

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:

Bombardier, Inc. (Formerly Canadair):

Docket 2001–NM–346–AD.

Applicability: Model CL–600–2B19 series airplanes, serial numbers 7003 through 7495 inclusive, 7497 through 7502 inclusive, and 7505 through 7507 inclusive; certificated in any category.

Note 1: This AD applies to each airplane 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 airplanes 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 (f) 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: Required as indicated, unless accomplished previously.

To prevent the failure of an electrical relay due to a defective moving blade assembly, which could result in the inability to generate electrical power from the emergency system, if needed, accomplish the following:

Inspection

(a) Within 14 days after the effective date of this AD: Perform an inspection to determine whether installed Leach “H” series power transfer relays K1XC, K2XD, and K3XD, all having part number (P/N) H–A4A–039, have a manufacturing date code of 0011 through 0050. The inspection for such “suspect relays” is to be performed in accordance with Bombardier Alert Service Bulletin A601R–24–105, Revision “A”, dated July 20, 2001.

Note 2: Inspections accomplished prior to the effective date of this AD in accordance with Bombardier Alert Service Bulletin A601R–24–105, dated July 4, 2001, are considered acceptable for compliance with the applicable action specified in this amendment.

(b) As of the effective date of this AD: For airplanes determined to have suspect Leach “H” series relays K1XC or K2XD installed, dispatch with an inoperative integrated-drive generator (IDG) or auxiliary power unit (APU) is prohibited until replacement of the relay with a new relay is accomplished in accordance with paragraphs (c) and (d) of this AD.

Replacement

(c) Within 500 flight hours after the effective date of this AD: Replace suspect relay K1XC with a new relay having a manufacturing date code other than 0011 through 0050, in accordance with Bombardier Alert Service Bulletin A601R–24–105, Revision “A”, dated July 20, 2001.

Note 3: Replacement of suspect relay K1XC accomplished prior to the effective date of this AD in accordance with Bombardier Alert Service Bulletin A601R–24–105, dated July 4, 2001, is considered acceptable for compliance with the applicable action specified in this amendment.

(d) Within 1,000 flight hours after the effective date of this AD: Replace suspect relays K2XD and K3XD with new relays having a manufacturing date code other than 0011 through 0050, in accordance with Bombardier Alert Service Bulletin A601R–24–105, Revision “A”, dated July 20, 2001.

Note 4: Replacement of suspect relays K2XD and K3XD accomplished prior to the effective date of this AD in accordance with Bombardier Alert Service Bulletin A601R–24–105, dated July 4, 2001, is considered acceptable for compliance with the applicable action specified in this amendment.

Spares

(e) As of the effective date of this AD, no person shall install a Leach “H” series electrical relay having P/N H–A4A–039 that has a manufacturing date code of 0011 through 0050 on any airplane.

Alternative Methods of Compliance

(f) 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, New York Aircraft Certification Office (ACO), FAA. Operators shall submit their requests through an appropriate FAA Principal Maintenance Inspector, who may add comments and then send it to the Manager, New York ACO.

Note 5: Information concerning the existence of approved alternative methods of compliance with this AD, if any, may be obtained from the New York ACO.

Special Flight Permits

(g) 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 accomplished.

Note 6: The subject of this AD is addressed in Canadian airworthiness directive CF–2001–27, dated July 24, 2001.

Issued in Renton, Washington, on March 29, 2002.

Kalene C. Yanamura,

Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.

[FR Doc. 02–8174 Filed 4–3–02; 8:45 am]

BILLING CODE 4910–13–P

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. 2001–NE–37–AD]

RIN 2120–AA64

Airworthiness Directives; CFM International CFM56–5B and –7B Series Turbofan Engines

AGENCY: Federal Aviation Administration, DOT.

ACTION: Notice of proposed rulemaking (NPRM).

