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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

Amendment 39-4628; AD 83-07-14

Airworthiness Directives; Beech Models F90, 200, 200C, 200CT, 200T, B200 and B200C Airplanes
PDF Copy (If Available):

Preamble Information
AGENCY: Federal Aviation Administration, DOT

DATES: Effective April 18, 1983.

Regulatory Information

83-07-14 BEECH: Amendment 39-4628. Applies to Models F90 (S/Ns LA-2 through LA-7 and LA-103 through LA-146), 200 (S/Ns BB-2 through BB-525, BB-789 through BB-792, BB- 794 through BB-828 and BB-830 through BB-852), 200C (S/Ns BL-18 through BL-36), 200CT (S/N BN-1), 200T (S/Ns BT-1 through BT-7), B200 (S/Ns BB-793, BB-829, BB-854 through BB-868, and BB-870), and B200C (S/N BL-37) airplanes certificated in any category.

COMPLIANCE: Required as indicated, unless already accomplished.

To prevent decompression and possible injury caused by failure of a one-ply window that may have been installed instead of the required multi-ply window, within the next 100 hours time-in-service after the effective date of this AD, accomplish the following:

a) Inspect all windows and replace each one-ply window that is found with the required

multi-ply window in accordance with the criteria contained in Beechcraft Service Instructions Number 1214.

b) Airplanes may be flown in accordance with Federal Aviation Regulation 21.197 to a place where this AD may be accomplished, provided a maximum pressure altitude of 25,000 feet and a maximum differential cabin pressure of 4.6 pounds per square inch is not exceeded.

c) An equivalent method of compliance with this AD may be used if approved by the Manager, Wichita Aircraft Certification Office, Room 238, Terminal Building 2299, Mid-Continent Airport, Wichita, Kansas 67209, telephone (316) 269-7000.

This amendment becomes effective on April 18, 1983.

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

Amendment 39-5146; AD 85-22-05

Airworthiness Directives; Beech Models Listed in Table I Below

PDF Copy (If Available):

Preamble Information

AGENCY: Federal Aviation Administration, DOT

DATES: Effective on November 12, 1985.

Regulatory Information

85-22-05 BEECH: Amendment 39-5146. Applies to Beech airplanes listed in Table I below, certificated in any category, upon accrual of five years in service. This AD does not apply to those airplanes in which bolts and nuts made of Inconel have been installed in the wing attachment joints that are specified in Table I below.

85-22-05 TABLE I

BEECH MODEL (MILITARY MODEL)	SERIAL NUMBER	JOINTS (1)	INSTRUCTION (2)
34C	GP-1 and up	LF,UF,UR,LR	T-34C-1-0083
T-34C	GL-1 and up	LF,UF,UR,LR	T-34C-0158R2
T-34C-1	GM-1 and up	LF,UF,UR,LR	T-34C-1-0083
50	H-1 thru H-11	LF*	P/N 98-39006
50 (L-23A,U-8A)	LH-1 thru LH-55	LF*	See Note 3a
B50	CH-12 thru CH-110	LF*	P/N 98-39006

B50 (L-23B)	LH-56 thru LH-95	LF*	See Note 3b
C50	CH-111 thru CH-360	LF*	P/N 98-39006
D50 (L-23E, L-23G)	DH-1 thru DH-154	LF*	P/N 98-39006
D50A, D50B, D50C	DH-155 thru DH-300	LF*	P/N 98-39006
D50E, D50E-5990	DH-301 thru DH-347	LF*	P/N 98-39006
E50	EH-1 thru EH-70	LF*	P/N 98-39006
E50 (L-23D, U-8D)	LH-96 and up	LF*	See Note 3b
E50 (RL-23D, RU-8D)	RLH-1 and up	LF*	See Note 3b
E50 (RL-23D, RU-8D)	LHC-1 and up	LF*	See Note 3b
E50 (RL-23D, RU-8D)	LHD-1 and up	LF*	See Note 3b
E50 (RL-23D, RU-8D)	RLHE-1 and RLHE-2	LF*	See Note 3b
E50 (RL-23D, RU-8D)	LHE-3 and up	LF*	See Note 3b
F50	FH-71 thru FH-96	LF*	P/N 98-39006
G50	GH-94 thru GH-119	LF*	P/N 98-39006
H50	HH-120 thru HH-149	LF*	P/N 98-39006
J50	JH-150 thru JH-176	LF*	P/N 98-39006
60, A60, B60	P-4 and up	LF, UF, LR	P/N 60-590001- 25A13
65	LC-1 thru LC-239	LF*	P/N 98-39006
65 (L-23F, U-8F)	L-1 thru L-6	LF*	See Note 3b
65 (L-23F, U-8F)	LF-7 and up	LF*	See Note 3b
A65, A65-8200	LC-240 thru LC-335	LF*	P/N 98-39006
65-80, 65-A80, 65-A80-8800	LD-1 thru LD-269	LF*	P/N 98-39006
65-B80	LD-270 and up	LF*	P/N 98-39006
65-88	LP-1 thru LP-47	LF*	P/N 98-39006
65-A90-1 (U-21A, RU-21A, RU-21D, JU-21A, U-21G, RU-21H)	LM-1 and up	LF*	See Note 3c
65-A90-2 (RU-21B)	LS-1 and up	LF*	See Note 3c
65-A90-3 (RU-21C)	LT-1 and up	LF*	See Note 3c
65-A90-4 (RU-21E, RU-21H)	LU-1 and up	LF*	See Note 3c
70	LB-1 thru LB-35	LF*	P/N 98-39006
65-90, 65-A90, B90, C90	LJ-1 thru LJ-993 LJ-995 thru LJ-1007 LJ-1009 thru LJ-1034 LJ-1037 & LJ-1039 thru LJ-1044	LF* LF* LF* LF* LF*	P/N 98-39006 P/N 98-39006 P/N 98-39006 P/N 98-39006 P/N 98-39006
E90	LW-1 thru LW-347	LF*	P/N 98-39006
F90	LA-2 thru LA-90 LA-92 thru LA-156	LF,UR,LR LF,UR,LR	P/N 98-39006 P/N 98-39006

	LA-158 thru LA-169 LA-171 thru LA-173 LA-175 thru LA-182 LA-185, LA-187 LA-189 thru LA-191 LA-193 thru LA-196 and LA-199	LF,UR,LR LF,UR,LR LF,UR,LR LF,UR,LR LF,UR,LR LF,UR,LR LF,UR,LR	P/N 98-39006 P/N98-39006 P/N 98-39006 P/N 98-39006 P/N 98-39006 P/N 98-39006 P/N 98-39006
H-90 (T-44A)	LL-1 thru LL-18 LL-20 thru LL-40 LL-42 thru LL-48 LL-50 thru LL-61	LF LF LF LF	T-44A-0049R1 T-44A-0049R1 T-44A-0049R1 T-44A-0049R1
99, 99A, 99A (FACH)	U-1 thru U-49 and	LF*	P/N 98-39006
A99, A99A, & B99	U-51 thru U-164	LF*	P/N 98-39006
C99	U-50 and U-165 thru U-179 U-181 thru U-184 U-186 thru U-192 U-194 thru U-196	LF,UF LF,UF LF,UF LF,UF LF,UF	P/N 98-39006 P/N 98-39006 P/N 98-39006 P/N 98-39006 P/N 98-39006
100, A100 & A100A	B-1 thru B-247	LF*	P/N 98-39006
B100	BE-2 thru BE-131, and BE-135	LF* LF*	P/N 98-39006 P/N 98-39006
A100-1	BB-2 thru BB-342	LF,UF	P/N 98-39006
(RU-21J), 200,	BB344 thru BB-983	LF,UF	P/N 98-39006
and B200	BB-985 thru BB-1038	LF,UF	P/N 98-39006
B200	BB-1040 thru BB-1045 BB-1047 thru BB-1049 BB-1053 thru BB-1078 & BB-1080	LF,UF LF,UF LF,UF LF,UF	P/N 98-39006 P/N 98-39006 P/N 98-39006 P/N 98-39006
200C, B200C	BL-1 thru BL-51	LF,UF	P/N 98-39006
(C-12F)	BL-53, BL-55	LF,UF	P/N 98-39006
200 CT	BN-1	LF,UF	P/N 98-39006
200 T	BT-1 thru BT-22	LF,UF	P/N 98-39006
A200 (C-12A, C-12C)	BC-1 thru BC-75 BD-1 thru BD-30	LF,UF LF,UF	P/N 98-39006 P/N 98-39006
A200C (UC-12B)	BJ-1 thru BJ-47	LF,UF	P/N 98-39006
A200CT (C-12D,FWC-12D)	BP-1 thru BP-27	LF,UF	P/N 98-39006
		(*-See Note 4)	

NOTE 1: Wing attachment joints, on left and right sides of each airplane, are abbreviated as: LF=lower forward, UF=upper forward, UR=upper rear, LR=lower rear.

NOTE 2: T-34C-1-0083-1, T-34C-0158 Rev. 2, and T-44A-0049 Rev. 1 are Beech Service Instructions. Cited Beech Manuals, and their earliest applicable revision dates are:

PART NUMBER	NAME	DATE
60-590001-25	Maintenance Manual	June 13, 1984
98-39006	Structural Inspection	December 20, 1984

	and Repair Manual	

NOTE 3: Apply the following portions of P/N 98-39006 manual even though applicability to military models is not shown within the P/N 98-39006 manual:

NOTE	MANUAL SECTION	REFERENCE FIGURE	BOLT P/N	NUT P/N
3a	57-10-00	209	NAS495-14-27	EB-144
3b	57-11-00	210	MS20014-29	EB-144
3c	57-13-00	212	LWB-14-32	FN22-1414

Compliance: Required initially, upon accrual of five years after first airworthiness certification or within 60 days after the effective date of this AD (whichever is later), unless already accomplished, and thereafter at intervals which do not exceed five years.

To assure structural integrity of attachments of outer wing panels to the wing center section, use procedures in instructions identified in Table I of this AD to accomplish the following at each wing attachment joint that is specified for a particular airplane by Table I of this AD:

(a) Remove each steel nut and each steel tension bolt. Use visual and magnetic particle methods to inspect the bolt and nut for cracking and corrosion in parent steel, and replace each bolt and nut found cracked or corroded.

NOTE 4: In lower forward joints that are asterisked in Table I of this AD, while bolts are removed for accomplishment of Paragraph (a), above, it is recommended that inboard and outboard fittings be inspected, by a fluorescent penetrant method, for fatigue cracks in washer face areas of the fittings. For some of the asterisked joints, inspections of fittings are required by other AD's, but inspections of fittings are not required by this AD.

(b) During reassembly of each joint, coat the bolt, nut, and adjacent parts with MIL- C-16173 Grade 2 corrosion preventative compound.

(c) Within the next 150 hours of flight time, check joint tightness, and tighten as necessary.

(d) Inject MIL-C-16173 Grade 2 corrosion preventative compound into a lubrication fitting on each barrel nut, (wherever a barrel nut is used) when joint tightness is checked per Paragraph (c), above, and thereafter at intervals which do not exceed one year.

(e) Airplanes may be flown in accordance with FAR 21.197 to a location where this AD can be accomplished.

(f) For destructive or nondestructive examination and any specified return, each nut and each bolt that is replaced in response to this AD must be identified with the related years in service, joint, and airplane serial number and sent to FAA/AVN-112, Room 203, Aviation Records Building, Mike Monroney Aeronautical Center, 6500 South MacArthur Boulevard, Post Office Box 26460, Oklahoma City, Oklahoma 73125. Parts so sent will be destroyed if return to a specified address is not requested. Reporting requirements approved by OMB pursuant to clearance No. 2120 0056.

(g) An equivalent means of compliance with this AD may be used if approved by the Manager, FAA, Wichita Aircraft Certification Office, Room 100, 1801 Airport Road, Wichita, Kansas 67209; telephone (316) 946-4400.

All persons affected by this directive may obtain copies of the documents referred to herein upon request to Beechcraft Aero and Aviation Centers; Beech Aircraft Corporation, 9709 East Central, Post Office Box 85, Wichita, Kansas 67201, or FAA, Office of the Regional Counsel, Room 1558, 601 East 12th Street, Kansas City, Missouri 64106.

This amendment becomes effective on November 12, 1985.

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

Amendment 39-5599; AD 87-04-24

Airworthiness Directives; Beech Model 65-A90, B90, C90, C90A, E90, F90, 200, B200, 200C, B200C, 200CT, B200CT, 200T, B200T, 300, 1900, 1900C, H90, A200, A200C, A200CT, B200C, 65-A90-1, 65-A90-2, 65-A90-3 and 65-A90-4 Series Airplanes

PDF Copy (If Available):

Preamble Information

AGENCY: Federal Aviation Administration, DOT

DATES: Effective April 14, 1987.

Regulatory Information

87-04-24 BEECH AIRCRAFT CORPORATION: Amendment 39-5599. Applies to the following Beech airplanes certificated in any category.

