engines 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 (b) 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

Compliance with this AD is required as indicated, unless already done. To prevent fire in the engine nacelle, in-flight shutdown, and possible damage to the engine, do the following:

#### One-time Inspection of Flow Divider Tube Assemblies

(a) Within 100 flight hours after the effective date of this AD, inspect the flow divider primary, secondary, and drain tubes for proper clamp installation, in accordance with Paragraph 2.A.(1) and 2.A.(2) of the Accomplishment Instructions of Honeywell International, Inc. Alert Service Bulletin ALF/LF A73-1013, dated October 18, 2002.

#### Alternative Methods of Compliance

(b) 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, Los

Angeles Aircraft Certification Office (LAACO). Operators must submit their requests through an appropriate FAA Principal Maintenance Inspector, who may add comments and then send it to the LAACO.

**Note 2:** Information concerning the existence of approved alternative methods of compliance with this airworthiness directive, if any, may be obtained from the LAACO.

#### Special Flight Permits

(c) Special flight permits may be issued in accordance with §§ 21.197 and 21.199 of the Federal Aviation Regulations (14 CFR 21.197 and 21.199) to operate the airplane to a location where the requirements of this AD can be done.

#### Documents That Have Been Incorporated by Reference

(d) The inspection must be done in accordance with Honeywell Alert Service Bulletin ALF/LF A73-1013, dated October 18, 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 Honeywell International, Inc. (formerly AlliedSignal, Inc. and Textron Lycoming), Attn: Data Distribution, M/S 64-3/2101-201, PO Box 29003, Phoenix, AZ 85038-9003, telephone: (602) 365-2493; fax: (602) 365-5577. Copies may be inspected 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.

#### Effective Date

(e) This amendment becomes effective on January 30, 2003.

Issued in Burlington, Massachusetts, on January 6, 2003.

**Mark C. Fulmer,**

*Acting Manager, Engine and Propeller Directorate, Aircraft Certification Service.*  
[FR Doc. 03-643 Filed 1-14-03; 8:45 am]

**BILLING CODE 4910-13-P**

## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### 14 CFR Part 97

[Docket No. 30348; Amdt. No. 3039]

#### Standard Instrument Approach Procedures; Miscellaneous Amendments

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

**ACTION:** Final rule.

**SUMMARY:** This amendment establishes, amends, suspends, or revokes Standard Instrument Approach Procedures (SIAPs) for operations at certain airports. These regulatory actions are