Since an unsafe condition has been identified that is likely to exist or develop on other Hartzell Propeller Inc. Model HC-B4TN-3/T10173F(N)(B,K)-12.5 and HC-B4TN-3A/T10173F(N)(B,K)-12.5 propellers of the same type design, this AD is being issued to require initial and repetitive inspections, and specified rework or retirement, as necessary, of the propeller hub assemblies and propeller blades. The actions are required to be accomplished in accordance with the ASB described previously.

Since a situation exists that requires the immediate adoption of this regulation, it is found that notice and opportunity for prior public comment hereon are impracticable, and that good cause exists for making this amendment effective in less than 30 days.

Comments Invited

Although this action is in the form of a final rule that involves requirements affecting flight safety and, thus, was not preceded by notice and an opportunity for public comment, comments are invited on this rule. Interested persons are invited to comment on this rule by submitting such written data, views, or arguments as they may desire Communications should identify the Rules Docket number and be submitted in triplicate to the address specified under the caption ADDRESSES. All communications received on or before the closing date for comments will be considered, and this rule may be amended in light of the comments received. Factual information that supports the commenter's ideas and suggestions is extremely helpful in evaluating the effectiveness of the AD action and determining whether additional rulemaking action would be needed.

Comments are specifically invited on the overall regulatory, economic, environmental, and energy aspects of the rule that might suggest a need to modify the rule. All comments submitted will be available, both before and after the closing date for comments, in the Rules Docket for examination by interested persons. A report that summarizes each FAA-public contact concerned with the substance of this AD will be filed in the Rules Docket.

Commenters wishing the FAA to acknowledge receipt of their comments submitted in response to this notice must submit a self-addressed, stamped postcard on which the following statement is made: "Comments to Docket Number 95 ANE–06." The postcard will be date stamped and returned to the commenter.

The regulations adopted herein will not have substantial direct effects 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. Therefore, in accordance with Executive Order 12612, it is determined that this final rule does not have sufficient federalism implications to warrant the preparation of a Federalism Assessment.

The FAA has determined that this regulation is an emergency regulation that must be issued immediately to correct an unsafe condition in aircraft, and is not a "significant regulatory action" under Executive Order 12866. It has been determined further that this action involves an emergency regulation under DOT Regulatory Policies and Procedures (44 FR 11034, February 26, 1979). If it is determined that this emergency regulation otherwise would be significant under DOT Regulatory Policies and Procedures, a final regulatory evaluation will be prepared and placed in the Rules Docket. A copy of it, if filed, may be obtained from 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. App. 1354(a), 1421 and 1423; 49 U.S.C. 106(g); and 14 CFR 11.89.

§ 39.13 [Amended]

2. Section 39.13 is amended by adding the following new airworthiness directive:

95-03-03 Hartzell Propeller Inc.:

Amendment 39–9140. Docket 95–ANE–06.

Applicability: Hartzell Propeller Inc. Model HC-B4TN-3/T10173F(N) (B,K)-12.5 and HC-B4TN-3A/T10173F(N) (B,K)-12.5 propellers installed on Beech A100 and A100A aircraft.

Note: The parentheses indicate the presence or absence of an additional letter(s) which vary the basic propeller blade model designation. This airworthiness directive

(AD) still applies regardless of whether these letters are present or absent on the propeller blade model designation.

Compliance: Required as indicated, unless accomplished previously.

To prevent initiation of fatigue cracks in the propeller hub arm bore and subsequent progression to failure, with departure of the hub arm and blade, that may result in loss of aircraft control, accomplish the following:

- (a) For affected propellers with Time-Since-New (TSN) greater than or equal to 3,000 hours or TSN unknown on the effective date of this AD, within the next 150 hours Time-In-Service (TIS) or the next 12 calendar months after the effective date of this AD, whichever occurs first, accomplish paragraphs (a)(1), (a)(2), and either (a)(3) or (a)(4) of this AD:
- (1) Remove affected propeller hub and blade assemblies from the aircraft for inspection, and accomplish specified rework or retirement, if necessary, in accordance with Hartzell Propeller Inc. Alert Service Bulletin (ASB) No. A196A, dated December 27, 1994.
- (2) Replace propeller blade assemblies that have been rejected or retired per paragraph (a)(1) of this AD with propeller blade assemblies inspected and reworked, if necessary, per paragraph (a)(1) of this AD or new blade assemblies. Thereafter, at intervals of 3,000 hours TIS or 60 calendar months, whichever occurs first, inspect, and rework or retire, if necessary, the blade assemblies in accordance with Hartzell Propeller Inc. ASB No. A196A, dated December 27, 1994.
- (3) Replace propeller hub assemblies that have been rejected or retired per paragraph (a)(1) of this AD with propeller hub assemblies that have had the hub arm bores inspected (and reworked as necessary), pilot tubes replaced, and have a metal impression stamp at the end of the hub serial number with suffix letter "M", followed by a number (1, 2, 3, etc.) to indicate the number of repetitive inspections performed in accordance with Hartzell ASB No. A196A, dated December 27, 1994. Thereafter, at intervals of 600 hours TIS or 60 calendar months, whichever occurs first, inspect, and rework or retire, as necessary, the hub assemblies in accordance with Hartzell Propeller Inc. ASB No. A196A, dated December 27, 1994.
- (4) Replace propeller hub unit Part Number (P/N) 840–139 or P/N 840–89, unless already accomplished, with a hub that has compressive rolled internal bearing bores, which is identified with the addition of a third letter "A" in the hub serial number prefix (e.g. "CDA1234"). Thereafter, at intervals of 3,000 hours TIS or 60 calendar months, whichever occurs first, inspect, and rework or retire, as necessary, the hub assemblies in accordance with Hartzell Propeller Inc. ASB No. A196A, dated December 27, 1994.
- (b) For affected propellers with less than 3,000 hours TSN on the effective date of this AD, within the next 300 hours TIS, or prior to the accumulation of 3,150 hours TSN, or within the next 12 calendar months after the effective date of this AD, whichever occurs first, accomplish paragraphs (a)(1), (a)(2), and either (a)(3) or (a)(4) of this AD.