MODEL	SERIAL NUMBERS S/N	REFERENCE SERVICE INSTRUCTION NO.
65-A90, B90,	LJ-114 thru LJ-1139;	Beechcraft Mandatory
C90, C90A;		Service Instruction
E90;	LW-1 thru LW-347;	No. 2028, Rev. III,
F90;	LA-2 thru LA-236	revised February 1987
200, B200;	BB-2; BB-6 thru BB-1211; BB-1213 thru BB-1253; BB-1255 thru BB-1261; BB-1263 thru BB-1267;	

200C, B200C;	BL-1 thru BL-112 and BL-124 thru BL-127;	
200CT, B200CT;	BN-1 thru BN-4;	
200T, B200T	BT-1 thru BT-31;	
300	FA-1 thru FA-38 and FA-40 thru FA-50	
1900	UA-1 thru UA-3	
1900C	UB-1 thru UB-62	
H90 (T-44A)	LL-1 thru LL-18, LL-20 thru LL-31, LL-33 thru LL-40, LL-42 thru LL-48, and LL-50 thru LL-61	Beech T-44A Service Instructions No. T-44A-0058, Rev. 1
A200 (C-12A)	BD-1 thru BD-30;	Beech C-12 Service
A200 (C-12C)	BC-1 thru BC-75;	Instructions No.
A200CT (C-12D)	BP-1, BP-22, BP-24 thru BP-39; BP-40 and BP-45;	C-12-0103, Rev. 1
A200CT (RC-12D)	GR-1 thru GR-13;	
A200CT (RC-12G)	FC-1 thru FC-3;	
A200CT (FWC-12D)	BP-7 thru BP-11;	
A200C (UC-12B)	BJ-1 thru BJ-66	
A200CT (C-12D)	BP-46 thru BP-51;	Beech C-12 Service
A200CT (C-12F)	BP-52 thru BP-63;	Instructions No.
B200C (C-12F)	BL-73 thru BL-112 and BL-118 thru BL-123;	C-12-0112
65-A90-1 (U-21A)	LM-1 thru LM-63, LM-65, LM-67 thru LLM-69, LM-71 thru LM-107, and LM-112 thru LM-124;	Beech U-21 Service Instruction No. U-21-0002, Rev. 1
65-A90-1 (JU-21A)	LM-64, LM-66, LM-70;	
65-A90-1 (U-21G)	LM-125 thru LM-141;	
5-A90-1 (RU-21A)	LM-108 thru LM-111;	
6 65-A90-2 (RU-21B)	LS-1 thru LS-3;	
65-A90-3 (RU-21C)	LT-1 and LT-2;	
65-A90-4 (RU-21H)	LU-1 thru LU-16	

Compliance: Required as indicated after the effective date of this AD, unless previously accomplished.

To preclude malfunction of the elevator trim cable system, accomplish the following:

(a) Within the next 10 hours time-in-service, perform the following:

(1) For Models 65-A90, B90, C90, C90A airplanes (S/N LJ-114 thru LJ-1110), and Model E90 airplanes (S/N LW-1 thru LW-347), which have complied with AD 86-20- 03, paragraph (b), and for Models C90A airplanes (S/N LJ-1111 thru LJ-1139), which have a redesigned elevator trim cable system installed at the Beech factory without moisture protection; modify the elevator trim system in accordance with Part IV of Beechcraft Service Bulletin No. 2028, Rev. III, dated February 1987.

(2) For Models F90 airplanes (S/N LA-2 and LA-235); Models 200 and B200 airplanes (S/N BB-2, BB-6 thru BB-1211 and BB-1213 thru BB-1217); and for Models 200C and B200C airplanes (S/N BL-1 thru BL-112 and BL-124); and for Models 200CT and B200CT airplanes (S/N BN-1 thru BN-4); and for Models 200T and B200T airplanes (S/N BT-1 thru BT-30), which have complied with AD 86-20-03, paragraph (b), and for Models F90 airplane (S/N LA-236); and for Models 200 and B200 airplanes (S/N BB-1218 thru BB-1253, BB-1255 thru BB-1261, BB-1263 thru BB-1267); and for Models B200C airplanes (S/N BL-125 thru BL-127); and for Models B200T airplane (S/N BT-31), which have a redesigned elevator trim cable system installed at the Beech factory without moisture protection; modify the elevator trim system in accordance with Part V of Beechcraft Service Bulletin No. 2028, Rev. III, dated February 1987.

(3) For Models 1900 airplanes (S/N UA-1 thru UA-3) and for Models 1900C airplanes (S/N UB-1 thru UB-44), which have complied with AD 86-20-03, paragraph (b), and for Models 1900C airplanes (S/N UB-45 thru UB-62), which have a redesigned elevator trim cable system installed at the Beech factory without moisture protection; modify the elevator trim system in accordance with Part VI of Beechcraft Service Bulletin No. 2028, Rev. III, dated February 1987.

(b) For those airplanes that have not been modified in accordance with paragraph (b) of AD 86-20-03, within the next 25 hours time-in-service, accomplish the following:

(1) Check the operation of the elevator trim system and mark the elevator trim indicator scale in accordance with Part I or Part II of Beech Service Bulletin No. 2028, Rev. III, dated February 1987.

(2) For Models 65-A90, B90, C90, C90A, and E90 airplanes, mark the elevator trim tab push rods in accordance with Part I or Part II of Beech Service Bulletin No. 2028, Rev. III, dated February 1987.

NOTE: The following airplanes have been previously marked by the manufacturer per paragraphs (a)(1) and (a)(2) of AD 86-20-03: Models C90A (S/N LJ-1077 thru LJ-1110), F90 (S/N LA-223 thru LA-235), B200 (S/N BB-1193 thru BB-1217), B200C (S/N BL-72 thru BL-112 and BL-124), 300 (S/N FA-1 thru FA-38 and FA-40 thru FA-50), 1900 (S/N UA-1 thru UA-3), and 1900C (S/N UB-9 thru UB-44).

(3) Place the Elevator Trim System Preflight Check Procedure, shown in Attachment 1 of this AD, in the Limitations Section of the FAA Approved Flight Manual for the Models 65-A90, B90, C90, E90, and 200T/200CT airplanes; and the Limitations Section of the Pilot's Operating Handbook and the FAA Approved Airplane Flight Manual for the Models C90, C90A, F90, 200/200C, B200/B200C, B200T, B200CT, 300, and 1900/1900C airplanes.

(c) Prior to May 15, 1987, modify the elevator trim system on all airplanes which have not complied with the requirements of paragraph (a) of this AD, in accordance with Part III of Beechcraft Service Bulletin No. 2028, Rev. III, dated February 1987.

(d) Compliance with paragraph (b) of this AD is no longer necessary after the modification required in paragraph (c) of this AD is accomplished.

(e) Airplanes may be flown in accordance with FAR 21.197 to a location where the AD may be accomplished.

(f) An equivalent means of compliance with this AD may be used, if approved by the Manager, Wichita Aircraft Certification Office, 1801 Airport Road, Room 100, Mid-Continent Airport, Wichita, Kansas 67209; Telephone (316) 946-4400.

All persons affected by this directive may obtain copies of the document(s) referred to herein upon request to Beechcraft Aero and Aviation Centers or Beech Aircraft Corporation, Commercial Service Department 52, P.O. Box 85, Wichita, Kansas 67201-0085; or may examine copies of the document(s) referred to herein at the FAA, Office of the Regional Counsel, Room 1558, 601 East 12th Street, Kansas City, Missouri 64106.

This AD supersedes AD 86-20-03, Amendment 39-5413.

This amendment becomes effective on April 14, 1987, to all persons except those to whom it has already been made effective by priority letter from the FAA dated February 23, 1987, and is identified as AD 87-04-24.

ATTACHMENT 1 - 87-04-24

OPERATING LIMITATION:

The Elevator Trim System Preflight check procedure, as defined below, must be conducted prior to each flight.

To verify that the elevator trim cable is not fouled or disengaged from the cable drum, the following Elevator Trim System Preflight Check is required prior to each flight of the Beech Model 65-A90, B90, C90, C90A, E90, F90, 200, B200, 200C, B200C, 200CT, B200CT, 200T, B200T, 300, 1900 and 1900C airplanes:

COCKPIT

1. Control Locks - REMOVE

2. Elevator Trim:

a. All airplanes except 1900/1900C - SET TO "O" UNITS

b. 1900/1900C airplanes - SET TWO UNITS NOSE UP CAUTION

The elevator trim system must not be forced past the limits which are indicated on the elevator trim indicator scale either manually, electrically (except Model 300) or by action of the autopilot (except Model 300).

TAIL SECTION

1. Elevator Trim Tab

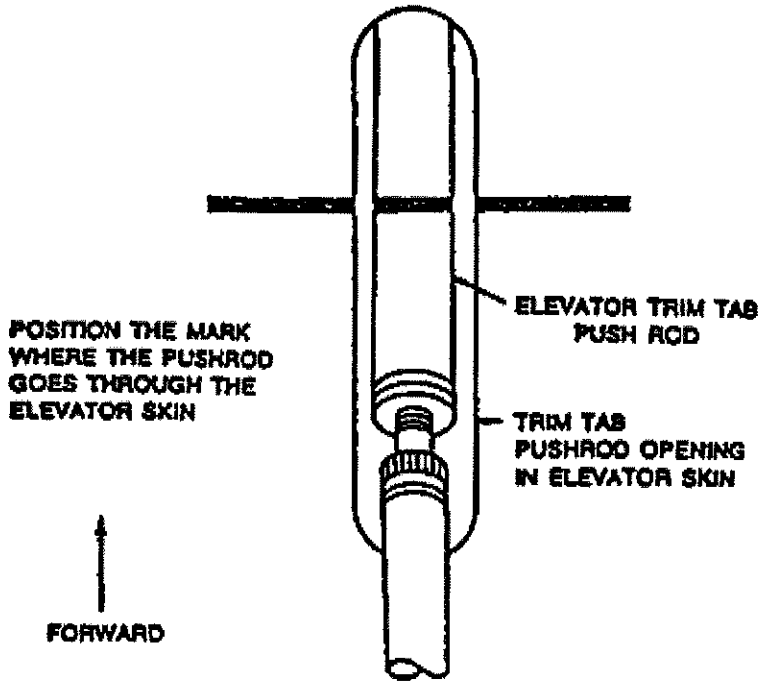
a. VERIFY "O" (NEUTRAL) POSITION

2. On Model 65-A90, B90, C90, C90A and E90 airplanes, the elevator trim tab "O" (neutral) position is determined by observing that the alignment marks on the elevator trim tab pushrods align with the alignment marks on the elevator (See Figure 1 or 2 below), when the elevator is resting against the downstops.

3. On Model F90, 200 Series, 300 and 1900/1900C airplanes, the elevator trim tab "O" (neutral) position is determined by observing that the trailing edge of the elevator trim tab aligns with the trailing edge of the elevator, when the elevator, when the elevator is resting against the downstops.

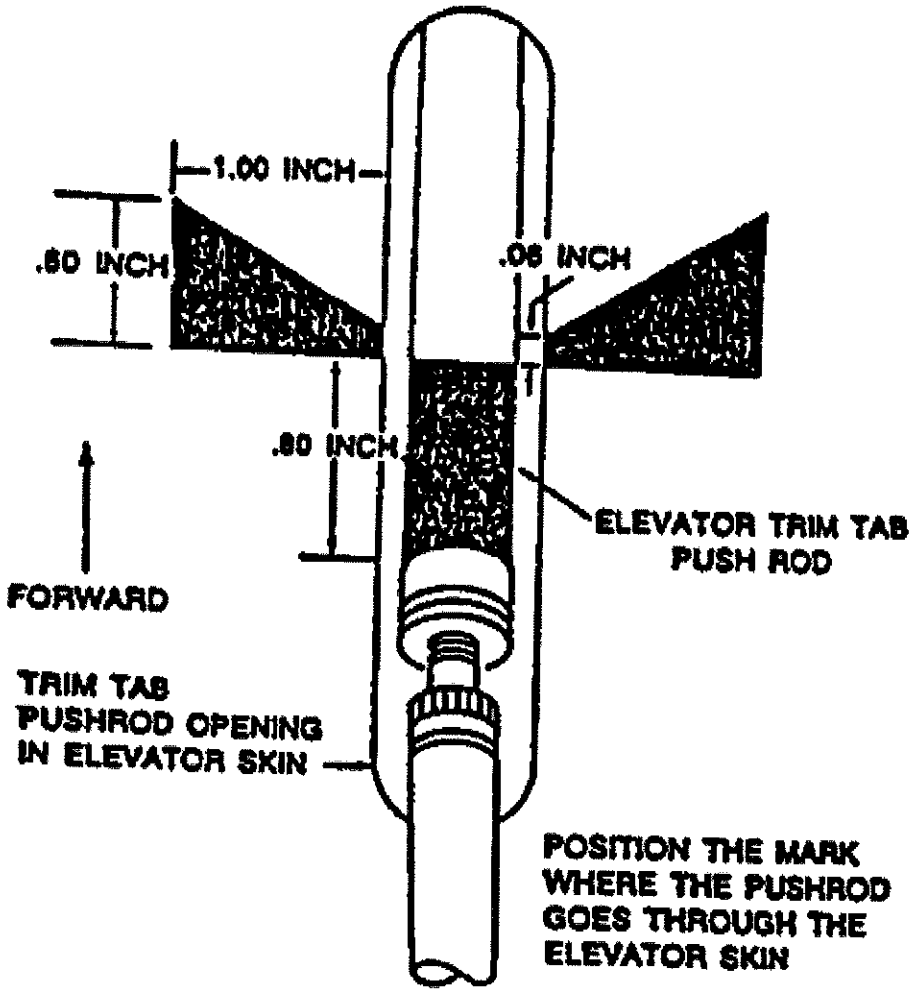
WARNING

The above Preflight Inspection check MUST be repeated prior to take-off if the elevator trim is allowed to reach limit travel at any time prior to take-off as a result of MANUAL, ELECTRICAL (except Model 300) OR AUTOPILOT (except Model 300) OPERATION of the trim system.



