

placards, and no baggage placards with new placards (including cleaning of the applicable surface), as applicable, per Bombardier Alert Service Bulletin A601R-11-077, Revision 'A,' dated December 11, 2001, excluding Service Bulletin Comment Sheet-Facsimile Reply Sheet and CRJ 100/200 Service Bulletin Compliance Facsimile Reply Sheet.

(b) Replacement accomplished before the effective date of this AD per Bombardier Alert Service Bulletin A601R-11-077, dated July 12, 2001, is considered acceptable for compliance with the replacement specified in paragraph (a) of this AD.

Alternative Methods of Compliance

(c) 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, New York Aircraft Certification Office (ACO), FAA. Operators shall submit their requests through an appropriate FAA Principal Maintenance Inspector, who may add comments and then send it to the Manager, New York ACO.

Note 2: Information concerning the existence of approved alternative methods of compliance with this AD, if any, may be obtained from the New York ACO.

Special Flight Permits

(d) 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 airplane to a location where the requirements of this AD can be accomplished.

Incorporation by Reference

(e) Unless otherwise specified in this AD, the actions shall be done in accordance with Bombardier Alert Service Bulletin A601R-11-077, Revision 'A,' dated December 11, 2001, excluding Service Bulletin Comment Sheet-Facsimile Reply Sheet and CRJ 100/200 Service Bulletin Compliance Facsimile Reply Sheet. This incorporation by reference was approved previously by the Director of the Federal Register as of April 4, 2003 (68 FR 9509, February 28, 2003). Copies may be obtained from Bombardier, Inc., Canadair, Aerospace Group, P.O. Box 6087, Station A, Montreal, Quebec H3C 3G9, Canada. Copies may be inspected at the FAA, Transport Airplane Directorate, 1601 Lind Avenue, SW., Renton, Washington; or at the FAA, New York Aircraft Certification Office, 10 Fifth Street, Third Floor, Valley Stream, New York; or at the Office of the Federal Register, 800 North Capitol Street, NW., suite 700, Washington, DC.

Note 3: The subject of this AD is addressed in Canadian airworthiness directive CF-2002-12, dated February 4, 2002.

Effective Date

(f) The effective date of this amendment remains April 4, 2003.

Issued in Renton, Washington, on March 17, 2003.

Michael J. Kaszycki,

Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.
[FR Doc. 03-6992 Filed 3-24-03; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. 2002-NM-31-AD; Amendment 39-12694; AD 2002-06-16]

RIN 2120-AA64

Airworthiness Directives; Boeing Model 767-300 Airplanes That Have Been Modified in Accordance With Supplemental Type Certificate (STC) ST00973WI-D

AGENCY: Federal Aviation Administration, DOT.

ACTION: Final rule; correction.

SUMMARY: This document corrects a typographical error that appeared in airworthiness directive (AD) 2002-06-16 that was published in the **Federal Register** on April 2, 2002 (67 FR 15468). The typographical error resulted in reference to an incorrect STC number. This AD is applicable to certain Boeing Model 767-300 airplanes. This AD requires removing each sidewall-mounted reading light in the attendant crew rest compartment, installing cover plates in place of the existing reading lights, removing each reading light switch, and installing a new reading light in place of the existing light switch.

DATES: Effective April 17, 2002.

FOR FURTHER INFORMATION CONTACT: Gary D. Park, Aerospace Engineer, Airframe Branch, ACE-118W, FAA, Wichita Aircraft Certification Office, 1801 Airport Road, Room 100, Mid-Continent Airport, Wichita, Kansas 67209; telephone (316) 946-4123; fax (316) 946-4407.

SUPPLEMENTARY INFORMATION: Airworthiness Directive (AD) 2002-06-16, amendment 39-12594, applicable to certain Boeing Model 767-300 airplanes, was published in the **Federal Register** on April 2, 2002 (67 FR 15468). That AD requires removing each sidewall-mounted reading light in the attendant crew rest compartment, installing cover plates in place of the existing reading lights, removing each reading light switch, and installing a new reading light in place of the existing light switch.

As published, that AD specifies that the referenced STC number is STC00973WI-D in the Subject Heading (Airworthiness Directives) and Supplementary Information section of the preamble of the AD, as well as in the regulatory text of the Applicability section of the AD. The FAA finds that correction of a typographical error in that STC number is necessary. Where the existing AD specifies the STC number as STC00973WI-D, this AD replaces that incorrect STC number with the correct STC number, ST00973WI-D.

Since no other part of the regulatory information has been changed, the final rule is not being republished in the **Federal Register**.

The effective date of this AD remains April 17, 2002.

Nonregulatory text:

On page 15468 in the first column under the subject heading, "Airworthiness Directives," reference to "STC00973WI-D" is corrected to "ST00973WI-D" and reads as follows:

* * * * *

Airworthiness Directives; Boeing Model 767-300 Airplanes That Have Been Modified in Accordance with Supplemental Type Certificate (STC) ST00973WI-D

* * * * *

On page 15468 in the second column under the heading, **SUPPLEMENTARY INFORMATION**, in the second sentence, reference to "STC00973WI-D" is corrected to "ST00973WI-D" and reads as follows:

* * * * *

The sidewall-mounted reading lights in the attendant crew rest compartment of those airplanes have been modified in accordance with Supplemental Type Certificate (STC) ST00973WI-D.

* * * * *

Regulatory text:

PART 39—AIRWORTHINESS DIRECTIVES

§ 39.13 [Corrected]

On page 15469 under the "Applicability" section of AD 2002-06-16, reference to "STC00973WI-D" is corrected to "ST00973WI-D" and reads as follows:

* * * * *

Applicability: Model 767-300 airplanes that have been modified in accordance with Supplemental Type Certificate ST00973WI-D; certificated in any category.

