

TABLE 1.—APPLICABLE PROPELLERS AND HUBS—Continued

Propeller SN	Hub SN	Hub P/N
CH36195B	A61570B	D-6529-1
CH36196B	A61571B	D-6529-1
CH36178B	A61573B	D-6529-1
CH36179B	A61574B	D-6529-1
CH36181B	A61576B	D-6529-1
CH36182B	A61577B	D-6529-1
CH36183B	A61578B	D-6529-1
CH36198B	A61583B	D-6529-1
CH36199B	A61584B	D-6529-1
CH36200B	A61585B	D-6529-1
CH36201B	A61586B	D-6529-1
CH36202B	A61587B	D-6529-1
CH36203B	A61588B	D-6529-1
CH36204B	A61589B	D-6529-1
CH36205B	A61590B	D-6529-1
CH36209B	A61594B	D-6529-1
CH36211B	A61596B	D-6529-1
CH36212B	A61597B	D-6529-1
CH36213B	A61598B	D-6529-1
CH36215B	A61601B	D-6529-1
CH36216B	A61602B	D-6529-1
AU11145B	A61603B	D-6522-1
AU11147B	A61605B	D-6522-1
AU11155B	A61613B	D-6522-1
AY520B	A61743B	D-6522-2
AU11175B	A61893B	D-6522-1

These propellers are installed on, but not limited to the following:

AMERICAN CHAMPION 8GCBC, 8KCAB
 AERMACCHI S.p.A. S.208, S.208A
 BEECH 95 series
 BELLANCA 14-19-3, 14-19-3A
 CESSNA 170 series, 172 series, 175 series,
 177, A188A, A188B, T188C, 310 series
 DIAMOND AIRCRAFT DA-40
 LAKE (REVO) LA-4, LA-4-200
 MAULE Aerospace Technology, Inc. M(T)-7-
 235(), M-5-235C, M-6-235, M(X)-7-235
 MOONEY M20 series
 Pilatus BRITTEN-NORMAN LTD BN-2
 series, MK III, MK III-2, MK III-3
 PIPER PA-23, PA-23-160, PA-24, PA-24-
 260, PA-25-260,
 PA-28-140, PA-32-300, PA-32S-300, PA-
 34-200, PA-44-180T
 SOCATA—Groupe AEROSPATIALE MS-
 200, MS 894A, MS 894E, TB-20, TB-21
 Sky International Inc (Husky) A-1, S-1T, S-
 2A, S-2S (previous owners were Christian
 Industries; Aviat, Inc.; White International,
 LTD.)
 Univair Aircraft Corporation 108 series
 (previous owner was Stinson)
 Vulcanair S.p.A. P68 series (previous owner
 was Partenavia Construzioni Aeronautiche
 S.p.A)

Note 1: The parentheses that appear in the propeller models indicate the presence or absence of additional letter(s) which vary the basic propeller hub model designation. This airworthiness directive is applicable

regardless of whether these letters are present or absent on the propeller hub model designation.

Note 2: This AD applies to each propeller 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 propellers 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

Compliance with this AD is required as indicated, unless already done.

To prevent in-flight propeller blade separation resulting in airframe and engine damage, and possible loss of the airplane, do the following:

(a) For Piper PA-32() series airplanes with Lycoming 540 series engines rated at 300 horse power or higher, Britten Norman BN-2 series airplanes with Lycoming 540 series engines, acrobatic airplanes including certificated acrobatic airplanes, military trainers, any airplanes routinely exposed to acrobatics usage, and airplanes used for agricultural purposes, remove affected hubs listed by SN in Table 1 of this AD within 50 hours time-since-new (TSN) or 12 months from the effective date of this AD, whichever occurs first, and replace with serviceable hubs, in accordance with paragraphs 3.A. through 3.B.(3) of ASB HC-ASB-61-259, dated September 4, 2002.

(b) For airplanes other than those listed in paragraph (a) of this AD, remove affected hubs listed by SN in Table 1 of this AD within 100 hours TSN or 12 months from the effective date of this AD, whichever occurs first, and replace with serviceable hubs, in accordance with paragraphs 3.A. through 3.B.(3) of ASB HC-ASB-61-259, dated September 4, 2002.

(c) After the effective date of this AD, do not install any propeller assembly that has a hub with a P/N D-6522-1, D-6522-2, D-6529-1, or D-6559-3, with a SN listed in Table 1 of this AD.

Alternative Methods of Compliance

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

Note 3: Information concerning the existence of approved alternative methods of compliance with this airworthiness directive, if any, may be obtained from the Chicago ACO.

Special Flight Permits

(e) 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

(f) The propeller hub replacements must be done in accordance with Alert Service Bulletin Hartzell Propeller Inc. HC-ASB-61-259, dated September 4, 2002. 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 Hartzell Propeller Inc. Technical Publications Department, One Propeller Place, Piqua, OH 45356; telephone (937) 778-4200; fax (937) 778-4391. Copies may be inspected 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.

Effective Date

(g) This amendment becomes effective on January 23, 2003.

Issued in Burlington, Massachusetts, on December 31, 2002.

Robert J. Ganley,

Acting Manager, Engine and Propeller Directorate, Aircraft Certification Service.
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DEPARTMENT OF THE INTERIOR

Bureau of Indian Affairs

25 CFR Part 170

RIN 1076-AE34

Partial Distribution of Fiscal Year 2003 Indian Reservation Roads Funds

AGENCY: Bureau of Indian Affairs, Interior.

ACTION: Final rule.

SUMMARY: We are issuing a rule requiring that we distribute \$25 million of fiscal year 2003 Indian Reservation