Pushrod Marking (Temporary)

FIGURE 1
AD 87-04-24



Pushrod Marking (Permanent)

FIGURE 2
AD 87-04-24

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

Docket No. 89-CE-39-AD; Amendment 39-6564; AD 90-08-17

Airworthiness Directives; BEECH Models 65-90, 65-A90, B90, C90, C90A, E90, F90, H90, 100, A100, B100, 200, B200, 200C, B200C, 200CT, B200CT, 200T, B200T, A200, A200C, A200CT and 300 Airplanes

PDF Copy (If Available):

Preamble Information

AGENCY: Federal Aviation Administration, DOT

DATES: Effective May 7, 1990.

Regulatory Information

90-08-17 BEECH: Amendment 39-6564. Docket No. 89-CE-39-AD.

Applicability: Models 65-90, 65-A90, B90, C90 and C90A (Serial Numbers (S/N) LJ-1 through LJ-1222); E90, F90, H90, 100, A100 and B100 (all S/N); 200 and B200 (S/N BB-2 through BB-1344); 200C, B200C, 200CT, B200CT, 200T, B200T, A200, A200C and A200CT (all S/N); and 300 (S/N FA-1 through FA-204 and FF-1 through FF-19) airplanes certificated in any category.

Compliance: Required within the next 100 hours time-in-service after the effective date of this AD, unless already accomplished.

To prevent water accumulation in the aft fuselage which can freeze and restrict control movement, accomplish the following in accordance with the instructions in Beech

Service Bulletin Number 2312, dated December 1989:

(a) Inspect the aft fuselage moisture drain system.

(1) If the drain system is unobstructed and the drain openings are not undersized, no further action is required.

(2) If any obstruction of the drain system or any undersized opening is found, prior to further flight remove the obstruction or enlarge the opening as required; and

(3) Report, in writing, any defects found to the Manager, Wichita Aircraft Certification Office (address below) within 7 days of the inspection. (Reporting approved by the Office of Management and Budget under OMB No. 2120-0056.)

(b) Airplanes may be flown in accordance with FAR 21.197 to a location where the AD may be accomplished.

(c) An alternate method of compliance or adjustment of the compliance time which provides an equivalent level of safety, may be approved by the Manager, Wichita Aircraft Certification Office, FAA, 1801 Airport Road, Room 100, Wichita, Kansas 67209.

NOTE: The request should be forwarded through an FAA Maintenance Inspector, who may add comments and then send it to the Manager, Wichita Aircraft Certification Office.

All persons affected by this directive may obtain copies of the document referred to herein upon request to the Beech Aircraft Corporation, Commercial Service, Department 52, P.O. Box 85, Wichita, Kansas 67201-0085; Telephone (316) 681-7111; or may examine this document at the FAA, Central Region, Office of the Assistant Chief Counsel, Room 1558, 601 East 12th Street, Kansas City, Missouri 64106.

This amendment (39-6564, AD 90-08-17) becomes effective on May 7, 1990.

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Airworthiness Directive

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

Amendment 39-6639; AD 89-19-04 R1

Airworthiness Directives; Beech Model 200, B200, 200C, B200C, 200CT, B200CT, 200T, B200T, and 300 Airplanes

PDF Copy (If Available):

Preamble Information

AGENCY: Federal Aviation Administration, DOT

DATES: Effective July 9, 1990.

Regulatory Information

89-19-04 R1 BEECH: Amendment 39-6316 as amended by Amendment 39-6639.

Applicability: Models 200 and B200 (Serials BB-2 through BB-1362); 200C and B200C (Serials BL-1 through BL-135); 200CT and B200CT (Serials BN-1 through BN-4); 200T and B200T (Serials BT-1 through BT-33); and 300 (Serials FA-2 through FA-206 and FF-1 through FF-19) airplanes equipped with wing fuel bay upper skin panels made with bonded (aluminum honeycomb sandwich) construction, certificated in any category.

Compliance: Required as indicated after the effective date of this AD, unless already accomplished per AD 89-19-04 (Amendment 39-6316).

To assure the continued structural integrity of the wing fuel bay upper skin panels, accomplish the following:

(a) Within the next 30 days after the effective date of this AD, check the airplane records or inspect the wing fuel bay upper skin panels (hereafter called "skin panels") for possible bonded (honeycomb sandwich) construction. Airplanes with serial numbers BB-2 through BB-613, BT-1 through BT-17, BT-19 and BL-1 through BL-6 were manufactured with a skin-and-stringer construction and are not affected by this AD unless bonded wing fuel bay upper skin panels were installed after manufacture. If the airplane has bonded skin panels, accomplish the following in accordance with Beech Service Bulletin No. 2040, Revision III, dated April 1990 (for civil registered airplanes), or Beech Service Instructions No. C-12-0094, Revision III, dated April 1990 (for military airplanes), as applicable:

(1) If the skin panels are bonded and have blind rivets as shown in the shaded portions of Figure 2 in the service bulletin, inspect the skin panels for debonding within the next 150 hours time-in-service (TIS) or 6 calendar months, whichever occurs first.

(i) If the skin panel has been previously repaired, per Beech Kit No. 101-4032-1S or 101-4032-3S,

(A) and there is debonding, prior to further flight install an approved partial replacement panel per Paragraph (a)(3) of this AD.

(B) and there is no debonding, prior to further flight reseal the blind rivets per instructions in Beech Kit 101-4048-1S and reinspect the skin panel for debonding within 6 calendar months, again within another 12 calendar months, and at 18 calendar months or 600 hour TIS intervals thereafter, whichever occurs first.

(ii) If the skin panel has not been previously repaired,

(A) and there is debonding, either:

(1) prior to further flight install an approved partial replacement panel per Paragraph (a)(3) of this AD, or

(2) prior to further flight install a temporary repair per Figure 1 of Beech Service Bulletin No. 2040, Revision III, dated April 1990, which can be used for no longer than 12 calendar months from the time of repair, at which time install an approved partial replacement panel per Paragraph (a)(3) of this AD.

(B) and there is no debonding, prior to further flight reseal the blind rivets per instructions in Beech Kit No. 101-4048-1S and reinspect the skin panel for debonding within 6 calendar months, again within another 12 calendar months, and at 18 calendar months or 600 hour TIS intervals thereafter, whichever occurs first.

(2) If the skin panels are bonded and do not have blind rivets as shown in the shaded portion of Figure 2 in the service bulletin, inspect the skin panels for debonding within the next 600 hours TIS or 18 calendar months, whichever occurs first.

NOTE 1: The following airplanes were manufactured with bonded skin panels without rivets: Models B200 (above Serial Number BB-1238), B200C (above Serial Numbers BL-127), B200CT (above Serial Numbers BN-4), B200T (above Serial Numbers BT-30), 300 (above Serial Numbers FA-81 and all FF-serial numbers).

(i) If there is debonding, either:

(A) prior to further flight install an approved partial replacement panel per Paragraph (a)(3) of this AD, or

(B) prior to further flight install a temporary repair per Figure 1 of Beech Service Bulletin No. 2040, Revision III, dated April 1990, which can be used for no longer than 12 calendar months from the time of repair, at which time install an approved partial replacement panel per Paragraph (a)(3) of this AD.

(ii) If there is no debonding, reinspect for debonding at 18 calendar month intervals thereafter.

(3) Approved partial replacement skin panels are defined by Kit Nos. 101-4045-3S (LH) and 101-4045-4S (RH). Compliance with this AD is no longer required for any skin panel modified by one of these kits.

NOTE 2: These panels are bonded with Nomex honeycomb core and do not have rivets.

(b) Airplanes may be flown in accordance with FAR 21.197 to a location where the AD may be accomplished.

(c) An alternate method of compliance or adjustment of the initial or repetitive compliance times which provides an equivalent level of safety may be approved by the Manager, Wichita Aircraft Certification Office, 1801 Airport Road, Room 100, Mid-Continent Airport, Wichita, Kansas 67209.

NOTE 3: The request should be forwarded through an FAA Maintenance Inspector, who may add comments and send it to the Manager, Wichita Aircraft Certification Office, at the above address.

All persons affected by this directive may obtain copies of the documents referred to herein upon request to the Beech Aircraft Corporation, Commercial Service, Department 52, Wichita, Kansas 67201-0085; or may examine these documents at the FAA, Office of the Assistant Chief Counsel, Room 1558, 601 E. 12th, Street, Kansas City, Missouri 64106.

This amendment (39-6639) amends AD 89-19-04 (Amendment 39-6316) which superseded AD 87-17-05 R1, Amendment 39-5847.

This amendment (39-6639, AD 89-19-04 R1) becomes effective on July 9, 1990.

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

Docket No. 90-CE-57-AD; Amendment 39-7021; AD 91-12-10

Airworthiness Directives; Beech Models B200, B200C, B200T, 300 and 300LW Airplanes

PDF Copy (If Available):

Preamble Information

AGENCY: Federal Aviation Administration, DOT

DATES: Effective July 15, 1991.

Regulatory Information

91-12-10 BEECH: Amendment 39-7021. Docket No. 90-CE-57-AD.

Applicability: Models B200, B200C, and B200T airplanes (serial numbers (S/N) BB-1158, S/N BB-1167, S/N BB-1193 through BB-1203, S/N BB-1207 through BB-1312, S/N BB-1314 through BB- 1334, S/N BL-124 through BL-132, and S/N BT-33), and Models 300 and 300LW airplanes (S/N FA-2 through FA-190), certificated in any category.

Compliance: Required as indicated, unless already accomplished.

To prevent in-service fatigue failures and to allow continued operation of the interim safe life limit of 15,000 hours TIS for the lower forward wing attach fittings, accomplish the following:

(a) For Model 300LW airplanes, upon the accumulation of 8,300 hours TIS or within the next 100 hours TIS after the effective date of this AD, whichever occurs later, modify the wing spar attachment by installing Beech Kit No. 101-4050.

(b) For Model 300 airplanes, upon the accumulation of 9,000 hours TIS or within the next 100 hours TIS after the effective date of this AD, whichever occurs later, modify the wing spar attachment by installing Beech Kit No. 101-4050.

(c) For Models B200, B200C, and B200T airplanes, upon the accumulation of 9,500 hours TIS or within the next 100 hours TIS after the effective date of this AD, whichever occurs later, modify the wing spar attachment by installing Beech Kit No. 101-4050.

NOTE: Section 4-00-00 of the Beech 200 and 300 series maintenance manuals contains information related to this AD.

(d) Special flight permits may be issued in accordance with FAR 21.197 and 21.199 to operate airplanes to a location where the requirements of this AD can be accomplished.

(e) An alternative method of compliance or adjustment of the compliance times that provides an equivalent level of safety may be approved by the Manager, Wichita Aircraft Certification Office, FAA, 1801 Airport Road, Room 100, Wichita, Kansas 67209. The request should be forwarded through an appropriate FAA Maintenance Inspector, who may add comments and then send it to the Manager, Wichita Aircraft Certification Office.

(f) All persons affected by this directive may obtain the service kit and maintenance manual information referred to herein upon request to the Beech Aircraft Corporation, P.O. Box 85, Wichita, Kansas 67201-0085; or may examine information that is applicable to this AD at the FAA, Central Region, Office of the Assistant Chief Counsel, Room 1558, 601 E. 12th Street, Kansas City, Missouri 64106.

This amendment (39-7021, AD 91-12-10) becomes effective on July 15, 1991.

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

Docket No. 90-CE-44-AD; Amendment 39-7022; AD 91-12-11

Airworthiness Directives: Beech Model F90, 200, B200, 200C, B200C, 200CT, B200CT, 200T, B200T and 300 Airplanes

PDF Copy (If Available):

Preamble Information

AGENCY: Federal Aviation Administration, DOT

DATES: Effective July 15, 1991.

Regulatory Information

91-12-11 BEECH: Amendment 39-7022. Docket No. 90-CE-44-AD.

Applicability: Model F90 airplanes (serial number (S/N) LA-2 through LA-236); Models 200 and B200 airplanes (S/N BB-2 through BB-1212); Models 200C and B200C airplanes (S/N BL-1 through BL-72); Models 200CT and B200CT airplanes (S/N BN-1 through BN-4); Models 200T and B200T airplanes (S/N BT-1 through BT-30); and Model 300 airplanes (S/N FA-2 through FA-56), certificated in any category.

Compliance: Required as indicated after the effective date of this AD, unless already accomplished.

To prevent cracking and possible blowout of cast acrylic cockpit "D" side windows that could result in decompression injuries, accomplish the following:

(a) Within the next 150 hours time-in-service after the effective date of this AD, accomplish the following:

(1) Determine if the airplane "D" side window contains a placard bearing one of the part numbers presented below. If it does, then the window is made of stretched acrylic and no further action per this AD is required.

MODEL	PART NO.
F90, 200, 200C, 200CT, 200T, B200	101-420081-5 through 101-420081-10;
B200C, B200CT, and B200T	50-420066-419, 50-420066-420, 50-420066-437, or 50-420066-438.
300	101-420081-9 through 101-420081-12.

(2) If a Model 300 airplane has a "D" side window installed in accordance with Beech Service Bulletin (SB) 2273, Revision 1, dated April 1990, then the window is stretched acrylic and no further action per this AD is required.

(3) If a cast acrylic "D" side window is installed or if the window material cannot be determined, prior to further flight, inspect the window for cracks, chips, stress crazes, fissure scratches, or other damage in accordance with Part I of Beech SB No. 2208, Revision 1, dated July 1990.

