

TABLE 1.—INSTALLED-ENGINE BORESCOPE INSPECTION SCHEDULE

Engine cycles accumulated	Initial borescope-inspect 14th and 15th stage rubstrips
(i) Fewer than 900 cycles-since-new (CSN) or cycles-since-refurbishment (CSR) of the HPC inner rear case assembly, on the effective date of this AD.	Before accumulating 1,500 CSN or CSR, whichever occurs later.
(ii) More than 900 CSN or CSR but fewer than 1,500 CSN or CSR, on the effective date of this AD.	Within 600 cycles-in-service (CIS) after the effective date of this AD.
(iii) More than 1,500 CSN or CSR, on the effective date of this AD	Within 600 cycles since the last inspection of 14th and 15th stage rubstrips, or 600 CIS after the effective date of this AD, whichever occurs earlier.

(2) Use the wear limits and disposition the engine in accordance with the Accomplishment Instructions, Borescope Inspection for Engines Installed on Aircraft, paragraphs 2 through 4 of Pratt & Whitney ASB PW4G-100-A72-170, Revision 2, dated June 24, 2002.

Airplanes With Two Affected Engines Installed

(c) For engines installed on airplanes with two engines affected by this AD, do the following:

(1) Perform borescope inspections in accordance with the Accomplishment Instructions, Borescope Inspection for Engines Installed on Aircraft, paragraphs 1.A. through 1.I of Pratt & Whitney ASB PW4G-100-A72-170, Revision 2, dated June 24, 2002, using the schedule in Table 1.

(2) If a borescope inspection of one engine reveals any evidence of wear through to the parent material of either the 14th stage or 15th stage rubstrip, then borescope-inspect the other engine on the aircraft within 10 additional CIS. If the other engine shows any evidence of wear through to the parent material of either 14th stage or 15th stage rubstrip, then remove either engine from the aircraft within 25 additional CIS and replace with an engine not affected by this AD.

Borescope Inspections of Uninstalled Engines

(d) For engines removed from the aircraft and not scheduled for HPC disassembly, perform a borescope inspection in accordance with the Accomplishment Instructions, Borescope Inspection for Engines Removed From the Aircraft and Not Scheduled for HPC Disassembly, paragraphs 1.A. through 1.I of Pratt & Whitney ASB PW4G-100-A72-170, Revision 2, dated June 24, 2002. Use the wear limits and disposition the engine in accordance with paragraphs 2 through 3 of the ASB.

(e) Thereafter, perform the borescope inspections of paragraphs (b), (c), or (d) of this AD within 600 cycles since last inspection.

Terminating Action

(f) Installation of an HPC inner rear case assembly P/N 58H026-01 in accordance with Pratt & Whitney service bulletin (SB) No. PW4G-100-72-159, Revision 1, dated July 12, 2000 constitutes terminating action for the repetitive engine borescope inspections of this AD.

Alternative Methods of Compliance

(g) 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, Engine Certification Office (ECO). Operators must submit their request through an appropriate FAA Principal Maintenance Inspector, who may add comments and then send it to the Manager, ECO.

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

Special Flight Permits

(h) 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.

Issued in Burlington, Massachusetts, on September 13, 2002.

Jay J. Pardee,

Manager, Engine and Propeller Directorate, Aircraft Certification Service.

[FR Doc. 02-23882 Filed 9-19-02; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. 2001-NE-06-AD]

RIN 2120-AA64

Airworthiness Directives; Turbomeca S.A. Arriel 1 A2, 1 C, 1 C1, 1 C2, 1 D, 1 D1, 1 E2, 1 K, 1 K1, 1 S, 1 S1 and Arriel 2 B, 2 B1, 2 C, 2 C1, 2 S1 Series Turboshaft Engines

AGENCY: Federal Aviation Administration, DOT.

ACTION: Supplemental notice of proposed rulemaking (NPRM); reopening of comment period.

