

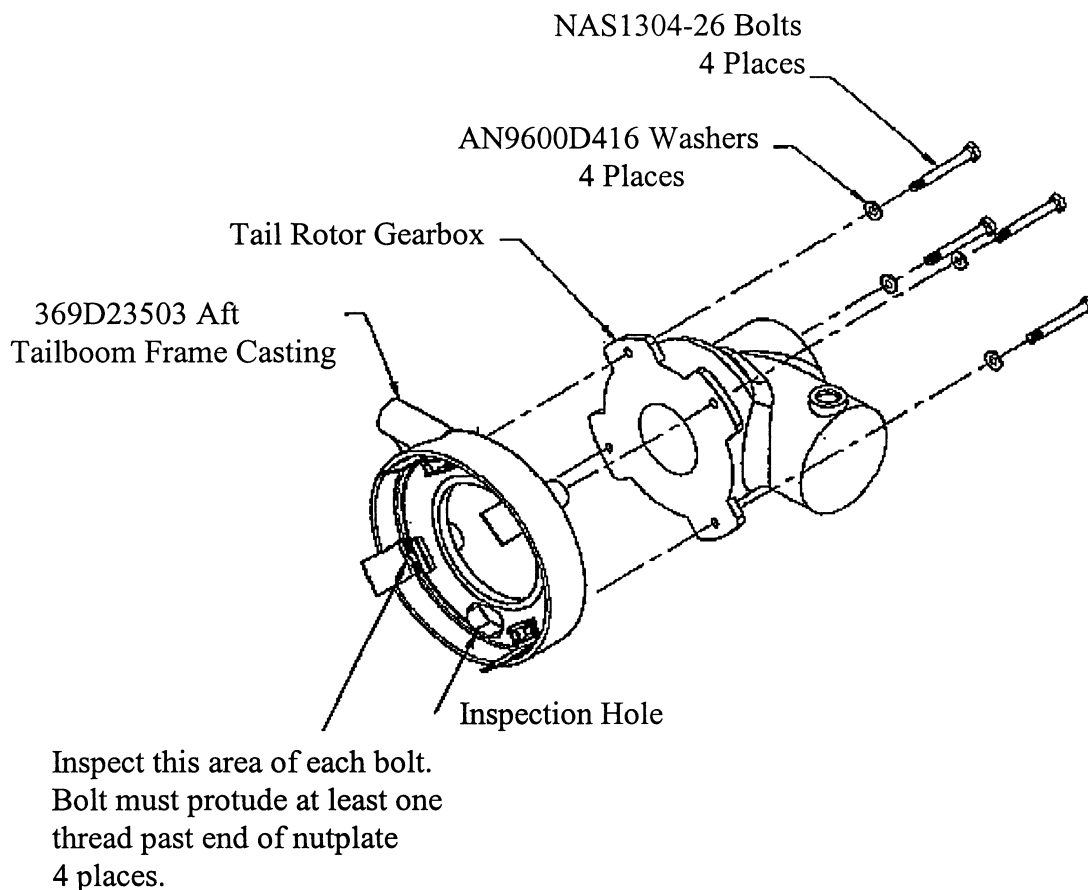


Figure 1 - Inspection Location

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(b) Between 2 and 10 hours TIS after accomplishing the requirements of paragraph (a) of this AD, inspect the torque on each bolt by applying 100 in-lbs. If any bolt movement occurs, retorquing the bolt to 100-110 in-lbs and reapply a slippage mark. Reinspect the torque between 2 and 10 hours TIS thereafter until no bolt movement occurs.

Note 2: Aerometals Service Bulletin SB-001, dated August 3, 2000, pertains to the subject of this AD.

(c) 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), FAA. Operators shall submit their requests through an FAA Principal Maintenance Inspector, who may concur or comment and then send it to the Manager, LAACO.

Note 3: Information concerning the existence of approved alternative methods of

compliance with this AD, if any, may be obtained from the LAACO.

(d) Special flight permits will not be issued.

(e) This amendment becomes effective on August 1, 2002.

Issued in Fort Worth, Texas, on June 18, 2002.

Eric Bries,

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

[FR Doc. 02-16057 Filed 6-26-02; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. 99-NE-49-AD; Amendment 39-12670; AD 2002-05-02]

RIN 2120-AA64

Airworthiness Directives; General Electric Company CF34-3A1 and -3B1 Series Turbofan Engines; Correction

AGENCY: Federal Aviation Administration, DOT.

ACTION: Final rule; correction.

SUMMARY: This document makes a correction to Airworthiness Directive (AD) 2002-05-02, applicable to General Electric Company (GE) CF34-3A1 and -3B1 series turbofan engines. AD 2002-05-02 was published in the **Federal**

Register on March 8, 2002 (67 FR 10606). Information in the Mandatory Inspections Requirements Table is incorrect in two places. In all other respects, the original document remains the same.

EFFECTIVE DATE: April 12, 2002.

FOR FURTHER INFORMATION CONTACT:

Barbara Caufield, Aerospace Engineer, Engine Certification Office, FAA, Engine and Propeller Directorate, 12 New England Executive Park, Burlington, MA 01803-5299; telephone (781) 238-7146; fax (781) 238-7199.