(i) If cracks, chips, stress crazes, fissure scratches, or other damage that exceeds the limits specified in Beech SB No. 2208, Revision 1, dated July 1990, is found, prior to further flight, except as noted in paragraph (b) of this AD, replace the window with the applicable stretched acrylic window listed in paragraph (a)(1) of this AD.

(ii) If no cracks, chips, stress crazes, fissure scratches, or other damage that exceeds the limits specified in Beech SB No. 2208, Revision 1, dated July 1990, is found, within the next 12 calendar months, except as noted in paragraph (b) of this AD, replace each cast acrylic "D" side window in the crew compartment with the applicable stretched acrylic window listed in paragraph (a)(1) of this AD.

(b) If stretched acrylic windows are not available, but have been ordered, the airplane may be operated unpressurized until the stretched acrylic windows are installed provided that the placards specified on page 10 of Beech SB No. 2208, Revision 1, dated July 1990, are installed in clear view of the pilot's position.

(c) Special flight permits may be issued in accordance with FAR 21.197 and 21.199 to operate airplanes to a location where the requirements of this AD can be accomplished.

(d) An alternative method of compliance or adjustment of the compliance times that provides an equivalent level of safety may be approved by the Manager, Wichita Aircraft Certification Office, FAA, 1801 Airport Road, Room 100, Wichita, Kansas 67209. The request should be forwarded through an appropriate FAA Maintenance Inspector, who may add comments and send it to the Manager, Wichita Aircraft Certification Office.

(e) All persons affected by this directive may obtain copies of the documents referred to herein upon request to the Beech Aircraft Corporation, Commercial Service, Department 52, Wichita, Kansas 67201-0085 or may examine these documents at the FAA, Central Region, Office of the Assistant Chief Counsel, Room 1558, 601 E. 12th Street, Kansas City, Missouri 64106.

This amendment (39-7022, AD 91-12-11) becomes effective on July 15, 1991.

Footer Information

Comments

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Airworthiness Directive

Federal Register Information

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Header Information

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

Docket No. 91-CE-78-AD; Amendment 39-8191; AD 92-06-11

Airworthiness Directives; Beech Model Airplanes B200, 300, B300, B300C, 1900C

PDF Copy (If Available):

Preamble Information

AGENCY: Federal Aviation Administration, DOT

DATES: Effective March 30, 1992.

Regulatory Information

92-06-11 BEECH: Amendment 39-8191; Docket 91-CE-78-AD.

Applicability: The following Beech model airplanes that are equipped with Collins DPU-85N Display Processor Units (DPU) and Collins MPU-85N Multifunction Processor Units (MPU), certificated in any category:

Model	Serial Numbers
B200	BB-1349 through BB-1409
300	FA-205 through FA-217
B300	FL-1 through FL-60
B300C	FM-1 through FM-3
1900C	UC-73, UC-139 and UC-147

Compliance: Required as indicated, unless already accomplished.

To prevent incorrect pilot decisions based on undetected erroneous attitude information displayed by the Collins EFIS-85/86B (14) system or undesired autopilot movement of the airplane, accomplish the following:

(a) Within the next 50 hours time-in-service (TIS) after the effective date of this AD, modify the airplane autopilot/flight director system wiring in accordance with the instructions in Beech Service Bulletin (SB) No. 2423, dated December 1991.

(b) Within the next 6 calendar months after the effective date of this AD, modify the hardware of the Collins EFIS-85/86B (14) system, Collins DPU-85N Display Processor Unit, and Collins MPU-85N Multifunction Processor Unit in accordance with the instructions in Collins SB DPU-85N-34-51 and SB MPU-85N-34-51, both dated June 6, 1991.

(c) Special flight permits may be issued in accordance with FAR 21.197 and 21.199 to operate the airplane to a location where the requirements of this AD can be accomplished.

(d) An alternative method of compliance or adjustment of the initial or repetitive compliance times that provides an equivalent level of safety may be approved by the Manager, Wichita Aircraft Certification Office, 1801 Airport Road, Room 100, Mid-Continent Airport, Wichita, Kansas 67209. The request should be forwarded through an appropriate FAA Maintenance Inspector, who may add comments and then send it to the Manager, Wichita Aircraft Certification Office.

(e) The modifications required by this AD shall be done in accordance with Beech Service Bulletin No. 2423, dated December 1991, and Collins Service Bulletin DPU-85N-34-51 and Collins Service Bulletin MPU-85N-34-51, both dated June 6, 1991. This incorporation by reference was approved by the Director of the Federal Register in accordance with 5 U.S.C. 552(a) and 1 CFR Part 51. Copies may be obtained from the Beech Aircraft Corporation, P.O. Box 85, Wichita, Kansas 67201-0085; or Rockwell International, Collins General Aviation Division, 400 Collins Road, NE; Cedar Rapids, Iowa 52498. Copies may be inspected at the FAA, Central Region, Office of the Assistant Chief Counsel, Room 1558, 601 E. 12th Street, Kansas City, Missouri, or at the Office of the Federal Register, 1100 L Street, NW; Room 8401, Washington, DC.

(f) This amendment (39-8191) becomes effective on March 30, 1992.

▼Footer Information

▼Comments

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Federal Register Information

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Header Information

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

Docket No. 91-CE-96-AD; Amendment 39-8246; AD 92-10-12

Airworthiness Directives; BEECH Models 200, B200, 200C, B200C, 200CT, B200CT, 200T, B200T, A100-1, A200, A200C and A200CT Airplanes

PDF Copy (If Available):

Preamble Information

AGENCY: Federal Aviation Administration, DOT

DATES: Effective June 12, 1992

Regulatory Information

92-10-12 BEECH AIRCRAFT CORPORATION: Amendment 39-8246. Docket No. 91-CE-96-AD. Supersedes AD 91-18-11; Amendment 39-8014.

Applicability: The following model and serial number airplanes, certificated in any category:

Model	Serial Numbers
200 and B200	BB-2 and BB-6 through BB-1404
200C and B200C	BL-1 through BL-72 and BL-124 through BL-137
200CT and B200CT	BN-1 through BN-4
200T and B200T	BT-1 through BT-33
A100-1 (U-21J)	BB-3, BB-4, and BB-5

A200 (C-12A)	BC-1 through BC-75
A200 (C-12C)	BD-1 through BD-30
A200C (UC-12B)	BJ-1 through BJ-66
A200CT (C-12D)	BP-1, BP-22, and BP-24 through BP-51
A200CT (FWC-12D)	BP-7 through BP-11
A200CT (RC-12D)	GR-1 through GR-13
A200CT (C-12F)	BP-52 through BP-71
A200CT (RC-12G)	FC-1, FC-2, and FC-3
A200CT (RC-12H)	GR-14 through GR-19
B200C (C-12F)	BL-73 through BL-112 and BL-118 through BL-123
B200C (UC-12F)	BU-1 through BU-10
B200C (RC-12F)	BU-11 and BU-12
B200C (UC-12M)	FC-1, FC-2, and FC-3
B200C (RC-12M)	BV-11 and BV-12

Compliance: Required within the next 50 hours time-in-service after the effective date of this AD, unless already accomplished (superseded AD 91-18-11).

To prevent separation of the aft cowling doors, which could result in occupant injury if decompression or structural damage occurs, accomplish the following:

(a) Inspect and modify the aft engine cowling doors of both engine nacelles in accordance with the ACCOMPLISHMENT INSTRUCTIONS section of Beech Mandatory Service Bulletin (SB) No. 2416, Revision I, dated December 1991.

(b) If the aft engine cowling doors of both nacelles have been inspected and modified in accordance with the original issue of Beech SB No. 2416, dated July 1991, (as required by superseded AD 91-18-11), then no further action is required by this AD.

NOTE 1: The configuration of certain early model airplanes made compliance with the original issue of Beech SB No. 2416 impossible as required by superseded AD 91-18-11. Service (SVR) 025 was approved as an alternative method of compliance for portions of superseded AD 91-18-11 on some of the affected early model airplanes.

(c) Special flight permits may be issued in accordance with FAR 21.197 and 21.199 to operate the airplane to a location where the requirements of this AD can be accomplished.

(d) An alternative method of compliance or adjustment of the compliance time that provides an equivalent level of safety may be approved by the Manager, Wichita Aircraft Certification Office, FAA, 1801 Airport Road, Mid-Continent Airport, Wichita, Kansas 67209. The request should be forwarded through an appropriate FAA Maintenance Inspector, who may add comments and then send it to the Manager, Wichita Aircraft Certification Office.

NOTE 2: Information concerning the existence of approved alternative methods of compliance with this AD, if any, may be obtained from the Wichita Aircraft Certification Office.

(e) The inspections and modifications required by this AD shall be done in accordance with Beech Mandatory Service Bulletin No. 2416, Revision I, dated December 1991. This incorporation by reference was approved by the Director of the Federal Register in

accordance with 5 U.S.C. 552(a) and 1 CFR Part 51. Copies may be obtained from the Beech Aircraft Corporation, P.O. Box 85, Wichita, Kansas 67201-0085. Copies may be inspected at the FAA, Central Region, Office of the Assistant Chief Counsel, Room 1558, 601 E. 12th Street, Kansas City, Missouri, or at the Office of the Federal Register, 1100 L Street, NW; Room 8401, Washington, DC.

(f) This amendment (39-8246) supersedes AD 91-18-11, Amendment 39-8014.

(g) This amendment (39-8246) becomes effective on June 12, 1992.

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Airworthiness Directive

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Header Information

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

Docket No. 92-CE-18-AD; Amendment 39-8294; AD 92-15-01

Airworthiness Directives; Beech Models T-34C, 65-90, 65-A90, 65-A90-1, 65-A90-2, 65-A90-3, 65-A90-4, B90, C90, C90A, E90, F90, H90, 99, 99A, A99A, B99, C99, 100, A100, B100, 200, 200C, 200CT, 200T, A200, A100-1, A200CT, B200, B200C, B200CT, B200T, 300, 300C, B300, and B300C Airplanes

PDF Copy (If Available):

Preamble Information

AGENCY: Federal Aviation Administration, DOT

DATES: Effective August 21, 1992.

Regulatory Information

92-15-01 BEECH: Amendment 39-8294. Docket No. 92-CE-18-AD.

Applicability: The following model and serial numbered airplanes, certificated in any category:

Models	Serial Numbers
T-34C	GP-1 through GP-50, GL-1 through GL-353, and GM-2 through GM-98
65-90, 65-A90, 65-A90-1, 65-A90-2, 65-A90-3, 65-A90-4, B90, C90, C90A, E90, F90, and H90	LJ-1 through LJ-1285, LW-1 through LW-347, LA-2 through LA-236, LM-1 through LM-141,

	LS-1, LS-2, LS-3, LT-1, LT-2, LU-1 through LU-15, and LL-1 through LL-61
99, 99A, A99A, B99, and C99	U-1 through U-239
100, A100, and B100	B-1 through B-247 and BE-1 through BE-137
200, 200C, 200CT, 200T, A200, A100-1, A200CT, B200, B200C, B200CT, and B200T	BB-2 through BB-1405, BC-1 through BC-75, BD-1 through BD-30, BJ-1 through BJ-66, BL-1 through BL-137, BN-1 through BN-4, BP-1 through BP-71, BT-1 through BT-33, BU-1 through BU-12, BV-1 through BV-12, FC-1, FC-2, FC-3, FE-1 through FE-9, FG-1, and FG-2
300, 300C, B300, and B300C	FA-1 through FA-217, FF-1 through FF-19, FL-1 through FL-60, and FM-1

Compliance: Required as indicated, unless already accomplished.

To prevent undetected failure of engine truss-to-firewall bolts, which could eventually lead to separation of the engine mount from the airplane, accomplish the following:

(a) Within the next 150 hours time-in-service after the effective date of this AD, accomplish the following:

(1) Individually remove each engine truss-to-firewall bolt and determine whether the bolt is manufactured by Dumont Aviation as specified by Figure 2 of, and in accordance with paragraphs 1 and 2 of the ACCOMPLISHMENT INSTRUCTIONS section of, Beech Service Bulletin (SB) No. 2432, dated February 1992. Only one engine truss-to-firewall bolt shall be removed at any given time.

(2) Prior to further flight, replace any bolt manufactured by Dumont Aviation as identified in paragraph (a)(1) of this AD with a new bolt part number (P/N) MS20006-20 /M/.

NOTE 1: The inspection of the engine truss-to-firewall bolts and associated hardware for corrosion that is referenced in Beech SB No. 2432, dated February 1992, is recommended but is not required by this AD.

(b) Special flight permits may be issued in accordance with FAR 21.197 and 21.199 to operate the airplane to a location where the requirements of this AD can be accomplished.

(c) An alternative method of compliance or adjustment of the compliance time that provides an equivalent level of safety may be approved by the Manager, Wichita Aircraft Certification Office, FAA, 1801 Airport Road, Mid-Continent Airport, Wichita, Kansas 67209. The request shall be forwarded through an appropriate FAA Maintenance Inspector, who may add comments and then send it to the Manager, Wichita Aircraft Certification Office.

NOTE 2: Information concerning the existence of approved alternative methods of compliance with this AD, if any, may be obtained from the Wichita Aircraft Certification Office.

(d) The inspection required by this AD shall be done in accordance with Beech Service Bulletin No. 2432, dated February 1992. This incorporation by reference was approved by the Director of the Federal Register in accordance with 5 U.S.C. 552(a) and 1 CFR

Part 51. Copies may be obtained from the Beech Aircraft Corporation, P.O. Box 85, Wichita, Kansas 67201-0085. Copies may be inspected at the FAA, Central Region, Office of the Assistant Chief Counsel, Room 1558, 601 E. 12th Street, Kansas City, Missouri, or at the Office of the Federal Register, 1100 L Street, NW; Room 8401, Washington, DC.

