electronic systems that perform critical functions be designed and installed to preclude component damage and interruption of function due to both the direct and indirect effects of HIRF.

High-Intensity Radiated Fields (HIRF)

With the trend toward increased power levels from ground-based transmitters and the advent of space and satellite communications, coupled with electronic command and control of the airplane, the immunity of critical electrical and electronic systems to HIRF must be established.

It is not possible to precisely define the HIRF to which the airplane will be exposed in service. There is also uncertainty concerning the effectiveness of airframe shielding for HIRF. Furthermore, coupling of electromagnetic energy to cockpit-installed equipment through the cockpit window apertures is undefined. Based on surveys and analysis of existing HIRF emitters, an adequate level of protection exists when compliance with the HIRF protection special condition is shown with either paragraph 1 or 2 below:

1. A minimum threat of 100 volts rms (root-mean-square) per meter electric field strength from 10 KHz to 18 GHz.

a. The threat must be applied to the system elements and their associated wiring harnesses without the benefit of airframe shielding.

b. Demonstration of this level of protection is established through system tests and analysis.

2. A threat external to the airframe of the following field strengths for the frequency ranges indicated. Both peak and average field strength components from the table are to be demonstrated.

Frequency	Field Strength (volts per meter)	
	Peak	Average
10 kHz–100 kHz	50	50
100 kHz–500 khZ	50	50
500 kHz–2 MHz	50	50
2 MHz–30 MHz	100	100
30 MHz–70 MHz	50	50
70 MHz–100 MHz	50	50
100 MHz–200 MHz	100	100
200 MHz–400 MHz	100	100
400 MHz–700 MHz	700	50
700 MHz–1 GHz	700	100
1 GHz–2 GHz	2000	200
2 GHz–4 GHz	3000	200
4 GHz–6 GHz	3000	200
6 GHz–8 GHz	1000	200
8 GHz–12 GHz	3000	300
12 GHz–18 GHz	2000	200
18 GHz–40 GHz	600	200

The field strengths are expressed in terms of peak of the root-mean-square (rms) over the complete modulation period.

The threat levels identified above are the result of an FAA review of existing studies on the subject of HIRF, in light of the ongoing work of the Electromagnetic Effects Harmonization Working Group of the Aviation Rulemaking Advisory Committee.

Applicability

As discussed above, these special conditions are applicable to Sabreliner Corporation Model NA–265–65 airplanes modified by Garret Aviation Services. Should Garrett Aviation Services apply at a later date for design change approval to modify any other model included on the same type certificate to incorporate the same novel or unusual design feature, these special conditions would apply to that model as well under the provisions of § 21.101(a)(1).

Conclusion

This action affects only certain novel or unusual design features on the Sabreliner Corporation Model NA–265–65 airplanes modified by Garrett Aviation Services. It is not a rule of general applicability and affects only the applicant who applied to the FAA for approval of these features on the airplane.

The substance of these special conditions has been subjected to the notice and comment period in several prior instances and has been derived without substantive change from those previously issued. It is unlikely that prior public comment would result in a significant change from the substance contained herein. Because a delay would significantly affect the certification of the airplane, which is imminent, the FAA has determined that prior public notice and comment are unnecessary and impracticable, and good cause exists for adopting these special conditions upon issuance. The FAA is requesting comments to allow interested persons to submit views that may not have been submitted in response to the prior opportunities for comment described above.

List of Subjects in 14 CFR Part 25

Aircraft, Aviation safety, Reporting and record keeping requirements.

■ The authority citation for these special conditions is as follows:

Authority: 49 U.S.C. 106(g), 40113, 44701, 44702, 44704.

■ Accordingly, pursuant to the authority delegated to me by the Administrator, the following special conditions are issued as part of the supplemental type certification basis for the Sabreliner Corporation Model NA–265–65 modified by Garrett Aviation Services.

1. *Protection from Unwanted Effects of High-Intensity Radiated Fields (HIRF).* Each electrical and electronic system that performs critical functions must be designed and installed to ensure that the operation and operational capability of these systems to perform critical functions are not adversely affected when the airplane is exposed to high-intensity radiated fields.

2. For the purpose of these special conditions, the following definition applies: *Critical Functions:* Functions whose failure would contribute to or cause a failure condition that would prevent the continued safe flight and landing of the airplane.

Issued in Renton, Washington, on June 3, 2004.

Franklin Tiangsing,

Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.

[FR Doc. 04–13311 Filed 6–10–04; 8:45 am]

BILLING CODE 4910–13–P

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. 2003–NE–48–AD; Amendment 39–13669; AD 2004–12–10]

RIN 2120–AA64

Airworthiness Directives; Hamilton Sundstrand Corporation (Formerly Hamilton Standard Division) Model 568F Propellers

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Final rule.

