

inspection to U.S. operators is estimated to be \$885,480. The manufacturer has advised the DGAC that it may provide modification TU 202 at no cost to the operator, thereby substantially reducing the cost of this proposed rule.

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 removing Amendment 39–9235, (60 FR 27023, May 22, 1995), and by adding a new airworthiness directive:

Turbomeca: Docket No. 94–ANE–08–AD.
Supersedes AD 95–11–01, Amendment 39–9235.

Applicability: This airworthiness directive (AD) is applicable to Turbomeca turboshaft engine models Arriel 1 A, 1 A1, 1 A2, 1 B, 1 C, 1 C2, 1 D, 1 D1, 1 E2, 1 K, 1 K1, 1 S, and 1 S1 that have not incorporated modification TU 202. These engines are installed on but not limited to Eurocopter AS–350 B, B1, and B2; SA–365 C, C2, N, N1, and N2; MBB–BK 117 C–1 and C–2, Sikorsky S–76 C, and Agusta A109 K2 helicopters.

Note 1: This airworthiness directive (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 (k) 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 engine failure due to rubbing of the 2nd stage turbine disk on the 2nd stage nozzle guide vanes, which could result in complete engine failure and damage to the helicopter, do the following:

(a) For Turbomeca Arriel 1 A, 1 A1, 1 A2, 1 B, 1 C, 1 C1, 1 C2, 1 D, 1 D1, 1 E2, 1 K, 1 K1, 1 S, and 1 S1 turboshaft engines that have incorporated modification TU 202, no further action is required.

(b) For Turbomeca Arriel turboshaft engines Models 1 B, 1 D, or 1 D1 that have modification TU 76 or TU 197 installed, before further flight after the effective date of this AD, replace modification TU 76 or TU 197 with modification TU 202 in accordance with 2.B.(1) through 2.C.(2) of Arriel 1 Alert Service Bulletin (ASB) No. A292 72 0150, Update 6, dated September 4, 2000.

Daily Inspection for Engine Rubbing and Free Rotation

(c) For Arriel 1 A, 1 A1, 1 A2, 1 C, 1 C1, 1 C2, 1 E2, 1 K, 1 K1, 1 S, and 1 S1 engines

with modification TU 197 installed, perform the following daily checks:

(1) After the last flight of the day or after a ventilation (maximum of 5 seconds), immediately after engine stopping, listen for unusual engine rubbing noise during the gas generator rundown, and

(2) During the check after the last flight of the day, when the T4 temperature is below 150°C (302°F), perform a ventilation (5 seconds maximum) during gas generator rundown or check for free rotation of the gas generator and unusual noise by turning the compressor by hand.

(3) If any rubbing noise is heard and the source of the noise cannot be identified, replace module M03.

Initial Borescope Inspection

(d) For Arriel 1 A, 1 A1, 1 A2, 1 C, 1 C1, 1 C2, 1 E2, 1 K, 1 K1, 1 S, and 1 S1 engines with modification TU 197 installed, do the following:

(1) Perform initial borescope inspections for cracks of the second stage nozzle guide vanes (NGV2) in accordance with 2.B.(a) through 2.B.(c)(2) of Turbomeca ASB No. A292 72 0212, Update 5, dated August 8, 2001, and the schedules specified in the following Table 1:

TABLE 1.—INITIAL BORESCOPE INSPECTION

Number of cycles-since-new or overhaul (CSN) on the effective date of this AD.	Initial inspection
(1) Modules M03 with fewer than 1,000 CSN.	Before accumulating 1,100 CSN.
(2) Modules M03 with 1,000 CSN or greater.	Within 100 additional cycles-in-service (CIS) after the effective date of this AD.

(2) If the 2nd stage nozzle guide vanes do not meet the acceptance criteria specified in 2.B.(c)(2) of ASB A292 72 0212, Update 5, dated August 8, 2001, replace module M03.

First Repetitive Borescope Inspection

(e) Thereafter, for Arriel 1 A, 1 A1, 1 A2, 1 C, 1 C1, 1 C2, 1 E2, 1 K, 1 K1, 1 S, and 1 S1 engines with modification TU 197 installed, do the following:

(1) Perform the first repetitive borescope inspection for cracks of the NGV2 in accordance with 2.B.(a) through 2.(c)(2) of Turbomeca ASB No. A292 72 0212, Revision 5, dated August 8, 2001, and the schedules specified in the following Table 2:

TABLE 2.—REPETITIVE BORESCOPE INSPECTIONS

If module M03 has already been checked	Then repeat inspection
(i) Once, before 900 CSN	Before 1,100 CSN and then between 1,900 and 2,100 CSN.
(ii) Twice, before 900 CSN without propagation of cracks recorded between the first and second check.	Before 1,500 CSN.
(iii) Twice, before 900 CSN with propagation of cracks recorded between the first and second check.	Before 1,100 CSN and then between 1,900 and 2,100 CSN.
(iv) Once, after 900 CSN	Between 1,900 and 2,100 CSN.