SUPPLEMENTARY INFORMATION: A final rule airworthiness directive FR DOC. 02-5527, applicable to General Electric Company (GE) CF34-3A1 and -3B1 series turbofan engines, was published in the **Federal Register** on March 8, 2002 (67 FR 10606). The following correction is needed:

§ 39.13 [Corrected]

On page 10608, in AD 2002-05-02, in Table 804 Mandatory Inspection Requirements, in the Part nomenclature column, fourth line, "HPT Rotor Outer Torque Coupling (all)" is corrected to read "HPT Rotor Outer Torque Coupling" and in the eleventh line, "Stage 3-8 Compressor Rotor Spool (all)", in the Mandatory inspection column for that line, "All Areas (FPI)" is corrected to read "All Non-coated Areas (FPI)".

Issued in Burlington, MA, on June 17, 2002.

Jay J. Pardee,

Manager, Engine and Propeller Directorate, Aircraft Certification Service.

[FR Doc. 02-16175 Filed 6-26-02; 8:45 am]

BILLING CODE 4910-13-P

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. 2000-NE-19-AD; Amendment 39-12792; AD 2002-13-04]

RIN 2120-AA64

Airworthiness Directives; Teledyne Continental Motors

AGENCY: Federal Aviation Administration, DOT.

ACTION: Final rule, request for comments.

SUMMARY: This amendment supersedes emergency airworthiness directive (AD) 2000-11-51 that was sent previously to all known U.S. owners and operators of Teledyne Continental Motors (TCM) O-300, IO-360, TSIO-360, and LTSIO-

520-AE series reciprocating engines. That action required within 10 flight hours after receipt of that AD, replacement of certain magnetos if they fall within the specified serial number range, inspection of the removed magneto to verify that the stop pin is still in place, and, if the stop pin is not in place, inspection of the engine gear train. This amendment requires the same replacement and inspections and adds TCM C-125 and C145 series reciprocating engines to the applicability, which were inadvertently omitted from the emergency AD. This amendment is prompted by reports of engine failures on certain TCM reciprocating engines. The actions specified by this AD are intended to prevent engine failure and loss of control of the airplane due to migration of the magneto impulse coupling stop pin out of the magneto frame and into the gear train of the engine.

DATES: Effective July 12, 2002.

Comments for inclusion in the Rules Docket must be received on or before August 26, 2002.

ADDRESSES: Submit comments in triplicate to the Federal Aviation Administration (FAA), New England Region, Office of the Regional Counsel, Attention: Rules Docket No. 2000-NE-19-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 Teledyne Continental Motors, PO Box 90, Mobile, AL 36601; telephone (888) 200-7565. Information regarding this action may be examined at the FAA, New England Region, Office of the Regional Counsel, 12 New England Executive Park, Burlington, MA.

FOR FURTHER INFORMATION CONTACT:

Michael Downs, Aerospace Engineer, Chicago Aircraft Certification Office, FAA, 2300 East Devon Avenue, Des Plaines, IL 60018; telephone (847) 294-7870, fax (847) 294-7834.

SUPPLEMENTARY INFORMATION: On June 7, 2000, the Federal Aviation Administration (FAA) issued Emergency airworthiness directive (AD) 2000-11-51, applicable to TCM O-300, IO-360, TSIO-360, and LTSIO-520-AE series reciprocating engines, which requires, within 10 flight hours after the receipt of that AD, replacement of the

magneto if it falls within the specified serial number range, an inspection of the removed magneto to verify that the stop pin is still in place, and, if the stop pin is not in place, an inspection of the engine gear train. That action was prompted by reports of engine failures on certain TCM reciprocating engines. This amendment requires the same replacement and inspections and adds TCM C-125 and C145 series reciprocating engines to the applicability, which were inadvertently omitted from the emergency AD. This condition, if not corrected, could result in engine failure and subsequent loss of control of the airplane.

FAA's Determination of an Unsafe Condition and Required Actions

Since the unsafe condition described is likely to exist or develop on other engines of the same type design, this AD is being issued to prevent engine failure and loss of control of the airplane due to migration of the magneto impulse coupling stop pin out of the magneto frame and into the gear train of the engine. This requires:

- Replacement of the magneto within 10 flight hours after the effective date, of this AD, if it falls within the specified serial number range, and
- Inspection of the removed magneto to verify that the stop pin is still in place, and
- If the stop pin is not in place, inspection of the engine gear train.

Immediate Adoption of This AD

Since it was found that immediate corrective action was required, notice and opportunity for prior public comment thereon were impracticable and contrary to the public interest, and good cause existed to make the AD effective immediately on June 7, 2000 to all known U.S. owners and operators of Teledyne Continental Motors (TCM) O-300, IO-360, TSIO-360, and LTSIO-520-AE series reciprocating engines. TCM C-125 and C145 series reciprocating engines are added to the applicability, which were inadvertently omitted from the emergency AD. These conditions still exist, and the AD is hereby superseded in the **Federal Register** as an amendment to Section 39.13 of part 39 of the Federal Aviation Regulations (14 CFR part 39) to make it effective to all persons.

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