

Interim Action

These actions are interim actions and we may take further rulemaking actions in the future.

Comments Invited

This AD is a final rule that involves requirements affecting flight safety and was not preceded by notice and an opportunity for public comment; however, we invite you to submit any written relevant data, views, or arguments regarding this AD. Send your comments to an address listed under **ADDRESSES**. Include "AD Docket No. 2003-NE-32-AD" in the subject line of your comments. If you want us to acknowledge receipt of your mailed comments, send us a self-addressed, stamped postcard with the docket number written on it; we will date-stamp your postcard and mail it back to you. We specifically invite comments on the overall regulatory, economic, environmental, and energy aspects of the rule that might suggest a need to modify it. If a person contacts us verbally, and that contact relates to a substantive part of this AD, we will summarize the contact and place the summary in the docket. We will consider all comments received by the closing date and may amend the AD in light of those comments.

We are reviewing the writing style we currently use in regulatory documents. We are interested in your comments on whether the style of this document is clear, and your suggestions to improve the clarity of our communications with you. You may get more information about plain language at <http://www.faa.gov/language> and <http://www.plainlanguage.gov>.

Regulatory Findings

We have determined that this AD will not have federalism implications under Executive Order 13132. This AD will

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.

For the reasons discussed above, I certify that the 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. 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.

We prepared a summary of the costs to comply with this AD and placed it in the AD Docket. You may get a copy of this summary by sending a request to us at the address listed under **ADDRESSES**. Include "AD Docket No. 2003-NE-32-AD" in your request.

List of Subjects in 14 CFR Part 39

Air transportation, Aircraft, Aviation safety, Incorporation by reference, Safety.

Adoption of the Amendment

■ Accordingly, under 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. The FAA amends § 39.13 by adding the following new airworthiness directive:

2003-15-01 McCauley Propeller Systems, Inc.: Amendment 39-13243. Docket No. 2003-NE-32-AD.

Effective Date

(a) This airworthiness directive (AD) becomes effective July 17, 2003.

Affected ADs

(b) None.

Applicability

(c) This AD applies to McCauley Propeller Systems, Inc. propeller models that are listed in Table 1 of this AD, and are installed on BAE Systems (Operations) Limited Jetstream Model 4101 airplanes. Table 1 follows:

TABLE 1.—PROPELLER MODELS BY HUB MODEL AND BLADE MODEL

Propeller hub model	With propeller blade model installed
B5JFR36C1101	114GC series.
C5JFR36C1102	L114GC series.
B5JFR36C1103	114HC series.
C5JFR36C1104	L114HC series.

Unsafe Condition

(d) This AD is prompted by a report of a significant crack in a propeller blade shank and two reports of cracks in the hubs of the same propeller model. We are issuing this AD to detect cracks in the propeller blade shank that could cause a failure of the propeller blade and loss of control of the airplane.

Compliance

(e) You must perform the actions within the compliance times specified in this AD unless the actions have already been done.

Fluorescent Penetrant Inspection (FPI) of Propeller Blades

(f) Fluorescent-penetrant inspect the propeller blade using the procedures specified in 3.A. through 3.I. of McCauley Alert Service Bulletin (ASB) ASB246B, Revision 2, dated July 11, 2003, and the compliance times specified in the following Table 2:

TABLE 2.—COMPLIANCE TIMES FOR FPI OF PROPELLER BLADES

If the propeller blade time-since-new (TSN) is—	Or if—	Then inspect—
(1) 10,000 hours TSN or more	The blade was overhauled at least twice	Within 50 hours time-in-service (TIS) after the effective date of this AD.
(2) 10,000 hours TSN or more and the blade has been overhauled within the last 200 hours TIS before the effective date of this AD.	The blade was overhauled at least twice, and the last overhaul was within the last 200 hours TIS before the effective date of this AD.	Within 250 hours TIS after the effective date of this AD.
(3) 6,000 hours TSN or more	The blade was overhauled at least once	Within 200 hours TIS after the effective date of this AD.
(4) Fewer than 6,000 TSN	The blade has not been overhauled	At the next overhaul.

Reporting Requirements

(g) The Office of Management and Budget (OMB) has approved the reporting requirements specified in 3.H. of McCauley

ASB ASB246B, Revision 2, dated July 11, 2003, and assigned OMB control number 2120-0056.

Alternative Methods of Compliance (AMOCs)

(h) You must request AMOCs as specified in 14 CFR 39.19. All AMOCs must be