

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]

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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