SUMMARY: The FAA is adopting a new airworthiness directive (AD) for certain serial-numbered propeller blades installed in Hamilton Sundstrand Corporation (formerly Hamilton Standard Division) 568F propellers. This AD requires replacement of propeller blades, part numbers (P/Ns) R815505–3 and R815505–4 that have a serial number (SN) of FR1699 to FR20021010, with serviceable blades. This AD results from reports of these composite propeller blades found at inspection, with random areas of

missing adhesive under the compression wrap, which exposed the steel tulip part of the blade. We are issuing this AD to prevent propeller blade failure due to corrosion-induced fatigue, which could result in blade separation and possible loss of airplane control.

DATES: This AD becomes effective July 19, 2004.

ADDRESSES: You can get the service information identified in this AD from Hamilton Sundstrand, A United Technologies Company, Publications Manager, Mail Stop 2AM–EE50, One Hamilton Road, Windsor Locks, CT 06096.

You may examine the AD docket, at the FAA, New England Region, Office of the Regional Counsel, 12 New England Executive Park, Burlington, MA.

FOR FURTHER INFORMATION CONTACT: Frank Walsh, Aerospace Engineer, Boston Aircraft Certification Office, FAA, Engine and Propeller Directorate, 12 New England Executive Park, Burlington, MA 01803–5299; telephone (781) 238–7158; fax (781) 238–7170.

SUPPLEMENTARY INFORMATION: The FAA proposed to amend 14 CFR Part 39 with a proposed airworthiness directive (AD). The proposed AD applies to certain serial-numbered propeller blades installed in Hamilton Sundstrand Corporation (formerly Hamilton Standard Division) 568F propellers. We published the proposed AD in the **Federal Register** on December 2, 2003 (68 FR 67385). That action proposed to require replacement of propeller blades, P/Ns R815505–3 and R815505–4 that have a SN of FR1699 to FR20021010, with serviceable blades.

Examining the AD Docket

You may examine the AD Docket (including any comments and service information), by appointment, between 8 a.m. and 4:30 p.m. Monday through Friday, except Federal holidays. See **ADDRESSES** for the location.

Comments

We provided the public the opportunity to participate in the development of this AD. We have considered the comment received.

One commenter requests that the Cost of Compliance statement be clarified to indicate that the blade removal cost is for AD compliance only. The commenter has concerns regarding potential liabilities for the worldwide fleet if the AD does not distinguish between the removals for normally scheduled maintenance and unscheduled removals for AD compliance.

The FAA agrees in part. We have clarified the Cost of Compliance statement in the AD to reflect removals for this AD. We do not agree with including worldwide costs in this AD because worldwide costs are not within the scope of the FAA authority.

Conclusion

We have carefully reviewed the available data, including the comment received, and determined that air safety and the public interest require adopting the AD with the changes described previously. We have determined that these changes will neither increase the economic burden on any operator nor increase the scope of the AD.

Costs of Compliance

We estimate that 24 Hamilton Sundstrand Corporation 568F propellers with suspect blades installed on airplanes of U.S. registry would be affected by this AD. We estimate it will take about 4 work hours per propeller to remove and replace suspect blades, and that the average labor rate is $65 per work hour. Based on these figures, we estimate the total labor cost of the AD to U.S. operators to be $6,240.

Regulatory Findings

We have determined that this AD will not have federalism implications under Executive Order 13132. This AD will 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.

For the reasons discussed above, I certify that this AD:

(1) Is not a ''significant regulatory action'' under Executive Order 12866;

(2) Is not a ''significant rule'' under 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.

We prepared a summary of the costs to comply with this AD and placed it in the AD Docket. You may get a copy of this summary by sending a request to us at the address listed under **ADDRESSES.** Include ''AD Docket No. 2003–NE–48–AD'' in your request.

List of Subjects in 14 CFR Part 39

Air transportation, Aircraft, Aviation safety, Safety.

Adoption of the Amendment

■ Accordingly, under the authority delegated to me by the Administrator, the Federal Aviation Administration amends 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. The FAA amends § 39.13 by adding the following new airworthiness directive (AD):

2004–12–10 Hamilton Sundstrand Corporation (formerly Hamilton Standard Division): Amendment 39–13669. Docket No. 2003–NE–48–AD.

Effective Date

(a) This AD becomes effective July 19, 2004.

Affected ADs

(b) None.

Applicability

(c) This AD applies to Hamilton Sundstrand Corporation (formerly Hamilton Standard Division) 568F propellers with propeller blades, part numbers (P/Ns) R815505–3 and R815505–4, serial numbers (SNs) FR1699 through FR2625 inclusive (877 blades), and SNs FR20010610 through FR20021010 inclusive (713 blades), installed. These composite propeller blades are installed on, but not limited to, Aerospatiale ATR42–400, ATR42–500, ATR72–212, and ATR72–500 airplanes.

Unsafe Condition

(d) This AD results from reports of propeller blades found at inspection, with random areas of missing adhesive under the compression wrap, which exposed the steel tulip part of the blade. We are issuing this AD to prevent propeller blade failure due to corrosion-induced fatigue, which could result in blade separation and possible loss of airplane control.