SUMMARY: The Federal Aviation Administration (FAA) proposes to adopt a new airworthiness directive (AD) that is applicable to CFM International (CFMI) CFM56–5B and –7B series turbofan engines. This proposal would require retirement of stage 2 LPT nozzle segments and stage 3 LPT nozzle segments, listed in Table 1 of this proposed AD, from service before accumulating 25,000 cycles-since-new (CSN), or by October 31, 2008, whichever occurs earlier. This proposal would also require installation of new design (either new or reworked) nozzle segments, that would aid in containment of the LPT rotor in the event of LPT shaft failure. This proposal is prompted by a report of an LPT shaft failure caused by a hydromechanical unit (HMU) malfunction that induced a higher than anticipated LPT rotor overspeed. The actions specified by the proposed AD are intended to aid in containment of the LPT rotor in the event of LPT shaft failure, which could result in uncontained engine failure and damage to the airplane.

DATES: Comments must be received by June 3, 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–37–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 CFM International, Technical Publications Department, 1 Neumann Way, Cincinnati, OH 45215; telephone (513) 552-2800; fax (513) 552-2816. 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: James Rosa, Aerospace Engineer, Engine Certification Office, FAA, Engine and Propeller Directorate, 12 New England Executive Park, telephone (781) 238-7152; 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-37-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-37-AD, 12 New England Executive Park, Burlington, MA 01803-5299.

Discussion

On August 7, 2001, the FAA received a report of a CFM56-7B turbofan engine LPT shaft failure. CFMI determined that this failure was caused by an HMU malfunction that induced an LPT rotor overspeed. To aid in containment of the LPT rotor in the event of LPT shaft failure, the FAA proposes to require:

- Retirement of stage 2 LPT nozzle segments and stage 3 LPT nozzle segments, listed in Table 1 of this proposed AD, from service before accumulating 25,000 CSN, or by October 31, 2008, whichever occurs earlier. These limits are based on manufacturer's analysis.
- Installation of new design (either new or reworked) nozzle segments, that facilitate the axial clashing between the stage 3 LPT blades and stage 4 nozzle airfoils.

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 CFM International (CFMI) CFM56-5B and -7B series turbofan engines of the same type design, the proposed AD would require retirement of stage 2 LPT nozzle segments and stage 3 LPT nozzle segments, listed in Table 1 of this proposed AD, from service before accumulating 25,000 cycles-since-new, or by October 31, 2008, whichever occurs earlier. The proposed AD would also require installation of new design (either new or reworked) nozzle segments, that would aid in containment of the LPT rotor in the event of LPT shaft failure.

Economic Analysis

There are approximately 3,187 CFM International (CFMI) CFM56-5B and -7B series engines of the affected design in the worldwide fleet. The FAA estimates that 910 engines installed on airplanes of U.S. registry would be affected by this proposed AD. The FAA also estimates that it would take approximately 10 work hours per engine to perform the proposed actions, and that the average labor rate is \$60 per work hour. Required parts would cost approximately \$34,984 per engine. Based on these figures, the total cost of the proposed AD on U.S. operators is estimated to be \$32,381,440.

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:

CFM International: Docket No. 2001-NE-37-AD.

Applicability

This airworthiness directive (AD) is applicable to CFM International (CFMI) CFM56-5B and -7B series turbofan engines. These engines are installed on, but not limited to Boeing 737-600, -700, -800, and -900; and Airbus A319, A320, and A321 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 (c) 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 before accumulating 25,000 cycles-since-new on the parts listed in Table 1 of this AD, or by October 31, 2008, whichever occurs earlier, unless already done.

To aid in containment of the LPT rotor in the event of LPT shaft failure, which could result in uncontained engine failure and damage to the airplane, do the following:

(a) Retire from service stage 2 LPT nozzle segments and stage 3 LPT nozzle segments listed in the following Table 1, and install new design (either new or reworked) nozzle segments:

TABLE 1.—STAGE 2 AND STAGE 3 LPT NOZZLE SEGMENT PART NUMBERS TO BE RETIRED

Nozzle segments	Part numbers
(1) Stage 2	338-109-104-0, 338-109-105-0, 338-109-106-0, 338-109-204-0, 338-109-205-0, 338-109-206-0, 338-109-304-0, 338-109-305-0, 338-109-306-0.
(2) Stage 3	338-109-702-0, 338-109-802-0.

(b) Information on reworking stage 2 LPT nozzle segments and stage 3 LPT nozzle segments, listed in Table 1 of this AD, can be found in CFM International Service Bulletins (SB's) 720328, dated May 25, 2000, for CFM56-5 series engines, and SB 720241, dated May 25, 2000, for CFM56-7 series engines.