(e) This amendment becomes effective on August 21, 1992.

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▼Comments

Updated RGL applicability to match AD applicability; CAR C-11-185

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Airworthiness Directive

Federal Register Information

[Federal Register: January 5, 1994 (Volume 59, Number 3)]

[Page 514]

Header Information

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39 [59 FR 514 NO. 3 01/05/94]

Docket No. 93-CE-47-AD; Amendment 39-8788; AD 94-01-06

Airworthiness Directives: Rockwell International, Collins Air Transport Division, Traffic Alert and Collision Avoidance System II Processors

PDF Copy (If Available):

Preamble Information

AGENCY: Federal Aviation Administration, DOT.

ACTION: Final rule.

SUMMARY: This amendment adopts a new airworthiness directive (AD) that applies to certain Rockwell International, Collins Air Transport Division (Collins), Traffic Alert and Collision Avoidance System (TCAS) II processors that are installed on aircraft. This action requires replacing the existing TCAS II processor with a new processor that incorporates updated computer logic or reprogramming certain processors while they are still on board the aircraft. The development of candidate enhancements to TCAS II logic that improves its utility and increases its overall operational acceptance prompted the proposed action. The actions specified by this AD are intended to prevent collisions or near misses caused by incompatibility between the TCAS II processors and the current air traffic control system.

EFFECTIVE DATE: February 4, 1994.

ADDRESSES: Service information that is referenced in this AD may be obtained from Rockwell International/Collins Air Transport Division, 400 Collins Road, NE; Cedar Rapids, Iowa 52498. Information that relates to this AD may be examined at the Federal Aviation Administration (FAA), Central Region, Office of the Assistant Chief Counsel, Room 1558, 601 E. 12th Street, Kansas City, Missouri 64106.

FOR FURTHER INFORMATION CONTACT: Mr. Roger A. Souter, Aerospace Engineer, Wichita Aircraft Certification Office, 1801 Airport Road, Room 100, Mid-Continent Airport, Wichita, Kansas 67209; telephone (316) 946-4134; facsimile (316) 946-4407.

SUPPLEMENTARY INFORMATION: A proposal to amend part 39 of the Federal Aviation Regulations to include an AD that applies to certain Collins TCAS II processors that are installed on aircraft was published in the **Federal Register** on September 9, 1993 (58 FR 47409). The action proposed to require (1) removing from service all processors that do not have computer logic "Change 6.04A" incorporated; and (2) mandatory incorporation of "Change 6.04A" into the TCAS II computer system.

The affected TCAS II processors are not designed for a specific aircraft type. The Collins TCAS II processors are installed on, but not limited to the following:

General Aviation Airplanes:
Astra Model 1125 airplanes;
BAC Model 1-11 airplanes;
British Aerospace Model 125-800 airplanes;
Beech Models C90A, B200, 300, 350, and 400A airplanes;
Canadair Models CL-600, CL-600-2B16, CL-601, CL-601-1A, and CL-601-3A airplanes;
Learjet Models 31, 55, and 60 airplanes;
Falcon Models 20, 50, 200, and 900 airplanes
Gulfstream Models G2 and G3 airplanes;
British Aerospace Models HS-125-700 airplanes; and
Sabreliner Model 60 airplanes.

Air Transport Airplanes:
Aerospatiale Models ATR-42 and ATR-72 airplanes;
Airbus Industries Models A300B2, A-300B, and A-320 airplanes;
British Aerospace Models ATP and 146 airplanes;
Boeing Models 707, 727, 737, 747, 757, and 767 airplanes;
British Aerospace/Aerospatiale Model Concorde SST airplanes;
de Havilland DHC-7 and DHC-8 series airplanes;
McDonnell Douglas Models DC-8, DC-9, and DC-10, MD-80, and MD-11 airplanes;
Ilyushin Model IL-86 airplanes;
Lockheed Model L-1011 airplanes;
SAAB Models SF340A and SF340B airplanes; and
Shorts Models SD3-60-300 airplanes.

Interested persons have been afforded an opportunity to participate in the making of this amendment. Due consideration has been given to the comments received from 31 different owners, operators, manufacturers, and organizations.

All commenters express their concern of the FAA's compliance date of December 30, 1993. The following summarizes the compliance times that the commenters recommended:

- 21 recommended one year or less;
- 3 recommended longer than one year; and
- 7 recommended an extension without a proposed time.

The National Air Traffic Controllers Association and the Airline Pilots Association both recommend an "aggressive implementation" of "Change 6.04A". The FAA has re-evaluated the December 30, 1993, compliance time and has determined that the compliance time should be changed to December 31, 1994. In addition, "Change

6.04A" has been upgraded to "Change 6.04A Enhanced", which eliminates unnecessary non-crossing resolution advisories (RA's) included in "Change 6.04A". Collins has assured the FAA that (1) the upgrade to "Change 6.04A Enhanced" is minor and will be incorporated in the logic change for the TCAS II processor upgrades; and (2) this compliance time correlates with their schedule for disseminating service information and kits necessary to accomplish the incorporation of "Change 6.04A Enhanced". The proposed AD has been changed to reflect the compliance time change and logic change described above.

One commenter states that the affected aircraft operators should operate their TCAS II units in the "TA Mode Only" until the new logic is incorporated because of possible hidden problems that could exist between different logic versions currently installed. The FAA does not concur that these TCAS II units should be operated in the "TA Mode Only". The information provided by an RA may prove to be useful to the pilot. The pilot has the option of whether to utilize the RA information. The proposed AD is unchanged as a result of this comment.

A commenter recommends referencing Collins Service Bulletin (SB) No. 16, TTR-920-34-16, dated December 9, 1993, as a way of complying with the proposed AD. The FAA concurs that this service information is a way of complying with the proposed action, and has included a note in the final rule that so indicates this.

Another commenter proposes a change to the proposed AD that would allow reprogramming the existing unit on board the aircraft as a method of compliance with the proposed action. The FAA concurs that certain existing TCAS II part numbers may be reprogrammed with the unit on board the aircraft. The proposed AD has been modified to include this method on the applicable TCAS II processor part numbers.

One commenter states that reference to the SAAB 340B airplanes in the General Aviation Airplanes list should be deleted. This commenter also recommends that reference to the Aerospatiale ATR-42 and ATR-72 airplanes be moved from the General Aviation Airplanes list to the Air Transport Airplanes list. The FAA concurs and has revised the proposed AD accordingly.

One commenter, who supports the implementation of "Change 6.04A Enhanced", requests that the FAA issue a supplementary notice of proposed rulemaking (NPRM) to propose installing this revised software by June 30, 1995. This commenter states that significant differences exist between "Change 6.04A" and "Change 6.04A Enhanced". The FAA does not concur. Comments received in response to the proposed AD reflect unanimous support for implementing "Change 6.04A Enhanced". The FAA considers the logic change (which reduces non-crossing RA's) to be minor. The intent is to correct the unsafe condition by installing modified TCAS II computer units that incorporate updated logic. The FAA has determined that the requirement to implement Version 6.04A software, including the latest enhancement, will (1) correct the unsafe condition; (2) maintain the same intent originally proposed without altering the substance of the proposed rule; and (3) impose no additional burden on the public than was previously proposed.

In addition, issuing a supplemental NPRM would necessitate (under the provisions of the Administrative Procedures Act) reissuing the notice, reopening the public comment period, considering any additional comments received, and eventually issuing a final rule. The time required for these procedures could take as long as four additional months. In light of this, and in consideration of the amount of time that has already elapsed since issuance of the original NPRM, the FAA concludes that soliciting further public comment is not necessary and that further delay of the final rule action is not appropriate.

Several commenters request that the FAA revise the economic impact specified in the

proposed AD to reflect costs associated with the development, testing prior to certification, and certification of the modified processor. These costs would be absorbed by suppliers, installers, and airline operators. The FAA does not concur that the economic impact statement include this information. The 5 workhours necessary to accomplish the proposed action was provided to the FAA by the TCAS II processor manufacturer based on the best data available to date. This number represents the time required to install the revised software and test for proper operation after installation. The cost analysis in AD rulemaking actions typically does not include costs associated with development, testing prior to certification, and certification of a modified processor. The proposed action remains unchanged as a result of these comments.

After careful review of all available information including the comments noted above, the FAA has determined that air safety and the public interest require the adoption of the rule as proposed except for the change in compliance time, the logic reference change, the option of reprogramming certain units on board the aircraft, reference to Collins SB No. 16, TTR-920-34-16, dated December 9, 1993, and minor editorial corrections. The FAA has determined that these changes and corrections will not change the meaning of the AD nor add any additional burden upon the public than was already proposed.

The FAA estimates that 1,995 TCAS II processors in the U.S. registry will be affected by this AD, that it will take approximately 5 workhours per processor (1 workhour for installation and 4 workhours for operational testing) to accomplish the required action, and that the average labor rate is approximately $55 an hour. Based on these figures, the total cost impact of this AD on U.S. operators is estimated to be $548,625. These figures are based on the assumption that none of the operators of the airplanes equipped with the affected TCAS II processors have accomplished the actions specified in this AD.

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.

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 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 copy of the final 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.

Adoption of the Amendment
Accordingly, pursuant to the authority delegated to me by the Administrator, the Federal Aviation Administration amends 14 CFR part 39 of the Federal Aviation Regulations 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.

Section 39.13 - [AMENDED]
2. Section 39.13 is amended by adding the following new AD:

Regulatory Information

94-01-06 ROCKWELL INTERNATIONAL, COLLINS AIR TRANSPORT DIVISION: Amendment 39-8788. Docket No. 93-CE-47-AD.

Applicability: Traffic Alert and Collision Avoidance System II processors that are installed on, but not limited to the following airplanes (all serial numbers), certificated in any category:

General Aviation Airplanes:
Astra Model 1125 airplanes;
BAC Model 1-11 airplanes;
British Aerospace Model 125-800 airplanes;
Beech Models C90A, B200, 300, 350, and 400A airplanes;
Canadair Models CL-600, CL-600-2B16, CL-601, CL-601-1A, and CL-601-3A airplanes;
Learjet Models 31, 55, and 60 airplanes;
Falcon Models 20, 50, 200, and 900 airplanes
Gulfstream Models G2 and G3 airplanes;
British Aerospace Models HS-125-700 airplanes; and
Sabreliner Model 60 airplanes.

Air Transport Airplanes:
Aerospatiale Models ATR-42 and ATR-72 airplanes;
Airbus Industries Models A300B2, A-300B, and A-320 airplanes;
British Aerospace Models ATP and 146 airplanes;
Boeing Models 707, 727, 737, 747, 757, and 767 airplanes;
British Aerospace/Aerospatiale Model Concorde SST airplanes;
de Havilland DHC-7 and DHC-8 series airplanes;
McDonnell Douglas Models DC-8, DC-9, and DC-10, MD-80, and MD-11 airplanes;
Ilyushin Model IL-86 airplanes;
Lockheed Model L-1011 airplanes;
SAAB Models SF340A and SF340B airplanes; and
Shorts Models SD3-60-300 airplanes.

Compliance: Prior to December 31, 1994, unless already accomplished.

To prevent collisions or near misses caused by incompatibility between the traffic alert and collision avoidance system (TCAS) II processors and the current air traffic control system, accomplish the following:

(a) Incorporate "Change 6.04A Enhanced" by accomplishing either (1) or (2) below, as applicable:

(1) Remove any TCAS II processor with a part number (P/N) suffix listed in the "Existing P/N Suffix" column of the table below, and install a corresponding TCAS II processor with a P/N listed in the "New P/N Suffix" column of the table below:

Existing P/N Suffix	New P/N Suffix
-001, -002, -011, -012, or -612	-020
-102, -111, or -112	-120
-014	-320

NOTE 1: Collins SB No. 16, TTR-920-34-16, dated December 9, 1993, specifies

procedures for incorporating the referenced New P/N suffixes.

(2) Change the part number of the TCAS II unit on board the aircraft by reprogramming the software with a data loader in order to obtain the New P/N Suffix as specified in the following table:

Existing P/N Suffix	New P/N Suffix
-012	-020
-112	-120
-014	-320

NOTE 2: Units with P/N suffix of -001, -002, -011, -102, -111, and -612 cannot be reprogrammed on board the aircraft.

NOTE 3: Operators are encouraged to update the Airplane Flight Manual (AFM) or AFM Supplement. Collins TTR-920 TCAS II Transmitter Receiver Service Information Letter 2-93, titled "CAS Logic Change 6.04A" specifies the information needed for this update.

(b) Special flight permits may be issued in accordance with FAR 21.197 and 21.199 to operate the airplane to a location where the requirements of this AD can be accomplished.

(c) An alternative method of compliance or adjustment of the compliance times that provides an equivalent level of safety may be approved by the Manager, Wichita Aircraft Certification Office, 1801 Airport Road, Room 100, Mid-Continent Airport, Wichita, Kansas 67209. The request shall be forwarded through an appropriate FAA Maintenance Inspector, who may add comments and then send it to the Manager, Wichita Aircraft Certification Office (ACO).

NOTE 4: Information concerning the existence of approved alternative methods of compliance with this AD, if any, may be obtained from the Wichita ACO.

(d) Service information that is referenced in this AD may be obtained from Rockwell International/Collins Air Transport Division, 400 Collins Road, NE; Cedar Rapids, Iowa 52498. This information may also be examined at the FAA, Central Region, Office of the Assistant Chief Counsel, Room 1558, 601 E. 12th Street, Kansas City, Missouri 64106.

