

initiates in the propeller inner hub arm bore. The fretting fatigue can be caused by a high stress loading condition that occurs two times per revolution when operating in a propeller ground resonance condition known as the "reactionless mode." The propeller resonance condition can be experienced in MU-2 series aircraft when Hartzell HC-B4 series propellers, with blades at or near the previous thickness repair limits, are operated at the originally certified engine ground idle speed when a quartering tail wind is present.

The FAA has also issued AD 94-11-04, Amendment 39-8920, effective on June 10, 1994, applicable to Mitsubishi Model MU-2B-26A, -36A, -40, -60, and MU-2B-36 aircraft Modified by Supplemental Type Certificate (STC) SA2413SW. That AD restricts the engine ground idle speed to a range of 76.5 percent to 78.5 percent to prevent the possibility of operating the propeller too close to the ground idle resonant speed. The requirements of AD 94-11-04 are not affected by this action.

Since the issuance of AD's 93-01-09, 93-09-04, and 93-12-01, the manufacturer has developed an improved fatigue strength steel propeller hub that has a compressive rolled internal bearing bore in the hub arms. Additionally, to further assure propeller operation will not occur in the reactionless mode, the manufacturer has developed new repair limits and shot peening procedures, and has established a retirement life limit of 10,000 hours time in service for the "N" configuration propeller blades. This AD will mandate phase in of the new steel hub design and the new "N" configuration propeller blade repair limits, shot peening procedures, and retirement life.

The FAA has reviewed and approved the technical contents of the following service documents:

Hartzell Alert Service Bulletins (ASB's) No. A182A and A183A both dated March 11, 1994, that describe procedures for installation, inspection, and rework as required for an improved fatigue strength steel hub applicable to propellers installed on Mitsubishi MU-2B-60 aircraft and MU-2B-26A, -36A, -40 or other MU-2 model aircraft, respectively; and

Hartzell ASB No. A188 dated February 25, 1994, applicable to affected propellers installed on all Mitsubishi MU-2 series aircraft that describes new repair limits and procedures for shot peening the LT10282N(B,K)-5.3R blade surfaces for optimum service life when installed on Mitsubishi MU-2 series aircraft.

Since an unsafe condition has been identified that is likely to exist or

develop on other propellers of this same type design, the FAA is superseding AD's 93-01-09, 93-09-04, and 93-12-01; and adopting a new AD which requires replacement of any remaining LT10282(B,K)-5.3R propeller blades with LT10282N(B,K)-5.3R improved "N" configuration propeller blades, requires shot peening of all "N" blades, and establishes a new life limit of 10,000 hours time in service for "N" blades used on Mitsubishi MU-2 series aircraft; and requires replacement of Part Number (P/N) 840-139 or P/N 840-91 propeller hubs with new improved fatigue strength steel hubs which require inspection, and specified rework as necessary, at a repetitive interval of 3,000 hours time in service. The actions are required to be accomplished in accordance with the alert service bulletins 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 94-ANE-59." 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 39-8463 (58 FR 16347, March 26, 1993); amendment 39-8583 (58 FR 39139, July 22, 1993); and amendment 39-8642 (58 FR 50840, September 29, 1993); and by adding a