

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, 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 on 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>.

Examining the AD Docket

You may examine the AD Docket (including any comments and service information), by appointment, between 8 a.m. and 4:30 p.m., Monday through Friday, except Federal holidays. See **ADDRESSES** for the location.

Regulatory Findings

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

not have 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 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:

2003-17-10 McCauley Propeller Systems, Inc.: Amendment 39-13285. Docket No. 2003-NE-32-AD.

Effective Date

(a) This airworthiness directive (AD) becomes effective August 21, 2003.

Affected ADs

(b) This AD supersedes AD 2003-15-01, Amendment 39-13243.

Applicability

(c) This AD applies to McCauley Propeller Systems, Inc. propeller hub models that are listed in Table 1 of this AD, and are installed on, but not limited to, 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 four reports of significant cracks found in propeller blade shanks since the issuance of AD 2003-15-01. We are issuing this AD to prevent propeller blade failure or hub failure due to cracking, which could result in failure of the propeller and loss of control of the airplane.

Compliance

(e) You are responsible for having the actions required by this AD performed within the compliance times specified unless the actions have already been done.

Initial Inspection of Propeller Blades

(f) Inspect propeller blades for cracks in the retention area using either the fluorescent penetrant inspection (FPI) procedure specified in paragraphs 5.A. through 5.L. of McCauley Alert Service Bulletin (ASB) 246C, Revision 3, dated August 12, 2003, or using the ultrasonic inspection (UT) procedure specified in paragraphs 6.A. through 6.F. of McCauley ASB246C, Revision 3, dated August 12, 2003. Use the compliance times specified in the following Table 2:

TABLE 2.—COMPLIANCE TIMES FOR THE INITIAL FPI OR UT 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 10 hours time-in-service (TIS) after the effective date of this AD.
(2) 6,000 hours TSN or more	The blade was overhauled at least once.	Within 200 hours TIS after the effective date of this AD or at 10,010 hours TIS whichever is later.
(3) Fewer than 6,000 hours TSN	The blade has not been overhauled.	At the next overhaul.

Credit for Previous Inspection

(g) The one-time inspections done using AD 2003-15-01, published July 17, 2003,

constitute compliance with the initial inspection requirements of this AD.

Repetitive Inspection of Propeller Blades

(h) For blades that have 10,000 hours or more TSN or that have been overhauled at