

require initial and repetitive inspections of critical aspects of the transfer tube assembly, actuator assembly, and PCU for wear. This AD would also require, prior to further flight, removing and replacement with serviceable parts those critical components that do not meet the return to service criteria. The actions would be required to be accomplished in accordance with the SB's described previously.

There are approximately 2,900 propellers of the affected design in the worldwide fleet. The FAA estimates that 1,350 propellers installed on aircraft of U.S. registry would be affected by this proposed AD, that it would take approximately 4.3 work hours per propeller to accomplish the proposed actions, and that the average labor rate is \$60 per work hour. Based on these figures, the total cost impact of the proposed AD on U.S. operators is estimated to be \$348,300.

The regulations proposed herein would 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 proposal would not have sufficient federalism implications to warrant the preparation of a Federalism Assessment.

For the reasons discussed above, I certify that this 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) if promulgated, 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. A copy of the draft regulatory evaluation prepared for this action is contained in the Rules Docket. A copy of it may be obtained by contacting the Rules Docket at the location provided under the caption ADDRESSES.

List of Subjects in 14 CFR Part 39

Air transportation, Aircraft, Aviation safety, Safety.

The Proposed Amendment

Accordingly, pursuant to the authority delegated to me by the Administrator, the Federal Aviation Administration proposes to amend 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 USC 106(g), 40101, 40113, 44701.

§ 39.13 [Amended]

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

Hamilton Standard: Docket No. 95-ANE-66.

Applicability: Hamilton Standard Models 14RF-9, 14RF-19, 14RF-21, and 14SF-5, 14SF-7, 14SF-11, 14SF-11L, 14SF-15, 14SF-17, 14SF-19, 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.

Note: This airworthiness directive (AD) applies to each propeller identified in the preceding applicability provision, regardless of whether it has been modified, altered, or repaired in the area subject to the requirements of this AD. For propellers that have been modified, altered, or repaired so that the performance of the requirements of this AD is affected, the owner/operator must use the authority provided in paragraph (e) to request approval from the Federal Aviation Administration (FAA). This approval may address either no action, if the current configuration eliminates the unsafe condition, or different actions necessary to address the unsafe condition described in this AD. Such a request should include an assessment of the effect of the changed configuration on the unsafe condition addressed by this AD. In no case does the presence of any modification, alteration, or repair remove any propeller from the applicability of this AD.

Compliance: Required as indicated, unless accomplished previously.

To prevent loss of propeller control due to failure of critical components, which could result in loss of control of the aircraft, accomplish the following:

(a) For those propellers with transfer tube assemblies, actuator assemblies, and propeller control units (PCU's) with greater than or equal to 15,500 hours time in service (TIS), or unknown TIS, on the effective date of this AD, inspect for wear within 1,000 hours TIS after the effective date of this AD. Perform inspections of the critical aspects of these components in accordance with the applicable service bulletins (SB's) listed in paragraph (d) of this AD. Thereafter, inspect at intervals not to exceed 10,500 hours TIS since last inspection. Prior to further flight, remove and replace with serviceable parts those components that do not meet the return to service criteria defined in the applicable SB's.

(b) For those propellers with transfer tube assemblies, actuator assemblies, and PCU's

with greater than or equal to 10,500 hours TIS but less than 15,500 hours TIS on the effective date of this AD, inspect for wear within 1,000 hours TIS after the effective date of this AD, or prior to accumulating 16,500 hours TIS, whichever occurs later. Perform inspections of the critical aspects of these components in accordance with the applicable SB's listed in paragraph (d) of this AD. Thereafter, inspect at intervals not to exceed 10,500 hours TIS since last inspection. Prior to further flight, remove and replace with serviceable parts those components that do not meet the return to service criteria defined in the applicable SB's.

(c) For those propellers with transfer tube assemblies, actuator assemblies, and PCU's with less than 10,500 hours TIS on the effective date of this AD, inspect for wear within 6,000 hours TIS after the effective date of this AD, or prior to accumulating 10,500 hours TIS, whichever occurs later. Perform inspections of the critical aspects of these components in accordance with the applicable SB's listed in paragraph (d) of this AD. Thereafter, inspect at intervals not to exceed 10,500 hours TIS since last inspection. Prior to further flight, remove and replace with serviceable parts those components that do not meet the return to service criteria defined in the applicable SB's.

(d) Perform the inspections for wear required by this AD in accordance with, and use the return to service criteria defined in, the following applicable Hamilton Standard SB's, all dated November 29, 1995: 14RF-9-61-64, 14RF-19-61-32, 14RF-21-61-51, 14SF-61-70, and 6/5500/F-61-2.

(e) An alternative method of compliance or adjustment of the compliance time that provides an acceptable level of safety may be used if approved by the Manager, Boston Aircraft Certification Office. The request should be forwarded through an appropriate FAA Principal Maintenance Inspector, who may add comments and then send it to the Manager, Boston Aircraft Certification Office.

Note: Information concerning the existence of approved alternative methods of compliance with this airworthiness directive, if any, may be obtained from the Boston Aircraft Certification Office.

(f) Special flight permits may be issued in accordance with sections 21.197 and 21.199 of the Federal Aviation Regulations (14 CFR 21.197 and 21.199) to operate the aircraft to a location where the inspection requirements of this AD can be accomplished.

Issued in Burlington, Massachusetts, on December 6, 1995.

James C. Jones,

Acting Manager, Engine and Propeller Directorate, Aircraft Certification Service.

[FR Doc. 95-30352 Filed 12-12-95; 8:45 am]

BILLING CODE 4910-13-U