Compliance

(e) You are responsible for having the actions required by this AD performed within the compliance times specified unless the actions have already been done.

Removal From Service of Affected Propeller Blades

(f) Remove propeller blades, P/Ns R815505–3 and R815505–4 from service as follows:

(1) Blades listed by SN in the following Table 1 of this AD must be removed no later than the date listed in Table 1 of this AD. See Table 2 of this AD for blade SNs that are excluded from the compliance times specified in Table 1 of this AD.

(2) Remove the blades that are listed by SN in Table 2 of this AD no later than December 31, 2007.

(3) In some instances, an ''RT'' reference immediately follows the numeric portion of the serial number on the blade. For purposes of this AD, the ''RT'' reference has been

omitted when specifying affected serial numbers.

TABLE 1.—PROPELLER BLADE REMOVAL SCHEDULE

For propeller blades SNs:	Remove propeller blades from service for rework, no later than:
FR1699 through FR1765.	December 31, 2003.
FR1766 through FR1776.	March 31, 2004.
FR1777 through FR1855.	June 30, 2004.
FR1856 through FR1956.	September 30, 2004.
FR1957 through FR2132.	December 31, 2004.

TABLE 1.—PROPELLER BLADE REMOVAL SCHEDULE—Continued

For propeller blades SNs:	Remove propeller blades from service for rework, no later than:
FR2133 through FR2230.	March 31, 2005.
FR2231 through FR2315.	June 30, 2005.
FR2316 through FR2390.	September 30, 2005.
FR2391 through FR2433.	December 31, 2005.
FR2434 through FR2553.	March 31, 2006.
FR2554 through FR2625.	June 30, 2006.
FR20010610 through FR20010729.	June 30, 2006

TABLE 1.—PROPELLER BLADE REMOVAL SCHEDULE—Continued

For propeller blades SNs:	Remove propeller blades from service for rework, no later than:
FR20010730 through FR20011018.	September 30, 2006.
FR20011019 through FR20011218.	December 31, 2006.
FR20011219 through FR20020511.	March 31, 2007.
FR20020512 through FR20020757.	June 30, 2007.
FR20020758 through FR20020842.	September 30, 2007.
FR20020843 through FR20021010.	December 31, 2007.

TABLE 2.—BLADE SNS EXCLUDED FROM TABLE 1

FR1720	FR1887	FR1962	FR2163
FR1740	FR1888	FR1963	FR2164
FR1742	FR1889	FR2013	FR2165
FR1752	FR1892	FR2022	FR2166
FR1777	FR1893	FR2032	FR2167
FR1791	FR1927	FR2037	FR2168
FR1796	FR1928	FR2038	FR2173
FR1841	FR1929	FR2039	FR2177
FR1843	FR1930	FR2047	FR2179
FR1858	FR1931	FR2058	FR2180
FR1860	FR1932	FR2059	FR2183
FR1865	FR1933	FR2060	FR2204
FR1869	FR1934	FR2063	FR2205
FR1871	FR1935	FR2064	FR2206
FR1872	FR1936	FR2067	FR2207
FR1873	FR1937	FR2068	FR2208
FR1874	FR1938	FR2099	FR2233
FR1875	FR1942	FR2108	FR2234
FR1877	FR1943	FR2134	FR2467
FR1878	FR1957	FR2135	FR20010626
FR1879	FR1960	FR2136	FR20010936
FR1880	FR1961	FR2137	FR20011218

Installation of Propeller Blades that have a SN Listed in Table 1 or Table 2 of this AD

(g) After the effective date of this AD, do not install any blade that has P/N R815505–3 or R815505–4 and SN listed in Table 1 or Table 2 of this AD, and that has exceeded the date for replacement.

Alternative Methods of Compliance (AMOCs)

(h) The Manager, Boston Aircraft Certification Office, has the authority to approve alternative methods of compliance for this AD if requested using the procedures found in 14 CFR 39.19.

Material Incorporated by Reference

(i) None.

Related Information

(j) Hamilton Sundstrand Service Bulletin No. 568F–61–A45, Revision 1, dated October 7, 2003, provides information to rework and remark the affected blades for return to service.

Issued in Burlington, Massachusetts, on June 1, 2004.

Francis A. Favara,

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

[FR Doc. 04–13145 Filed 6–10–04; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. 2004–SW–05–AD; Amendment 39–13665; AD 2004–12–06]

RIN 2120–AA64

Airworthiness Directives; Eurocopter France Model EC 155 B and B1 Helicopters

AGENCY: Federal Aviation Administration, DOT.

ACTION: Final rule; request for comments.

SUMMARY: This amendment adopts a new airworthiness directive (AD) for Eurocopter France (Eurocopter) Model EC 155 B and B1 helicopters. This action requires inspecting each main