Alternative Methods of Compliance

(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, 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

(d) 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 March 29, 2002.

Robert G. Mann,

Acting Manager, Engine and Propeller Directorate, Aircraft Certification Service.

[FR Doc. 02-8173 Filed 4-3-02; 8:45 am]

BILLING CODE 4910-13-P

DEPARTMENT OF ENERGY

Federal Energy Regulatory Commission

18 CFR Chapter I

[Docket No. RM02-7-000]

Accounting and Reporting of Asset Retirement Obligations

AGENCY: Federal Energy Regulatory Commission, DOE.

ACTION: Notice of informal technical conference, agenda and request for comments.

SUMMARY: The Federal Energy Regulatory Commission (Commission) previously issued a Notice of Informal Technical Conference on March 8, 2002. Today's notice announces that the technical conference will be held on Tuesday, May 7, 2002, starting at 9 A.M., in the Commission's Meeting Room, 888 First Street, NE., Washington, DC. The Conference will address the financial accounting, reporting and related ratemaking implications related to asset retirement obligations associated with the retirement of tangible long-lived assets. This notice provides the format for the conference, the agenda and requests for comments and provides further details regarding the technical conference. All interested parties are invited to attend.

DATES: Written comments should be submitted on or before April 29, 2002 in the above-captioned proceeding.

ADDRESSES: Send comments to: Office of the Secretary, Federal Energy Regulatory Commission, 888 First Street, NE., Washington, DC 20426. The comments may be filed electronically via the internet in lieu of paper. See, 18 CFR 385.2001(a)(1)(iii) and the instructions on the Commission's web site at <http://www.ferc.gov/> and click on "Make an Electronic Filing," and follow the instructions for each screen.

FOR FURTHER INFORMATION CONTACT:

Mark Klose (Project Manager), Office of Executive Director, Division of Regulatory Accounting Policy, Federal Energy Regulatory Commission, 888

First Street, NE., Washington, DC 20426. Phone (202) 219-2595; Fax: (202) 219-2632; E-Mail: mark.klose@ferc.gov.

Raymond Reid (Technical Issues), Office of Executive Director, Division of Regulatory Accounting Policy, Federal Energy Regulatory Commission, 888 First Street, NE., Washington, DC 20426. Phone (202) 219-2928; Fax: (202) 219-2632; E-Mail: raymond.reid@ferc.gov.

Julia Lake (Legal Issues), Office of General Counsel, Federal Energy Regulatory Commission, 888 First Street, NE., Washington, DC 20426. Phone (202) 208-2019; E-Mail: julia.lake@ferc.gov.

SUPPLEMENTARY INFORMATION: In addition to publishing the full text of this document in the **Federal Register**, it is available for inspection in the Commission's Public Reference Room at 888 First Street, NE., Room 2A, Washington, DC 20426, during regular business hours and is posted on both the Commission's Issuance Posting System (CIPS) and the Records and Information Management Systems (RIMS), and may be viewed and printed remotely via the Internet through Commission's Home Page (<http://www.ferc.gov>).

Notice of Informal Technical Conference, Agenda and Request for Comments

March 29, 2002.

Take notice that on Tuesday, May 7, 2002,¹ the Commission staff will hold a technical conference to discuss the financial accounting, reporting and ratemaking implications related to asset retirement obligations associated with the retirement of tangible long-lived assets. The conference will begin at 9:00 A.M. and is scheduled for the Commission Meeting Room, at the offices of the Federal Energy Regulatory Commission, 888 First Street, NE., Washington, DC. All interested parties are invited to attend. This conference is being convened to enlist the participation of CPA firms, industry associations, jurisdictional entities, state commissions, other regulatory bodies, rural electric cooperatives² and other

¹ See 67 FR 11954 (Mar. 18, 2002). The initial notice indicated that the technical conference would be held on Tuesday and Wednesday, May 7 and 8, 2002. However, Commission has decided at this time not to extend the technical conference to Wednesday, May 8, 2002.

² The Rural Utilities Service (RUS) and its rural electric cooperatives have an interest in this proceeding because RUS's Uniform System of Accounts for its rural electric cooperative utilities incorporates accounting requirements which are similar to the Commission's uniform System of Accounts for public utilities 18 CFR Part 101.