

704A33-651-190), installed, certificated in any category.

Note 1: This AD applies to each helicopter identified in the preceding applicability provision, regardless of whether it has been otherwise modified, altered, or repaired in the area subject to the requirements of this AD. For helicopters 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 (d) 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 seizure of the bearing, loss of tail rotor effectiveness, and subsequent loss of control of the helicopter, accomplish the following:

(a) For Model AS350B3 and AS355N helicopters, replace each bearing with an airworthy bearing as follows:

(1) Within 30 hours time-in-service (TIS) for each bearing that has 270 or more hours TIS as of the effective date of this AD.

(2) Before reaching 300 hours TIS for each bearing that has less than 270 hours TIS as of the effective date of this AD.

(3) Thereafter, replace each bearing at intervals not to exceed 300 hours TIS.

(b) For all other Model AS350 or AS355 helicopters, replace each bearing with an airworthy bearing as follows:

(1) Within 50 hours TIS for each bearing that has 1150 hours or more TIS as of the effective date of this AD.

(2) Before reaching 1200 hours TIS for each bearing that has less than 1150 hours TIS as of the effective date of this AD.

(3) Thereafter, replace each bearing at intervals not to exceed 1200 hours TIS.

Note 2: Eurocopter France Alert Telex Nos. 01.00.46 and 01.00.48, both dated February 22, 2001, pertain to the subject of this AD.

(c) When transferring a bearing from one model helicopter to another (refer to the equipment log card), adhere to the transfer rules described in the applicable master servicing recommendations. Remove each bearing from service at or before the service life limits given in paragraphs (a)(3) and (b)(3) of this AD.

Note 3: The Master Servicing Recommendations for the affected helicopters, Chapter 05.99, pertain to the subject of this AD.

(d) 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, Regulations Group, Rotorcraft Directorate, FAA. Operators shall submit their requests through an FAA Principal Maintenance Inspector, who may concur or comment and then send it to the Manager, Regulations Group.

Note 4: Information concerning the existence of approved alternative methods of compliance with this AD, if any, may be obtained from the Regulations Group.

(e) Special flight permits may be issued in accordance with 14 CFR 21.197 and 21.199 to operate the helicopter to a location where the requirements of this AD can be accomplished.

Note 5: The subject of this AD is addressed in Direction Generale De L'Aviation Civile (France) AD Nos. 2001-073-061(A) and 2001-074-081(A), both dated March 21, 2001.

(f) This amendment becomes effective on April 4, 2002.

Issued in Fort Worth, Texas, on March 11, 2002.

David A. Downey,

Manager, Rotorcraft Directorate, Aircraft Certification Service.

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. 2001-NE-20; Amendment 39-12641; AD 2002-02-13]

RIN 2120-AA64

Airworthiness Directives; CFM International, S.A. CFM56-5 Series Turbofan Engines; Correction

AGENCY: Federal Aviation Administration, DOT.

ACTION: Final rule; correction.

SUMMARY: This document makes a correction to Airworthiness Directive (AD) 2002-02-13, applicable to CFM International, S.A. CFM56-5 series turbofan engines that was published in the **Federal Register** on February 14, 2002 (67 FR 6850). The Amendment number is incorrect and this document corrects that number. In all other respects, the original document remains the same.

EFFECTIVE DATE: March 21, 2002.

FOR FURTHER INFORMATION CONTACT:

James Rosa, Aerospace Engineer, Engine Certification Office, FAA, Engine and Propeller Directorate, 12 New England Executive Park, Burlington, MA 01803-5299; telephone (781) 238-7152, fax (781) 238-7199.

SUPPLEMENTARY INFORMATION: A final rule airworthiness directive applicable to CFM International, S.A. CFM56-5 series turbofan engines, was published in the **Federal Register** on February 14, 2002 (67 FR 6850). The following correction is needed:

On page 6850, in the first column, the Amendment No. in the fifth line of the Heading is corrected to read "Amendment 39-12641."

PART 39—[CORRECTED]

§ 39.13 [Corrected]

On page 6851, in the third column, in the heading of the AD, in the second line, correct "Amendment 39-12461" to read "Amendment 39-12641".

Issued in Burlington, MA, on March 12, 2002.

Francis A. Favara,

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

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. 2000-NE-02; Amendment 39-12640; AD 2002-02-12]

RIN 2120-AA64

Airworthiness Directives; Rolls-Royce plc RB211-524G and -524H Series Turbofan Engines; Correction

AGENCY: Federal Aviation Administration, DOT.

ACTION: Final rule; correction.

SUMMARY: This document makes a correction to Airworthiness Directive (AD) 2002-02-12, applicable to Rolls-Royce plc (RR) RB211-524G and -524H series turbofan engines that was published in the **Federal Register** on February 14, 2002 (67 FR 6859). The Amendment number is incorrect and this document corrects that number. In all other respects, the original document remains the same.

EFFECTIVE DATE: March 21, 2002.

FOR FURTHER INFORMATION CONTACT:

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SUPPLEMENTARY INFORMATION: A final rule airworthiness directive applicable to Rolls-Royce plc (RR) RB211-524G and -524H series turbofan engines, was published in the **Federal Register** on February 14, 2002 (67 FR 6859). The following correction is needed:

On page 6859, in the first column, the Amendment No. in the fifth line of the Heading is corrected to read "Amendment 39-12640."