(e) This amendment becomes effective on February 4, 1994.

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Airworthiness Directive

Federal Register Information

[Federal Register: June 23, 1995 (Volume 60, Number 121)]

[Page 32585]

Header Information

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39 [60 FR 32585 NO. 121 6/23/95]

Docket No. 94-CE-24-AD; Amendment 39-9284; AD 95-13-03

Airworthiness Directives; Beech Aircraft Corporation Model F90, 99, 99A, A99A,B99, A100, B100, 200, B200, 200C, B200C, 200T, B200T, 200CT, B200CT, A100, A100-1, A200 and A200C Series Airplanes

PDF Copy (If Available):

Preamble Information

AGENCY: Federal Aviation Administration, DOT

ACTION: Final rule

SUMMARY: This amendment adopts a new airworthiness directive (AD) that applies to certain Beech Aircraft Corporation (Beech) Model F90, and 99, 100, and 200 series airplanes. This action requires installing a circuit breaker that will open before the landing gear power system motor is damaged to the point of restricting operation of the manual landing gear extension system. An incident where excessive current flow caused the electrical landing gear motor and wiring to catch fire on a Beech Model 200 airplane prompted this action. The actions specified by this AD are intended to prevent excessive current flow through the electrical landing gear motor, which could cause an airplane fire.

DATES: Effective July 28, 1995.

The incorporation by reference of certain publications listed in the regulations is approved by the Director of the Federal Register as of July 28, 1995.

ADDRESSES: Service information that applies to this AD may be obtained from the Beech Aircraft Corporation, P.O. Box 85, Wichita, Kansas 67201-0085. This information may also be examined at the Federal Aviation Administration (FAA), Central Region, Office of the Assistant Chief Counsel, Room 1558, 601 E. 12th Street, Kansas City, Missouri 64106; or at the Office of the Federal Register, 800 North Capitol Street, NW., suite 700, Washington, DC.

FOR FURTHER INFORMATION CONTACT: Mr. Dale A. Vassalli, Aerospace Engineer, FAA, Wichita Aircraft Certification Office, 1801 Airport Road, Room 100, Wichita,

Kansas 67209; telephone (316) 946-4132; facsimile (316) 946-4407.

SUPPLEMENTARY INFORMATION: A proposal to amend part 39 of the Federal Aviation Regulations (14 CFR part 39) to include an AD that would apply to certain Beech Model F90, and 99, 100, and 200 series airplanes was published in the Federal Register on December 30, 1994 (59 FR 67656). The action proposed to require installing a circuit breaker that will open before the landing gear power system motor is damaged to the point of restricting operation of the manual landing gear extension system. Accomplishment of the proposed action would be in accordance with Beech Service Bulletin (SB) No. 2035, Issued: February 1985; Revised August 1990; and the instructions to the following Landing Gear Motor Circuit Breaker Installation Kits (as applicable): 101-3069-1 S, 101-3069-3 S, 101-3069-5 S, and 101-3133-1 S.

Interested persons have been afforded an opportunity to participate in the making of this amendment. No comments were received on the proposed rule or the FAA's determination of the cost to the public.

Since issuance of the proposal, Beech has revised SB No. 2035 to the Revision III level (Issued: February 1985; Revised: April 1995). This revision adds reference to Kit No. 101-3069-7 S for the Model A200C airplanes, serial numbers BJ-1 through BJ-66, and incorporates minor editorial corrections. The FAA has determined that Beech Kit No. 101-3069-7 S should be added to the final rule AD, as well as reference to Beech SB 2035, Revision III, Issued: February 1985; Revised: April 1995.

After careful review of all available information, the FAA has determined that air safety and the public interest require the adoption of the rule as proposed except for the addition of the installation kit described above, reference to the revised service bulletin, and minor editorial corrections. The FAA has determined that the additions and minor editorial corrections will not change the meaning of the AD and will not add any additional burden upon the public than was already proposed.

The FAA estimates that 2,297 airplanes in the U.S. registry will be affected by this AD, that it will take approximately 6 workhours (varies between 2 to 6 workhours depending on the airplane model) per airplane to accomplish the required action, and that the average labor rate is approximately $60 an hour. The cost for parts varies by airplane model; however, for the purposes of this AD, $1,000 is utilized. Based on these figures, the total cost impact of the AD on U.S. operators is estimated to be $3,123,920. This figure is based on the assumption that no U.S. operator of the affected airplanes has accomplished the proposed installation.

Beech has informed the FAA that approximately 2,100 installation kits have been sold. Assuming that each of these kits is installed on one of the affected airplanes, the cost impact of this action on U.S. operators is reduced by $2,856,000 from $3,123,920 to $267,920.

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.

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 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 copy of the final 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, 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.

Section 39.13 - [AMENDED]
2. Section 39.13 is amended by adding a new AD to read as follows:

▼Regulatory Information

95-13-03 BEECH AIRCRAFT CORPORATION: Amendment 39-9284; Docket No. 94-CE-24-AD.

Applicability: The following airplane models and serial numbers, certificated in any category:

Models	Serial Numbers
F90	LA-2 through LA-225 equipped with mechanical landing gear.
99, 99A, A99A, and B99	U-1 through U-49 equipped with mechanical landing gear and U-51 through U-164 equipped with mechanical landing gear.
100 and A100	B-1 through B-94 and B-100 through B-247.
B100	BE-2 through BE-137.
200 and B200	BB-2, BB-6 through BB-1157, BB-1159 through BB-1166, and BB-1168 through BB-1192.
200C and B200C	BL-1 through BL-72.
200T and B200T	BT-1 through BT-30.
200CT and B200CT	BN-1 through BN-4.
A100 (U-12F)	B-95 through B-99.
A100-1 (U-21J)	BB-3, BB-4, and BB-5.
A200 (C-12A/C)	BC-1 through BC-75 and BD-1 through BD-30.
A200C (UC-12B)	BJ-1 through BJ-66.
A200CT (C-12D)	BP-1, BP-22, and BP-24 through BP-45.
A200CT (FWC-12D)	BP-7 through BP-11.
A200CT (RC-12D)	GR-1 through GR-13.
A200CT (RC-12G)	FC-1, FC-2, and FC-3.
A200CT (RC-12H)	GR-14 through GR-19.

NOTE 1: This AD applies to each airplane 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 airplanes 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 (c) of this AD to request approval from the 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 airplane from the applicability of this AD.

Compliance: Required within the next 100 hours time-in-service after the effective date of this AD, unless already accomplished.

To prevent excessive current flow through the electrical landing gear motor, which could result in an airplane fire, accomplish the following:

(a) Install a circuit breaker that will open before the landing gear power system motor is damaged to the point of restricting operation of the manual landing gear extension system by accomplishing the following:

(1) Prepare the airplane by completing the ACCOMPLISHMENT INSTRUCTIONS section of Beech Service Bulletin No. 2035, Revision III: Issued: February 1985; Revised: April 1995.

(2) Incorporate one of the following Landing Gear Motor Circuit Breaker Installation Kits, as applicable, in accordance with the instructions provided with the kits:

(i) 101-3069-1 S for Models 200, B200, 200C, B200C, 200T, B200T, 200CT, B200CT, A200 (C-12A/C), and A200C (UC-12B);

(ii) 101-3069-3 S for Models 100, A100, B100, and A100-1 (U-21J);

(iii) 101-3069-5 S for Models F90, 99, 99A, A99A, and B99;

(iv) 101-3069-7 S for Model A200C (UC-12B); and

(v) 101-3133-1 S for Models A200 (C-12A/C), A200CT (C-12D), A200CT (FWC-12D), A200CT (RC-12D), A200CT (RC-12G), and A200CT (RC-12H).

(b) 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.

(c) An alternative method of compliance or adjustment of the compliance time that provides an equivalent level of safety may be approved by the Manager, Wichita Aircraft Certification Office (ACO), 1801 Airport Road, Room 100, Mid-Continent Airport, Wichita, Kansas 67209. The request shall be forwarded through an appropriate FAA Maintenance Inspector, who may add comments and then send it to the Manager, Wichita ACO.

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

(d) The installation required by this AD shall be done in accordance with the instructions to Landing Gear Motor Circuit Breaker Installation Kits 101-3069-1 S, 101-3069-3 S, 101-3069-5 S, 101-3069-7 S, or 101-3133-1 S, as referenced in Beech Service Bulletin No. 2035, Revision III: Issued: February 1985; Revised: April 1995. This incorporation by reference was approved by the Director of the Federal Register in

accordance with 5 U.S.C. 552(a) and 1 CFR part 51. Copies may be obtained from the Beech Aircraft Corporation, P.O. Box 85, Wichita, Kansas 67201-0085. Copies may be inspected at the FAA, Central Region, Office of the Assistant Chief Counsel, Room 1558, 601 E. 12th Street, Kansas City, Missouri, or at the Office of the Federal Register, 800 North Capitol Street, NW., suite 700, Washington, DC.

(e) This amendment becomes effective on July 28, 1995.

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Airworthiness Directive

Federal Register Information

[Federal Register: February 22, 1996 (Volume 61, Number 36)]

[Page 6768]

Header Information

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39 [61 FR 6768 NO. 36 02/22/96]

Docket No. 95-CE-32-AD; Amendment 39-9510; AD 96-03-13

Airworthiness Directives; Beech Aircraft Corporation F90, 99, 99A, A99A, B99, C99, 100, A100, B100, 200, B200, 200T, B200T, 200C. B200C, 200CT. B200CT, 65-A90-2, 65-A90-3, A200, A200C, and A200CT Series Airplanes

PDF Copy (If Available):

Preamble Information

AGENCY: Federal Aviation Administration, DOT

ACTION: Final rule

SUMMARY: This amendment adopts a new airworthiness directive (AD) that applies to Beech Aircraft Corporation (Beech) 90, 99, 100, and 200 series airplanes. This action requires inspecting the main landing gear drag leg lock link to ensure that the hole for the roll pin is drilled completely through both walls of the main landing gear drag leg lock link and, if not drilled completely through both link walls, replacing any main landing gear drag leg lock link. An incident in which the left main landing gear collapsed on one of the affected airplanes prompted this action. Investigation revealed that the roll pin hole was not completely drilled through both walls of the drag leg lock link. The actions specified by this AD are intended to prevent main landing gear collapse caused by drag leg lock link failure, which could result in loss of control of the airplane.

DATES: Effective April 1, 1996.

The incorporation by reference of certain publications listed in the regulations is approved by the Director of the Federal Register as of April 1, 1996.

ADDRESSES: Service information that applies to this AD may be obtained from Beech Aircraft Corporation, P.O. Box 85, Wichita, Kansas 67201-0085. This information may also be examined at the Federal Aviation Administration (FAA), Central Region, Office of the Assistant Chief Counsel, Attention: Rules Docket 95-CE-32-AD, Room 1558, 601 E. 12th Street, Kansas City, Missouri 64106; or at the Office of the Federal Register, 800 North Capitol Street, NW., suite 700, Washington, DC.

FOR FURTHER INFORMATION CONTACT: Mr. Steve Potter, Aerospace Engineer, Wichita Aircraft Certification Office, FAA, 1801 Airport Road, Mid-Continent Airport,

Wichita, Kansas 67209; telephone (316) 946-4124; facsimile (316) 946-4407.

SUPPLEMENTARY INFORMATION: A proposal to amend part 39 of the Federal Aviation Regulations (14 CFR part 39) to include an AD that would apply to Beech Aircraft Corporation 90, 99, 100, and 200 series airplanes was published in the Federal Register on August 16, 1995 (60 FR 42479). The action proposed to require inspecting the main landing gear drag leg lock link to ensure that the hole for the roll pin is drilled through both walls of the link and, if not drilled completely through both link walls, replacing any main landing gear drag leg lock link. Accomplishment of the proposed action would be in accordance with Beech Service Bulletin No. 2607, Revision 1, dated April 1995.

Interested persons have been afforded an opportunity to participate in the making of this amendment. No comments were received on the proposed rule or the FAA's determination of the cost to the public.

After careful review of all available information related to the subject presented above, the FAA has determined that air safety and the public interest require the adoption of the rule as proposed except for minor editorial corrections. The FAA has determined that these minor corrections will not change the meaning of the AD and will not add any additional burden upon the public than was already proposed.

The FAA estimates that 2,229 airplanes in the U.S. registry will be affected by this AD action, that it will take approximately 5 work hours per airplane to accomplish this action, and that the average labor rate is approximately $60 an hour. Parts cost approximately $100 per airplane. Based on these figures, the total cost impact of this AD on U.S. operators is estimated to be $891,600. This figure is based on the assumption that all of the affected airplanes have incorrectly drilled drag leg lock links and that none of the owners/operators of the affected airplanes have replaced the incorrectly drilled links.

Beech has informed the FAA that parts have been distributed to equip approximately 648 airplanes. Assuming that these distributed parts are incorporated on the affected airplanes, the cost of the proposed AD would be reduced by $259,200 from $891,600 to $632,400. In addition, the FAA believes that a majority of the affected airplanes will not have incorrectly drilled links, thereby further reducing the cost impact of the proposed AD upon the public.

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.

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 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 copy of the final 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, 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 USC 106(g), 40113, 44701.