SUMMARY: This notice revises an earlier proposed airworthiness directive (AD), applicable to Turbomeca S.A. Arriel- 1 D, 1 D1, 1 S, 1 S1, 2 S1, and -2B series turboshaft engines. That proposal would

have required the insertion of a sleeve in the attachment boss of the compressor bleed valve. That proposal was prompted by several cases of contained centrifugal compressor impeller blade ruptures that occurred in service. This proposed action revises the proposed rule by retaining the insertion of a sleeve in the attachment boss of the compressor bleed valve, adding requirements for bonding the sleeve in the bleed-valve mounting pad, and expanding the applicability to Turbomeca Arriel 1 A2, 1 C, 1 C1, 1 C2, 1 D, 1 D1, 1 E2, 1 K, 1 K1, 1 S, 1 S1, and Arriel 2 B, 2 B1, 2 C, 2 C1, 2 S1 series turboshaft engines. The actions specified by this proposed AD are intended to prevent acoustic excitation of the centrifugal compressor impeller blades resulting in contained compressor impeller blade ruptures and power loss that could lead to an uncommanded in-flight shutdown.

DATES: Comments must be received by November 19, 2002.

ADDRESSES: Submit comments in triplicate to the Federal Aviation Administration (FAA), New England Region, Office of the Regional Counsel, Attention: Rules Docket No. 2001-NE-06-AD, 12 New England Executive Park, Burlington, MA 01803-5299. Comments may be inspected at this location, by appointment, between 8 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 the proposed rule may be obtained from Turbomeca S.A, 64511 Bordes Cedex, France; telephone 33 05 59 64 40 00; fax 33 05 59 64 60 80. 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.

FOR FURTHER INFORMATION CONTACT: Richard Woldan, Aerospace Engineer, Engine Certification Office, FAA, Engine and Propeller Directorate, 12 New

England Executive Park, Burlington, MA 01803-5299; telephone (781) 238-7136; fax (781) 238-7199.

SUPPLEMENTARY INFORMATION:

Comments Invited

Interested persons are invited to participate in the making of the proposed 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 above. All communications received on or before the closing date for comments, specified above, will be considered before taking action on the proposed rule. The proposals contained in this action may be changed in light of the comments received.

Comments are specifically invited on the overall regulatory, economic, environmental, and energy aspects of the proposed 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 summarizing each FAA-public contact concerned with the substance of this proposal 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 2001-NE-06-AD." The postcard will be date stamped and returned to the commenter.

Availability of NPRM's

Any person may obtain a copy of this NPRM by submitting a request to the FAA, New England Region, Office of the Regional Counsel, Attention: Rules Docket No. 2001-NE-06-AD, 12 New England Executive Park, Burlington, MA 01803-5299.

Discussion

A proposal to amend part 39 of the Federal Aviation Regulations (14 CFR part 39) to add an airworthiness directive (AD), applicable to Turbomeca S.A. Arriel 1 D, 1 D1, 1 S, 1 S1, 2 S1, and 2 B series turboshaft engines, was published as a notice of proposed rulemaking (NPRM) in the **Federal Register** on September 6, 2001 (66 FR 46562). That NPRM required installing a sleeve into the attachment boss of the compressor bleed valve. That NPRM was prompted by several cases of contained centrifugal compressor impeller blade ruptures that occurred in service. That condition, if not corrected,

could result in contained compressor impeller blade ruptures and power loss that could lead to an uncommanded in-flight shutdown.

Since that NPRM was issued, the Direction Generale de L'Aviation Civile (DGAC), which is the airworthiness authority for France, has notified the FAA that the sleeve inserted in the attachment boss of the compressor bleed valve must be bonded in the bleed-valve mounting pad, and that the affected population of Turbomeca S.A. engines is expanded.

Since these changes expand the scope of the originally proposed rule, the FAA has determined that it is necessary to reopen the comment period to provide additional opportunity for public comment.

Manufacturer's Service Information

The FAA has reviewed and approved the technical contents of the following Turbomeca S.A. Arriel 1 A2, 1 C, 1 C1, 1 C2, 1 D, 1 D1, 1 E2, 1 K, 1 K1, 1 S, 1 S1 and Arriel 2 B, 2 B1, 2 C, 2 C1, 2 S1 series turboshaft engine Mandatory Service Bulletins (MSB's):

