

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