

Service Bulletin 747–53A2459, dated January 11, 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, Seattle ACO. Operators shall submit their requests through an appropriate FAA Principal Maintenance Inspector, who may add comments and then send it to the Manager, Seattle ACO.

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

Special Flight Permits

(f) Special flight permits may be issued in accordance with sections 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.

Incorporation by Reference

(g) Except as provided by paragraphs (c)(1)(i), (c)(2), and (d) of this AD, the actions shall be done in accordance with Boeing Alert Service Bulletin 747–53A2459, dated January 11, 2001. This incorporation by reference was approved by the Director of the Federal Register in accordance with 5 U.S.C. 552(a) and 1 CFR part 51. Copies may be obtained from Boeing Commercial Airplane Group, P.O. Box 3707, Seattle, Washington 98124–2207. Copies may be inspected at the FAA, Transport Airplane Directorate, 1601 Lind Avenue, SW., Renton, Washington; or at the Office of the Federal Register, 800 North Capitol Street, NW., Suite 700, Washington, DC.

Effective Date

(h) This amendment becomes effective on October 16, 2002.

Issued in Renton, Washington, on August 30, 2002.

Ali Bahrami,

Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.

[FR Doc. 02–22855 Filed 9–10–02; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. 2001–NE–14–AD; Amendment 39–12877; AD 2002–18–03]

RIN 2120–AA64

Airworthiness Directives; Rolls-Royce plc Models Spey 506–14A, 555–15, 555–15H, 555–15N, and 555–15P Turbojet Engines

AGENCY: Federal Aviation Administration, DOT.

ACTION: Final rule.

SUMMARY: This amendment adopts a new airworthiness directive (AD), that is applicable to Rolls-Royce plc (RR) Spey 506–14A, 555–15, 555–15H, 555–15N, and 555–15P turbojet engines. This amendment requires replacing certain stage 2 low pressure turbine (LPT) blades with new redesigned stage 2 LPT blades. This amendment is prompted by several reports of failures of stage 2 LPT blades. The actions specified by this AD are intended to prevent failure of the stage 2 LPT blades, which could result in an engine shutdown.

DATES: Effective October 16, 2002. The incorporation by reference of certain publications listed in the regulations is approved by the Director of the Federal Register as of October 16, 2002.

ADDRESSES: The service information referenced in this AD may be obtained from Rolls-Royce plc, PO Box 31, Derby DE24 6BJ, UK; Telephone 44 (0) 1332 242424; fax 44 (0) 1332 249936. This information may be examined, by appointment, at the Federal Aviation Administration (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: Keith Mead, Aerospace Engineer, Engine Certification Office, FAA, Engine and Propeller Directorate, 12 New England Executive Park, Burlington, MA 01803–5299; telephone (781) 238–7744; fax (781) 238–7199.

SUPPLEMENTARY INFORMATION: A proposal to amend part 39 of the Federal Aviation Regulations (14 CFR part 39) to include an AD that is applicable to RR Spey 506–14A, 555–15, 555–15H, 555–15N, and 555–15P turbojet engines was published in the **Federal Register** on April 18, 2002 (67 FR 19134). That action proposed to require replacing certain stage 2 low pressure turbine (LPT) blades with new redesigned stage 2 LPT blades in accordance with service bulletin (SB) No. Sp72–1064, Revision 1, dated February 1, 2001.

Comments

Interested persons have been afforded an opportunity to participate in the making of this amendment. No comments were received on the proposal or the FAA's determination of the cost to the public. The FAA has determined that air safety and the public interest require the adoption of the rule as proposed.

Regulatory Analysis

This final 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 final rule.

For the reasons discussed above, I certify that this action (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) 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 final evaluation has been prepared for this action and it 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, Incorporation by reference, Safety.

Adoption of the Amendment

Accordingly, pursuant to the authority delegated to me by the Administrator, the Federal Aviation Administration amends 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 a new airworthiness directive to read as follows:

2002–18–03 Rolls-Royce plc: Amendment 39–12877. Docket No. 2001–NE–14–AD.

Applicability

This airworthiness directive (AD) is applicable to Rolls-Royce plc (RR) Spey 506–14A, 555–15, 555–15H, 555–15N, and 555–15P turbojet engines with stage 2 low pressure turbine (LPT) blades, part numbers (P/N's) JR34024 or JR34069 installed. These engines are installed on, but not limited to British Aerospace Airbus Ltd. BAC 1–11 and Fokker F.28 Mark 1000, Mark 2000, Mark 3000, and Mark 4000 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 (b) 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 failure of the stage 2 LPT blades, which could result in an engine shutdown, do the following:

(a) Replace existing stage 2 LPT blades P/N's JR34024 and JR34069 with complete sets of serviceable blades in accordance with the Accomplishment Instructions of RR service bulletin Sp72-1064, Revision 1, dated February 2001, and the following compliance times:

(1) For RR Spey 506-14A engines, replace blades at the next piece-part opportunity, but no later than June 30, 2010.