- MSB No. 292 72 2054, dated September 20, 1999, that incorporates Modification TU 54 and provides instructions for the removal of the compressor bleed valve, installation of the sleeve, and reinstallation of the compressor bleed valve on Arriel 2 B and 2 S1 engines.
- MSB No. 292 72 0261, dated September 20, 1999, that incorporates Modification TU 300 and provides instructions for the removal of the compressor bleed valve, installation of the sleeve, and reinstallation of the compressor bleed valve on Arriel 1 D, 1 D1, 1 S, and 1 S1 engines.
- MSB No. 292 72 2070, Update 1, dated October 5, 2001, that incorporates Modification TU 70A, and provides instructions for bonding the sleeve in the bleed-valve mounting boss on Arriel 2 B, 2 B1, 2 C, 2 C1, and 2 S1 engines.
- MSB No. 292 72 0275, Update 1, dated October 2, 2001, that incorporates Modification TU 316A, and provides instructions for bonding the sleeve in the bleed-valve mounting boss on Arriel 1 A2, 1 C, 1 C1, 1 D, 1 D1, 1 E2, 1 K, 1 K1, 1 S, and 1 S1 engines.

Bilateral Agreement Information

This engine model is manufactured in France and is type certificated for operation in the United States under the provisions of § 21.29 of the Federal Aviation Regulations (14 CFR 21.29) and the applicable bilateral airworthiness agreement. Pursuant to this bilateral airworthiness agreement, the DGAC has kept the FAA informed

of the situation described above. The FAA has examined the findings of the DGAC, 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.

FAA's Determination of an Unsafe Condition and Proposed Actions

Since an unsafe condition has been identified that is likely to exist or develop on other Turbomeca S.A. Arriel 1 A2, 1 C, 1 C1, 1 C2, 1 D, 1 D1, 1 E2, 1 K, 1 K1, 1 S, 1 S1 and Arriel 2 B, 2 B1, 2 C, 2 C1, 2 S1 series turboshaft engines of the same type design that are used on helicopters registered in the United States, the proposed AD would require bonding a sleeve in the compressor bleed-valve mounting pad. The actions would be required to be done in accordance with the MSB's described previously.

Economic Analysis

There are approximately 1,406 Turbomeca S.A. Arriel 1 and Arriel 2 model turboshaft engines of the affected design in the worldwide fleet. The FAA estimates that 476 engines installed on helicopters of U.S. registry would be affected by this proposed AD. The FAA also estimates that it would take approximately 1.0 work hour per engine to perform the proposed actions, and that the average labor rate is \$60 per work hour. Required parts would cost approximately \$430 per engine. Based on these figures, the total cost of the proposed AD to U.S. operators is estimated to be \$233,240.

Regulatory Analysis

This proposed 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 proposed rule.

For the reasons discussed above, I certify that this proposed regulation (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) if promulgated, 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. A copy of the draft regulatory evaluation prepared for this

action is contained in the Rules Docket. A copy of it may be obtained by contacting the Rules Docket at the location provided under the caption **ADDRESSES**.

List of Subjects in 14 CFR Part 39

Air transportation, Aircraft, Aviation safety, Safety.

The Proposed Amendment

Accordingly, pursuant to the authority delegated to me by the Administrator, the Federal Aviation Administration proposes to amend 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:

Turbomeca S.A: Docket No. 2001-NE-06-AD.

Applicability

This airworthiness directive (AD) is applicable to Turbomeca S.A. Arriel 1 A2, 1 C, 1 C1, 1 C2, 1 D, 1 D1, 1 E2, 1 K, 1 K1, 1 S, 1 S1 and Arriel 2 B, 2 B1, 2 C, 2 C1, 2 S1 series turboshaft engines. These engines are installed on, but not limited to, Eurocopter France AS350B1, AS350B2, AS350B3; Astar 350D, Fennic AD550U2 and Sikorsky S-76A and S-76C series helicopters.

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 (e) 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 within 30 days after the effective date of this AD, unless already done.

To prevent acoustic excitation of the centrifugal compressor impeller blades, resulting in contained blade ruptures and power loss that could lead to an uncommanded in-flight shutdown, do the following:

Modification TU 300 Not Incorporated

(a) For Arriel 1 D, 1 D1, 1 S, and 1 S1 engines that do not have TU 300 incorporated, incorporate TU 300 and TU 316A as follows:

(1) Remove the bleed valve in accordance with the Instructions to be Incorporated of Turbomeca mandatory service bulletin (MSB) 292 72 0261, dated September 20, 1999.