* * * * *

Issued in Renton, Washington, on March 17, 2003.

Michael J. Kaszycki,

Acting Manager, Transport Airplane
Directorate, Aircraft Certification Service.
[FR Doc. 03-6993 Filed 3-24-03; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. 2001-NE-47-AD; Amendment
39-13089; AD 2003-06-02]

RIN 2120-AA64

Airworthiness Directives; Hartzell Propeller Inc. Model HC-C2Y(K,R)- 1BF/F8477-4 Propellers

AGENCY: Federal Aviation
Administration, DOT.

ACTION: Final rule.

SUMMARY: This amendment adopts a new airworthiness directive (AD), that is applicable to certain Hartzell Propeller Inc. model HC-C2Y(K,R)-1BF/F8477-4 propellers with TKS (Aircraft De-icing) Ltd. anti-ice boots that were installed by SOCATA-Groupe AEROSPATIALE, the aircraft manufacturer, using TKS Ltd. Procedure P232, Specification for the Attachment of Propeller Overshoes. This amendment requires removal of the anti-ice boots, inspection and rework of the anti-ice boot area of the propeller blades, and installation of new anti-ice boots. This amendment is prompted by a report of TKS (Aircraft De-icing) Ltd. anti-ice boots on the blades of a model HC-C2Y(K,R)-1BF/F8477-4 propeller that were installed by SOCATA-Groupe AEROSPATIALE using processes that could lead to blade corrosion and failure. The actions specified by this AD are intended to prevent propeller blade separation, damage to the airplane, and possible loss of the airplane.

DATES: Effective April 29, 2003. The incorporation by reference of certain publications listed in the regulations is approved by the Director of the Federal Register as of April 29, 2003.

ADDRESSES: The service information referenced in this AD may be obtained from Hartzell Propeller Inc. Technical Publications Department, One Propeller Place, Piqua, OH 45356; telephone (937) 778-4200; fax (937) 778-4391. This information may be examined, by appointment, at the Federal Aviation Administration (FAA), New England Region, Office of the Regional Counsel, 12 New England Executive Park, Burlington, MA; or at the Office of the

Federal Register, 800 North Capitol Street, NW., suite 700, Washington, DC.

FOR FURTHER INFORMATION CONTACT: Tomaso DiPaolo, Aerospace Engineer, Chicago Aircraft Certification Office, FAA, Small Airplane Directorate, 2300 East Devon Avenue, Des Plaines, IL 60018; telephone (847) 294-7031; fax (847) 294-7834.

SUPPLEMENTARY INFORMATION: A proposal to amend part 39 of the Federal Aviation Regulations (14 CFR part 39) to include an AD that is applicable to certain Hartzell Propeller Inc. model HC-C2Y(K,R)-1BF/F8477-4 propellers with TKS (Aircraft De-icing) Ltd. anti-ice boots that were installed by SOCATA-Groupe AEROSPATIALE, the aircraft manufacturer, using TKS Ltd. Procedure P232, Specification for the Attachment of Propeller Overshoes was published in the **Federal Register** on November 21, 2002 (67 FR 70185). That action proposed to require removal of the anti-ice boots, inspection and rework of the anti-ice boot area of the propeller blades, and installation of new anti-ice boots in accordance with Hartzell Propeller Inc. Alert Service Bulletin (ASB) HC-ASB-61-251, dated April 10, 2001.

Comments

Interested persons have been afforded an opportunity to participate in the making of this amendment. No comments were received on the proposal or the FAA's determination of the cost to the public. The FAA has determined that air safety and the public interest require the adoption of the rule as proposed.

Economic Analysis

There are approximately 750 Hartzell Propeller Inc. model HC-C2Y(K,R)-1BF/F8477-4 propellers with TKS (Aircraft De-icing) Ltd. anti-ice boots installed by SOCATA-Groupe AEROSPATIALE, the aircraft manufacturer, using TKS Ltd. Procedure P232, Specification for the Attachment of Propeller Overshoes. The FAA estimates that 230 propellers installed on airplanes of U.S. registry would be affected by this AD. The FAA also estimates that it would take approximately 10 work hours per propeller to accomplish the actions, and that the average labor rate is \$60 per work hour. Required parts would cost approximately \$900 per propeller. Based on these figures, the total cost of the AD to U.S. operators is estimated to be \$345,000.

Regulatory Analysis

This final rule does not have federalism implications, as defined in

Executive Order 13132, because it 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. Accordingly, the FAA has not consulted with state authorities prior to publication of this final rule.

For the reasons discussed above, I certify that this action (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) 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 final evaluation has been prepared for this action and it 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, 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. 106(g), 40113, 44701.

§ 39.13 [Amended]

2. Section 39.13 is amended by adding a new airworthiness directive to read as follows:

2003-06-02 Hartzell Propeller Inc.:

Amendment 39-13089. Docket No. 2001-NE-47-AD.

Applicability: This airworthiness directive (AD) is applicable to Hartzell Propeller Inc. model HC-C2Y(K,R)-1BF/F8477-4 propellers with TKS (Aircraft De-icing) Ltd. anti-ice boots that were installed by SOCATA-Groupe AEROSPATIALE, the aircraft manufacturer, using TKS Ltd. Procedure P232, Specification for the Attachment of Propeller Overshoes. These propellers are installed on, but not limited to American Champion 8GCBC, Cessna 170 series, 172 series, 175 series, Piper PA-18 series, Sky International Inc. (Husky) A-1 (previous owners were Christen Industries; Aviat, Inc.; White International, LTD.), and