Section 39.13 - [AMENDED]
2. Section 39.13 is amended by adding a new airworthiness directive (AD) to read as follows:

▼Regulatory Information

96-03-13 BEECH AIRCRAFT CORPORATION: Amendment 39-9510; Docket No. 95-CE-32-AD

Applicability: The following airplane models and serial numbers, certificated in any category:

Models	Serial Numbers
F90	LA-2 through LA-236
99, 99A, A99A, B99,	U-1 through U-239 and C99
100 and A100	B-1 through B-94 and B-100 through B-247
B100	BE-1 through BE-137
200 and B200	BB-2, BB-6 through BB-1157, BB-1159 through BB-1166, and BB-1168 through BB-1192
200T and B200T	BT-1 through BT-30
200C and B200C	BL-1 through BL-72
200CT and B200CT	BN-1 through BN-4
65-A90-2(RU-21B)	LS-1 through LS-3
65-A90-3(RU-21C)	LT-1 through LT-2
200 (A100-1)	BB-3 through BB-5
A100 (U-21F)	B-95 through B-99
A200 (C-12A and C-12C)	BC-1 through BC-75, and BD-1 through BD-30
A200C (UC-12B)	BJ-1 through BJ-66
A200CT (C-12D)	BP-1, BP-22, and BP-24 through BP-45
A200CT (FWC-12D)	BP-7 through BP-11
A200CT (RC-12D)	GR-1 through GR-13
A200CT (RC-12H)	GR-14 through GR-19
A200CT (RC-12G)	FC-1 through FC-3

NOTE 1: This AD applies to each airplane 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 airplanes that have been modified, altered, or repaired so that the performance of the requirements of this AD is affected, the owner/operator must request approval for an alternative method of compliance in accordance with paragraph (d) of this AD. The request should include an assessment of the effect of the modification, alteration, or repair on the unsafe condition addressed by this AD; and, if the unsafe condition has not been eliminated, the request should

include specific proposed actions to address it.

Compliance: Required within the next 100 hours time-in-service (TIS) after the effective date of this AD, unless already accomplished.

To prevent main landing gear collapse caused by drag leg lock link failure, which could result in loss of control of the airplane, accomplish the following:

(a) Inspect the main landing gear drag leg lock link to ensure that the hole for the roll pin is drilled completely through both walls of the link in accordance with the ACCOMPLISHMENT INSTRUCTIONS section of Beech Service Bulletin No. 2607, Revision 1, dated April 1995.

(b) Prior to further flight, replace any drag leg lock link that does not have the roll pin hole drilled through both walls of the link. Accomplish this replacement in accordance with the applicable maintenance manual.

(c) 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.

(d) An alternative method of compliance or adjustment of the compliance time that provides an equivalent level of safety may be approved by the Manager, Wichita Aircraft Certification Office, FAA, 1801 Airport Road, Mid-Continent Airport, Wichita, Kansas 67209. The request shall be forwarded through an appropriate FAA Maintenance Inspector, who may add comments and then send it to the Manager, Wichita Aircraft Certification Office.

NOTE 2: Information concerning the existence of approved alternative methods of compliance with this AD, if any, may be obtained from the Wichita Aircraft Certification Office.

(e) The inspections and replacements required by this AD shall be done in accordance with Beech Service Bulletin No. 2607, Revision 1, dated April 1995. This incorporation by reference was approved by the Director of the Federal Register in accordance with 5 U.S.C. 552(a) and 1 CFR part 51. Copies may be obtained from Beech Aircraft Corporation, P.O. Box 85, Wichita, Kansas 67201-0085. Copies may be inspected at the FAA, Central Region, Office of the Assistant Chief Counsel, Room 1558, 601 E. 12th Street, Kansas City, Missouri, or at the Office of the Federal Register, 800 North Capitol Street, NW., 7th Floor, suite 700, Washington, DC.

(f) This amendment becomes effective on April 1, 1996.

▼Footer Information

▼Comments

Updated RGL applicability to match AD applicability; CAR C-11-185

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RGL Home

Airworthiness Directive

Federal Register Information

This information is not available.

Header Information

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

Docket No. 96-CE-03-AD; Amendment 39-9589; AD 96-09-13

[RIN 2120-AA64]

Airworthiness Directives; Beech Aircraft Corporation Models 99, 99A, A99A, B99, C99, B200, B200C, 1900, 1900C, and 1900D Airplanes

PDF Copy (If Available):

Preamble Information

AGENCY: Federal Aviation Administration, DOT

ACTION: Final rule

SUMMARY: This amendment adopts a new airworthiness directive (AD) that applies to all Beech Aircraft Corporation (Beech) Models 99, 99A, A99A, B99, C99, B200, B200C, 1900, 1900C, and 1900D airplanes. This action requires revising the Airplane Flight Manual (AFM) to provide the flight crew with recognition cues for, and procedures for exiting from, severe icing conditions, and to limit or prohibit the use of various flight control devices. This amendment is prompted by results of a review of the requirements for certification of the airplane in icing conditions, new information on the icing environment, and icing data provided currently to the flight crews. The actions specified by this AD are intended to minimize the potential hazards associated with operating the airplane in freezing rain or freezing drizzle conditions by providing more clearly defined procedures and limitations associated with such conditions.

DATES: Effective June 11, 1996.

ADDRESSES: Information that relates to this AD may be examined at the Federal Aviation Administration (FAA), Central Region, Office of the Assistant Chief Counsel, Attention: Rules Docket 96-CE-03-AD, Room 1558, 601 E. 12th Street, Kansas City, Missouri 64106.

FOR FURTHER INFORMATION CONTACT: Mr. John Dow, Aerospace Engineer, FAA, Small Airplane Directorate, 1201 Walnut, suite 900, Kansas City, Missouri 64106; telephone (816) 426-6934; facsimile (816) 426-2169.

SUPPLEMENTARY INFORMATION: A proposal to amend part 39 of the Federal Aviation Regulations (14 CFR part 39) to include an AD that would apply to Models 99, 99A, A99A, B99, C99, B200, B200C, 1900, 1900C, and 1900D airplanes was

published in the **Federal Register** on January 25, 1996 (61 FR 2180). The action proposed to require revising the Airplane Flight Manual (AFM) to specify procedures that would prohibit flight in freezing rain or freezing drizzle conditions (as determined by certain visual cues), limit or prohibit the use of various flight control devices, and provide the flight crew with recognition cues for, and procedures for exiting from, severe icing conditions.

Disposition of Comments

Interested persons have been afforded an opportunity to participate in the making of this amendment. Due consideration has been given to the comments received.

In addition to the proposed rule described previously, in January 1996, the FAA issued 17 other similar proposals that address the subject unsafe condition on various airplane models (see below for a listing of all 18 proposed rules). These 17 proposals also were published in the **Federal Register** on January 25, 1996. This final rule contains the FAA's responses to all public comments received for each of these proposed rules.

Docket Number	Manufacturer/ Airplane Model	Federal Register Citation
96-CE-01-AD	de Havilland DHC-6 Series	61 FR 2175
96-CE-02-AD	EMBRAER EMB-110P1/EMB-110P2	61 FR 2183
96-CE-03-AD	Beech 99/200/1900 Series	61 FR 2180
96-CE-04-AD	Dornier 228 Series	61 FR 2172
96-CE-05-AD	Cessna 208/208B	61 FR 2178
96-CE-06-AD	Fairchild Aircraft SA226/SA227 Series	61 FR 2189
96-CE-07-AD	Jetstream 3101/3201	61 FR 2186
96-NM-13-AD	Jetstream BAe ATP	61 FR 2144
96-NM-14-AD	Jetstream 4101	61 FR 2142
96-NM-15-AD	British Aerospace HS 748 Series	61 FR 2139
96-NM-16-AD	Saab SF340A/SAAB 340B/ SAAB 2000 Series	61 FR 2169
96-NM-17-AD	CASA C-212/CN-235 Series	61 FR 2166
96-NM-18-AD	Dornier 328-100 Series	61 FR 2157
96-NM-19-AD	EMBRAER EMB-120 Series	61 FR 2163
96-NM-20-AD	de Havilland DHC-7/DHC-8 Series	61 FR 2154
96-NM-21-AD	Fokker F27 Mark 100/200/300/400/500/600/700/050 Series	61 FR 2160
96-NM-22-AD	Short Brothers SD3-30/ SD3-60/SD3-SHERPA Series	61 FR 2151
95-NM-146-AD	Aerospatiale ATR-42/ATR-72 Series	61 FR 2147

Comment 1. Support for the Proposals

Numerous commenters support the FAA's intent to minimize the potential hazards associated with operating airplanes of any type design in severe icing conditions. One commenter states that the limitation prohibiting the use of flaps while enroute and during holding in icing conditions will be a positive contribution to safety. Additionally,

several commenters support the requirement of the proposed AD for Aerospatiale airplanes for installation of modified deicing boots on the outer leading edges of the wings. One of these commenters states that the incorporation of AFM procedures, in addition to installation of the modified boots, provide a substantial margin of safety for the Aerospatiale fleet.

Comment 2. Requests Concerning References to "Freezing Rain/Freezing Drizzle"

Raytheon requests that references to a class of meteorological conditions in the limitations described as "freezing rain or freezing drizzle" should be removed from the proposed rules. Raytheon contends that instructions for the flight crew should be restricted to hazardous conditions that are defined by the accumulation of ice. The commenter states that the term "severe icing" has a specific meaning as defined in the Aeronautical Information Manual: "The rate of accumulation is such that the icing/anti-icing equipment fails to reduce or control the hazard. Immediate diversion is necessary." The commenter states that, although freezing rain or freezing drizzle may involve drops larger than those specified in Appendix C of part 25 ("Airworthiness Standards: Transport Category Airplanes") of the Federal Aviation Regulations (14 CFR part 25), flight into those conditions does not always result in accumulation of ice beyond the capability of the aircraft nor is severe icing always the result of freezing rain or freezing drizzle. Raytheon concludes that the limitation specified in paragraph (a)(1) of the proposals which reads, "Flight in meteorological conditions described as freezing rain or freezing drizzle, as determined by the following visual cues, is prohibited," is an inference or conclusion that does not follow from the premises.

The European Regional Airlines (ERA) Association states that the proposals define visual cues to be used to identify "freezing rain" and "freezing drizzle," but these criteria are inconsistent with the criteria defined by the International Civil Aviation Organization (ICAO) and used by weather observers in aviation meteorological support services. The FAA infers from this remark that ERA requests the use of ICAO terminology associated with the visual cues.

The FAA concurs partially. The FAA concurs that most of the references to "freezing rain/freezing drizzle" can be removed from the final rules. The FAA has revised the final rules to replace certain references to freezing rain and freezing drizzle with the words "severe icing." The FAA finds that since the visual cues contained in paragraph (a)(1) of these final rules indicate that icing conditions have exceeded the limits of the ice protection equipment, the use of the terminology "severe icing" is appropriate. As stated by one commenter, "severe icing" is terminology used to describe icing conditions that exceed the capabilities of the ice protection equipment. The terminology "severe icing" is commonly used and understood within the aviation community. Additionally, there should be no confusion over the use of this term in the final rules because the AFM revisions required by these AD's define the terminology "severe icing" by specifying the visual cues that indicate when the capabilities of the ice protection equipment have been exceeded. However, the FAA would consider a request for approval of an alternative method of compliance to use terminology other than "severe icing" in an AFM, in accordance with the provisions of these AD's, provided that adequate justification is presented to support such a request.

Any inconsistencies that may exist between the criteria used by weather specialists to define "severe icing" and the criteria stated in these final rules are not relevant for these AD's because these AD's do not require the flight crew to take any action based on information provided by a weather observer. For these AD's, the flight crew must only take action if certain visual cues are present on the airplane.

The FAA has determined that reference to freezing rain and freezing drizzle should not be removed from the text of the "Caution" that appears in paragraph (a)(2) of the proposals. [Note: The "Caution" appears as the "Warning" in paragraph (a)(1) of the

final rules. An explanation of this change is contained in the disposition of Comment 49 of these final rules.] Reference to freezing rain and freezing drizzle in that portion of text is made simply to provide a description of conditions that may result in ice build-up that exceeds the capabilities of the ice protection system.

Comment 3. Request for Review of "Severe Icing" Terminology
One commenter, the Civil Aviation Authority (CAA), which is the airworthiness authority for the United Kingdom, requests that use of the terminology "severe icing" be reviewed. The CAA does not believe it is appropriate that this terminology becomes accepted for supercooled large droplet (SLD) conditions. The CAA indicates that a common interpretation for "severe icing" is that beyond the limit specified in Appendix C of part 25 of the Federal Aviation Regulations (14 CFR part 25), which is at or just over the capability of the ice protection system.

The FAA has reviewed the use of the terminology "severe icing" as related to SLD. The FAA finds that ice resulting from SLD conditions may not always meet the criterion specified in the common interpretation of "severe icing," as described by the commenter. The FAA notes that while SLD conditions may result in the formation of severe icing, severe icing also may accrue in conditions such as liquid water content, temperature, or extent of cloud, when those conditions exceed the limits specified in Appendix C of part 25 of the Federal Aviation Regulations (14 CFR part 25). As explained previously, most references to freezing rain and freezing drizzle have been replaced with the terminology "severe icing." Additionally, the AFM's for the affected airplanes include a definition of severe icing.

Comment 4. Request to Withdraw the Proposals: Significant Economic Impact on Operating Community
A number of commenters request that the proposals be withdrawn because the effect of these proposed AD's will produce a significant economic impact on the operating community. The commenters indicate that many flights would need to be canceled in order to make all reasonable efforts to avoid encounters with freezing rain/freezing drizzle conditions--i.e., when these conditions are forecast, airplanes will be prohibited from flight into those conditions. One commenter remarks that, based on the actual weather in January 1996, nearly 75 percent of its scheduled flights would have been canceled due to forecast or actual freezing rain or freezing drizzle conditions if the AD's had been in effect. The commenters do not believe that the FAA has considered the economic factors affected by the proposed actions, such as the number of flights lost per day, crew costs, passenger compensation, misconnected baggage, etc.