(2) Install sleeve part number (P/N) 0 292 15 333 0 and the bleed valve in accordance with 2.B.(1)(d) through 2.B.(1)(g) of the Instructions to be Incorporated of Turbomeca MSB 292 72 0275, Update No. 1, dated October 2, 2001.

Modification TU 300 Incorporated

(b) For Arriel 1 A2, 1 C, 1 C1, 1 C2, 1 D, 1 D1, 1 E2, 1 K, 1 K1, 1 S and 1 S1 engines that have modification TU 300 incorporated, incorporate modification TU 316A in accordance with 2.B.(1)(a) through 2.B.(1)(g) or 2.B.(2) of the Instructions to be Incorporated of Turbomeca. MSB 292 72 0275, Update 1, dated October 2, 2001.

Modification TU 54 Not Incorporated

(c) For Arriel 2 B and 2 S1 engines that do not have modification TU 54 incorporated, incorporate TU 54 and TU 70A as follows:

(1) Remove the bleed valve in accordance with the Instructions to be Incorporated of Turbomeca MSB 292 72 2054, dated September 20, 1999.

(2) Install sleeve P/N 0 292 15 333 0 and the bleed valve in accordance with the 2.B.(1)(d) through 2.B.(1)(g) or 2.B.(2) of the Instructions to be Incorporated of Turbomeca MSB 292 72 2070, Update 1, dated October 5, 2001.

Modification TU 54 Incorporated

(d) For Arriel 2 B, 2 B1, 2 C, 2 C1 and 2 S1 engines that have modification TU 54 incorporated, incorporate modification TU 70A in accordance with 2.B.(1)(a) through 2.B.(1)(g) or 2.B.(2) of the Instructions to be Incorporated of Turbomeca MSB 292 72 2070, Update 1, dated October 5, 2001.

Alternative Methods of Compliance

(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, Engine Certification Office (ECO). Operators must submit their request through an appropriate FAA Principal Maintenance Inspector, who may add comments and then send it to the Manager, ECO.

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

Special Flight Permits

(f) 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 helicopter to a location where the requirements of this AD can be done.

Note 3: The subject of this AD is addressed in Direction Generale de L'Aviation Civile (DGAC) Airworthiness Directives No. 2002-126(A) and 2002-27(A), dated March 6, 2002

that replaced DGAC AD's 1999-391(A) and 1999-392(A), dated October 6, 1999.

Issued in Burlington, Massachusetts, on September 12, 2002.

Jay J. Pardee,

Manager, Engine and Propeller Directorate, Aircraft Certification Service.

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DEPARTMENT OF TRANSPORTATION

Federal Highway Administration

23 CFR Parts 450 and 1410

Federal Transit Administration

23 CFR Part 1410

49 CFR Parts 613 and 621

[FHWA Docket No. FHWA-99-5933]

RIN 2125-AE62; FTA RIN 2132-AA66

Statewide Transportation Planning; Metropolitan Transportation Planning

AGENCIES: Federal Highway Administration (FHWA), Federal Transit Administration (FTA), DOT.

ACTION: Partial withdrawal of notice of proposed rulemaking (NPRM).

SUMMARY: This document partially withdraws the proposed rulemaking in which the agencies proposed to amend its requirements on statewide and metropolitan planning (65 FR 33922, May 25, 2000; comment period ended at 65 FR 41891, July 7, 2000). This partial withdrawal is based on the level of critical comment received, the development of alternative means for implementing the topics addressed in the NPRM and the pendency of reauthorization of the surface transportation program. The agencies are withdrawing this rulemaking except for those sections that relate to "consultation with non-metropolitan local officials" which are addressed in the SNPRM published on June 19, 2002, at 67 FR 41648.

FOR FURTHER INFORMATION CONTACT: For the FHWA: Mr. Sheldon M. Edner, Metropolitan Planning and Policies Team (HEPM), (202) 366-4066 (metropolitan planning), Mr. Dee Spann, Statewide Planning Team (HEPS), (202) 366-4086 (statewide planning), or Mr. Reid Alsop, Office of the Chief Counsel (HCC-31), (202) 366-1371. For the FTA: Mr. Charles Goodman, Metropolitan Planning Division (TPL-12) (metropolitan planning), (202) 366-1944, Mr. Paul Verchinski, Statewide Planning Division (TPL-11) (statewide