(2) For Spey 555-15, 555-15H, 555-15N, and 555-15P turbojet engines, replace blades at the next piece-part opportunity, but no later than December 31, 2005.

Alternative Methods of Compliance

(b) 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

(c) 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.

Documents That Have Been Incorporated By Reference

(d) The stage 2 LPT blades replacement must be done in accordance with Rolls-Royce plc SB No. Sp72-1064, Revision 1, dated February 2001. This incorporation by reference was approved by the Director of the Federal Register in accordance with 5 U.S.C. 552(a) and 1 CFR part 51. Copies may be obtained from Rolls-Royce plc, P.O. Box 31, Derby DE24 6BJ, UK; Telephone 44 (0) 1332 242424; fax 44 (0) 1332 249936. Copies may be inspected, 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.

Note 3: The subject of this AD is addressed in CAA airworthiness directive 005-07-2000, dated July 21, 2000.

Effective Date

(e) This amendment becomes effective on October 16, 2002.

Issued in Burlington, Massachusetts, on August 29, 2002.

Francis A. Favara,

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

[FR Doc. 02-22758 Filed 9-10-02; 8:45 am]

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ENVIRONMENTAL PROTECTION AGENCY

40 CFR Part 52

[IN141-1a; FRL-7273-5]

Approval and Promulgation of Implementation Plans; Indiana; Volatile Organic Compound Regulations

AGENCY: Environmental Protection Agency (EPA).

ACTION: Direct final rule.

SUMMARY: In this action, EPA is approving a revision to the Indiana State Implementation Plan (SIP) to add Volatile Organic Compound (VOC) capture efficiency testing procedures to the existing VOC emission control regulations. Control system capture efficiency requirements are components of several State VOC rules, particularly the rules covering the control of VOC emissions from surface coating and graphic arts sources. The existing State VOC rules specify minimum capture efficiencies for some source categories, and some sources may seek VOC emission reduction credits through increases in capture efficiency above State-specified minimums. Reducing VOC emissions is critical for attaining the 1-hour ozone standard in certain ozone nonattainment areas.

DATES: This direct final rule is effective on November 12, 2002, without further notice, unless EPA receives adverse comments in writing by October 11, 2002. If adverse comment is received, EPA will publish a timely withdrawal of the direct final rule in the **Federal Register** and inform the public that the rule will not take effect.

ADDRESSES: Written comments should be sent to: J. Elmer Bortzer, Chief, Regulation Development Section, Air Programs Branch (AR-18J), Environmental Protection Agency,

Region 5, 77 West Jackson Boulevard, Chicago, Illinois 60604.

Copies of the State's submittal and other supporting information used in developing this direct final rule are available for inspection at the Environmental Protection Agency, Region 5, 77 West Jackson Boulevard, Chicago, Illinois 60604. Please telephone Edward Doty at (312) 886-6057 before visiting the Region 5 office.

FOR FURTHER INFORMATION CONTACT:

Edward Doty, Environmental Scientist, Regulation Development Section, Air Programs Branch (AR-18J), Environmental Protection Agency, Region 5, 77 West Jackson Boulevard, Chicago, Illinois 60604. Telephone: (312) 886-6057. E-mail address: doty.edward@epa.gov.

SUPPLEMENTARY INFORMATION:

Throughout this document, wherever "we," "us," or "our" are used we mean EPA. The Supplemental Information section is organized as follows:

- I. Background and EPA Policy
 - What Is the Basis for the State's Requested SIP Revision?
 - What Are the Codified Capture Efficiency Test Methods?
 - What Are the Alternative Capture Efficiency Test Protocols?
- II. Summary of the State's Submittal and Requested SIP Revision
- III. Adequacy of the Requested SIP Revision
- IV. Final Rulemaking Action
- V. Administrative Requirements

I. Background and EPA Policy

What Is the Basis for the State's Requested SIP Revision?

Capture efficiency (the fraction of emissions generated by a source that are delivered to an emissions control device, generally expressed as a percentage) is a critical consideration for emission control systems, particularly for those systems used to control the emissions of VOC and Hazardous Air Pollutants (HAPs) from surface coating and printing (graphic arts) operations. Testing of capture efficiencies is critical for sources subject to rules with capture efficiency requirements and for sources seeking emission reduction credits through capture efficiency improvements (capture efficiency increases).

On February 7, 1995, the EPA issued revised guidelines for the determination of VOC capture efficiencies under a memorandum titled "Revised Capture Efficiency Guidance for Control of Volatile Organic Compound Emissions," from John S. Seitz, Director of the Office of Air Quality Planning and Standards, to Air Division Directors, Regions I through X. Included in the guidance are