blade taper bores for cracks. These ASB's are the same as those referenced in AD 94–09–06.

SB's No. 14RF-9-61-70, dated August 26, 1994; No. 14RF-19-61-37, dated August 29, 1994; No. 14RF-21-61-56, dated August 29, 1994; No. 14SF-61-75, dated August 29, 1994; and No. 6/5500/ F-61-30, dated August 29, 1994. These SB's describe procedures to remove the propeller inner taper bore cork seal and inspect the inside surface of the taper bore for corrosion pits visually and by borescope. Blades found to be free of pits are marked and reidentified. Propeller blade maintenance logs shall also be annotated to show compliance with this AD. Blades found to have any corrosion pits during these inspections shall be removed from service prior to further flight and sent to an FAAapproved repair facility for disposition in accordance with the instructions of the appropriate SB.

ASB's No. 14SF–61–A74, Revision 1, dated October 5, 1994; No. 14RF-9-61-A69, Revision 1, dated October 5, 1994; No. 14RF-19-61-A36, Revision 1, dated October 5, 1994; No. 14RF-21-61-A55, Revision 1, dated October 5, 1994; and No. 6/5500/F-61-A29, dated August 29, 1994. These ASB's list the serial numbers of all blades with unpeened taper bores by model that require inspection. These ASB's present several options as to how to inspect the blade taper bores, and also give instructions to operators and repair facilities on how to report inspection data in order to show compliance with the AD.

Since an unsafe condition has been identified that is likely to exist or develop on other propellers of this same type design, this AD supersedes AD 94– 09–06 to require initial and repetitive ultrasonic shear wave inspections and a one-time visual and borescope inspection of the taper bore for corrosion. Accomplishment of the visual and borescope inspection constitutes terminating action to the repetitive ultrasonic shear wave inspections. The actions are required to be accomplished in accordance with the SB's and ASB's 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–02." 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 removing Amendment 39–8894, (59 FR 19127, April 22, 1994), and by adding a new airworthiness directive, Amendment 39–9170, to read as follows:

95-05-03 Hamilton Standard: Amendment 39-9170. Docket 95-ANE-02. Supersedes AD 94-09-06, Amendment 39-8894.

Applicability: Hamilton Standard Models 14RF-9, 14RF-19, 14RF-21, and 14SF-5, 14SF-7, 14SF-11, 14SFL11, 14SF-15, 14SF-17, 14SF-19, and 14SF-23; and Hamilton Standard/British Aerospace 6/5500/F propellers installed on but not limited to Embraer EMB-120 and EMB 120-RT; SAAB-SCANIA SF 340B; Aerospatiale ATR42-100, ATR42-300, ATR42-320, ATR72; DeHavilland DHC-8-100 series, DHC-8-300 Series; Construcciones Aeronauticas SA (CASA) CN-235 series and CN-235-100; Canadair CL-215T and CL-415; and British Aerospace ATP airplanes.

Compliance: Required as indicated, unless accomplished previously.

To prevent loss of a propeller blade due to cracks initiating in the blade taper bore, that can result in possible aircraft damage, and possible loss of aircraft control, accomplish the following:

(a) For propeller blades that have accumulated 1,750 or more flight cycles since ultrasonic shear wave inspection in accordance with AD 94–09–06, perform either paragraph (a) or (d) of this AD within 100 flight cycles of the effective date of this AD:

(1) Perform an ultrasonic shear wave inspection for cracks in the blade taper bore, in accordance with the procedures described in the following Hamilton Standard Alert Service Bulletins (ASB's), as applicable: No. 14RF-21-61-A53, dated April 18, 1994, and No. 14RF-21-61-A55, Revision 1, dated October 5, 1994; No. 14SF-61-A73, dated April 18, 1994, and No. 14SF-61-A74,