

**FOR FURTHER INFORMATION CONTACT:**

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**SUPPLEMENTARY INFORMATION:****Comments Invited**

We invite you to submit any written relevant data, views, or arguments regarding this proposal. Send your comments to an address listed under **ADDRESSES**. Include "AD Docket No. 2003-NE-48-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 proposed AD. If a person contacts us verbally, and that contact relates to a substantive part of this proposed 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 proposed 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 that affect you. You can 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.

**Discussion**

The manufacturer has recently notified us that while investigating corrosion indications on some blade tulip counterweight areas of 568F composite propeller blades, random areas of missing adhesive under the compression wrap were discovered, exposing the steel tulip part of the blade. This missing adhesive is determined to be the result of a manufacturing operation designed to remove resin flashing from this area of the blade interface, during original manufacture. The manufacturer has implemented a corrective action in the

manufacturing process for new blades, beginning with blade SN 20021011, and higher. Upon further investigation, the manufacturer has identified two serial number groups of blades that are suspect for missing adhesive. They are 568F propeller blades, P/Ns R815505-3 and R815505-4, SNs FR1699 through FR2625 inclusive (877 blades), and SNs FR20010610 through FR20021010 inclusive (713 blades).

**FAA's Determination and Requirements of the Proposed AD**

We have evaluated all pertinent information and identified an unsafe condition that is likely to exist or develop on other products of this same type design. Therefore, we are proposing this AD, which would require replacement of propeller blades, P/Ns R815505-3 and R815505-4, that have a SN of FR1699 to FR20021010, with serviceable blades. A calendar-based schedule has been established for the removal of blades based on a safety evaluation of the blade population. The schedule takes into consideration the age of the blade, availability of spare blades and the repair capabilities necessary to restore removed blades to a serviceable condition. Since corrosion is an age-related process, the oldest blades are to be replaced first. In addition, the specialized tooling necessary to remove and replace the composite material on the blade during repair is only available at one repair facility. The calendar-based schedule provides airplane owners and operators with compliance dates to accommodate scheduling for blade removal within the safety evaluation.

**Changes to 14 CFR Part 39—Effect on the Proposed AD**

On July 10, 2002, we issued a new version of 14 CFR part 39 (67 FR 47998, July 22, 2002), which governs the FAA's AD system. This regulation now includes material that relates to altered products, special flight permits, and alternative methods of compliance. This material previously was included in each individual AD. Since this material is included in 14 CFR part 39, we will not include it in future AD actions.

**Costs of Compliance**

We estimate that 24 Hamilton Sundstrand Corporation 568F propellers with suspect blades installed on airplanes of U.S. registry, would be affected by this proposed AD. We also estimate that it would take approximately 8 work hours per airplane to remove and replace suspect blades, and that the average labor rate is \$65 per work hour. Based on these

figures, we estimate the total labor cost of the proposed AD to U.S. operators to be \$6,240.

**Regulatory Findings**

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

For the reasons discussed above, I certify that the proposed 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. Would 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 proposal 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-48-AD" in your request.

**List of Subjects in 14 CFR Part 39**

Air transportation, Aircraft, Aviation safety, Safety.

**The Proposed Amendment**

Accordingly, under the authority delegated to me by the Administrator, the Federal Aviation Administration proposes to amend 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:

**Hamilton Sundstrand Corporation**  
(formerly Hamilton Standard Division):  
Docket No. 2003-NE-48-AD.

**Comments Due Date**

(a) The Federal Aviation Administration (FAA) must receive comments on this airworthiness directive (AD) action by February 2, 2004.

**Affected ADs**

- (b) None.