If the FAA does not withdraw the proposals, one commenter states that the prohibition of flight in freezing rain or freezing drizzle, as specified in paragraph (a)(1) of the proposals, should be revised. The commenter suggests the following: "The aircraft should be immediately flown clear of icing conditions if ice is seen forming on the upper surface of the wing behind the leading edge deice boots." The commenter believes that the current wording in the proposals would cause flight crews to cancel or delay departure not only when freezing rain or freezing drizzle exists, but also when those conditions are forecast.

The FAA concurs partially. The FAA finds that some misunderstanding exists among the commenters concerning the intent of these AD's. Many of the commenters believe that the AD's will prevent affected airplanes from flight in forecast freezing rain and freezing drizzle. This is not the case. The FAA agrees that certain language contained in the AD's must be clarified to reflect its intent. The FAA has evaluated the wording proposed by one of the commenters and agrees with it in principal. However, the FAA has determined that the first limitation in paragraph (a)(1) of the final rules must be revised in order to accommodate visual cues other than that specified by the commenter, to incorporate terminology familiar to the flight crew, and to emphasize that these AD's address only in-flight icing encounters. Additionally, in order to ensure that

appropriate coordination with Air Traffic Control is accomplished, the FAA has revised the instruction following the visual cues in paragraph (a)(1), and has moved that instruction to the end of the first limitation in paragraph (a)(1) of the final rules. The entire limitation reads as follows: "During flight, severe icing conditions that exceed those for which the airplane is certificated shall be determined by the following visual cues. If one or more of these visual cues exists, immediately request priority handling from Air Traffic Control to facilitate a route or an altitude change to exit the icing conditions." (Operators should note that, in the final rule for Aerospatiale airplanes, only one visual cue is specified. That cue involves ice on the side window of the airplane.)

Several commenters question certain issues related to dispatch of the airplane in severe icing conditions. One commenter states that the procedures specified in the proposed AD's fail to address the conditions that would prohibit takeoff in freezing rain and freezing drizzle. The commenter believes the visual cues provided in the proposals would only appear on an airplane during flight. Thus, allowable conditions for takeoff during times of forecast freezing rain or freezing drizzle are left to the individual operator's interpretation. Another commenter believes that the FAA has not established a basis for prohibiting flight in all reported freezing drizzle. The commenter contends that takeoff in freezing rain should always be prevented, but takeoff in freezing drizzle should be possible after applying appropriate deicing or anti-icing treatments. One commenter requests that the FAA clarify how the procedures for exiting freezing rain/freezing drizzle conditions would apply to takeoff and landing. The commenter states that landing during those conditions might, in many cases, be the most expeditious method of avoiding a hazardous condition. Another commenter suggests that the AFM for Aerospatiale airplanes should be revised to reflect standard dispatch rules; however, the commenter provides no justification for this request.

The FAA concurs that visual cues that would prohibit takeoff in freezing rain or freezing drizzle were not provided because the FAA's intent is that these AD's address only in-flight icing encounters. These AD's do not affect any existing regulations or FAA-approved operating procedures related to takeoff, dispatch, or release of an airplane in icing conditions. These AD's only prohibit remaining in icing conditions when certain visual cues are present on the airplane; these AD's do not prohibit flight into forecast or reported freezing drizzle. Operators must comply with existing rules that require an airplane to be free of ice prior to takeoff. Further, the FAA finds no need to revise the AFM for Aerospatiale airplanes to reflect standard dispatch rules. The FAA also considers that landing the airplane when freezing rain/freezing drizzle conditions are encountered would, in many cases, be the most expeditious method of exiting the conditions. Such landing would be in compliance with the limitation that requires the flight crew to exit the severe icing conditions.

Two commenters indicate that the first note that appears in paragraph (a)(1) of the proposed rules could be interpreted to mean that if freezing rain or freezing drizzle is forecast anywhere along the route of flight, the airplane could not be dispatched. One of the commenters concludes that forecasting methodologies are inadequate and would need to be improved. The other commenter suggests that the FAA remove the word "purely" from the note. The same commenter requests that the FAA clarify that the airplane may be dispatched if the forecast may indicate freezing rain/freezing drizzle conditions. Another commenter indicates that the wording of the same note is unclear as to how the FAA defines a "purely" inadvertent encounter. The commenter states that examples of such purely inadvertent encounters would be helpful.

One commenter asks the following questions in regard to the same note:

- What are "reasonable efforts?"

- What does "immediately exit" mean? Are the procedures for immediately exiting listed in the Air Traffic Controller's Handbook or the Airman's Information Manual? Can a pilot

operating the airplane in a holding pattern decide on his/her own to immediately descend below the freezing level without regard to other traffic?

One commenter states that the note should be placed in the Normal Procedures Section of the AFM, rather than in the Limitations Section. The commenter provides no justification for this request.

The FAA concurs that clarification of this note is necessary. The FAA originally included the note in the AD's to clarify the intent of the rules. Since the first instruction and the limitation that follows have been revised in these final rules, the FAA finds that inclusion of the clarifying note is no longer necessary. In order to avoid any possible misinterpretation of the intent of the limitation on flight in freezing rain or freezing drizzle, the FAA has removed the first note that appeared in paragraph (a)(1) of the proposals. These AD's do not prohibit flight into forecast or reported freezing rain or freezing drizzle. This means that the aircraft is not prohibited from takeoff, dispatch, or release simply because the forecast may indicate freezing rain or freezing drizzle, but is prohibited from continued flight in severe icing conditions.

Comment 5. Request to Withdraw the Proposals: No Unsafe Condition Has Been Established

Several commenters request that the proposals be withdrawn because no unsafe condition has been established with respect to airplane handling characteristics in severe icing conditions. One commenter states that the preamble of the proposals does not provide data that establish an unsafe condition; the preamble only indicates that there are inadequate data to represent all possible conditions. Another commenter remarks that the FAA's dismissal of the significance of the test results with the specious comment, "such airplanes could develop ice shapes other than those tested," is wholly speculative, and is an invalid basis on which to issue an AD under the provisions of part 39 ("Airworthiness Directives") of the Federal Aviation Regulations (14 CFR part 39).

The FAA does not concur that these AD's should be withdrawn. As stated in the preamble to the proposals, the FAA has not required that airplanes be shown to be capable of operating safely in icing conditions outside the icing certification envelope specified in Appendix C of part 25 of the Federal Aviation Regulations (14 CFR part 25). This means that any time an airplane is flown in icing conditions for which it is not certificated, there is a potential for an unsafe condition to exist or develop and the flight crew must take steps to exit those conditions expeditiously. Further, the FAA has determined that flight crews are not currently provided with adequate information necessary to determine when an airplane is operating in icing conditions for which it is not certificated or what action to take when such conditions are encountered. The absence of this information presents an unsafe condition because without that information, a pilot may remain in icing conditions for which the airplane has not been proven to be safe. These AD's correct the unsafe condition by requiring AFM revisions that provide the flight crews with visual cues to determine when icing conditions have been encountered for which the airplane is not certificated, and by providing procedures to safely exit those conditions.

Additionally, in the preamble to the proposed rules, the FAA discussed the investigation of roll control anomalies to explain that this investigation was not a complete certification program. The testing was designed to examine only the roll handling characteristics of the airplane in certain droplets the size of freezing drizzle. The testing was not a certification test to approve the airplane for flight into freezing drizzle. The results of the tests were not used to determine if these final rules were required, but rather to determine if design changes were needed to prevent a catastrophic roll upset. The roll control testing and the AD's must be viewed as two unrelated actions.

Comment 6. Request to Withdraw the Proposals: Unsafe Condition is Outside

Certification Limits

One commenter states that the proposed AD's should be withdrawn because the issuance of AD's to address the problems of icing encounters outside of the limits for which the airplane is certificated is a completely inappropriate application of part 39 of the Federal Aviation Regulations (14 CFR part 39). Another commenter contends that since the Aerospatiale aircraft passed all present certification testing, what transpired beyond the limits of certification should not be held against that aircraft.

The FAA does not concur that the AD's should be withdrawn on the basis that the unsafe condition is outside the icing certification envelope. Flight in icing conditions that are outside the icing certification envelope occurs during the normal service life of an airplane. Apart from the visual cues provided in these final rules, there is no existing method provided to the flight crews to identify when the airplane is in a condition that exceeds the icing certification envelope. The appropriate vehicle for providing this method of identification is through issuance of an AD. The FAA acknowledges that the Aerospatiale airplane has been shown to comply with existing certification rules; however, no airplane is certificated for flight in icing conditions outside of Appendix C of part 25 of the Federal Aviation Regulations (14 CFR part 25).

Comment 7. Request to Withdraw the Proposals: Proposals Unfairly Discriminate Against Turbopropeller-Powered Aircraft

Several commenters state that the proposed AD's should be withdrawn because the AD's unfairly discriminate against turbopropeller-powered aircraft. The commenters contend that by issuing these proposed rules, the FAA is creating a public perception that turbopropeller-powered aircraft are less safe than other aircraft.

Numerous commenters oppose the statement contained in the preamble of the proposals which indicates that since turbopropeller-powered airplanes are more likely to operate at low altitudes and to make more frequent landings, they are more likely to encounter icing conditions that are outside the icing envelope. One commenter states that the mere fact that turbopropeller-powered airplanes make more frequent landings is irrelevant for the following reasons:

- Every flight encounters the same atmospheric conditions after takeoff and prior to landing, whether the airplane is powered by a turbopropeller or turbojet engine;

- There are numerous airplanes powered by turbojet engines that operate on segments equal in duration to those operated by many turbopropeller-powered aircraft; numerous airplanes powered by turbojet engines make just as frequent landings; and

- Even if turbopropeller-powered aircraft do make more frequent landings, there is no negative inference to be drawn from that fact; more opportunities are available to ensure that ice has not formed on the aircraft if the aircraft lands more frequently.

One commenter states that the altitudes where SLD conditions exist are the same altitudes at which jets would encounter those conditions during the departure and arrival phases of flight. Flight in SLD conditions that would have a negative effect on a turbopropeller-powered airplane would have the same effect on a jet, since both are certificated under the same rules with regard to flight into adverse weather, and both fly at about the same speeds during the departure and arrival phases of flight. Additionally, another commenter adds that no airplane, whether it is powered by a turbopropeller, turbojet, or turbofan engine, is certificated for operation in SLD conditions.

Another commenter indicates that icing encounters take place at altitudes below the cruising altitudes of most turbopropeller-powered aircraft used in scheduled service; this also occurs on airplanes powered by turbojet engines. Icing encounters occur during takeoff, climb, descent, holding, and landing phases of flight on both types of aircraft. The commenter adds that operating the airplane in a holding pattern for a

prolonged period in severe icing conditions is hazardous for both turbojet and turbopropeller-powered aircraft. The commenter explains that, although the exposure time per flight hour of a long-haul jet aircraft is less, the exposure on a per flight basis is exactly the same. The commenter states that, like landing gear life limits, the proper measure of exposure to freezing rain/freezing drizzle should be the number of flights, not the number of flight hours.

Another commenter, Saab, states that Saab Model SAAB 2000 series airplanes have a unique power-to-weight ratio, which makes it comparable with airplanes of the same size and, in some relevant areas such as climb performance and single engine ceiling, even far superior. Operators of those airplanes can operate the aircraft over-the-weather at flight level (FL) 310. This means that these Saab airplanes operate on jet profiles and, therefore, are not exposed to the icing conditions that are outside the icing envelope any more than the airplanes that are excluded from the proposals.

The FAA does not concur that the proposals should be withdrawn. The FAA does not intend to imply through issuance of these AD's that turbopropeller-powered airplanes are less safe than airplanes having other types of propulsion systems. As stated in the preamble of the proposals, the FAA addressed certain airplanes as a higher priority for two reasons:

- Turbopropeller-powered airplanes are more likely to operate at low altitudes and to make more frequent landings; therefore, they are more likely to encounter icing conditions that are outside the icing envelope specified in Appendix C of part 25 of the Federal Aviation Regulations (14 CFR part 25); and

- The flight crew of an airplane having an unpowered roll control system must rely solely on physical strength to counteract roll control anomalies, whereas a roll control anomaly that occurs on an airplane having a powered roll control system need not be offset directly by the flight crew.

Since the issuance of the proposed rules, the FAA has reconsidered this reasoning. The FAA acknowledges that simply because an airplane is turbopropeller-powered and has a particular flight profile, that airplane should not be addressed as a higher priority. However, this does not diminish the significance of the necessity of the flight crew of an airplane having an unpowered roll control system to rely on physical strength to counteract roll control anomalies. The subject airplanes all have pneumatic deicing boots and unpowered aileron controls, which have been common denominators in the accident and incident history concerning flight in icing conditions and, in particular, during conditions when SLD was believed to be present. Therefore, airplanes having those design features are of immediate concern to the FAA and were addressed as a higher priority. Additionally, these AD's primarily address airplanes used in regularly scheduled passenger service in the United States.

The FAA finds that the comment indicating that more frequent landings provides more opportunity to verify that ice has not formed is irrelevant. It also could be said that more frequent landings gives more opportunity for ice to form. The FAA agrees with the statement that holding for prolonged periods in severe icing conditions is hazardous for all aircraft types. The FAA is considering initiating an assessment of the need to prohibit all aircraft from continued flight in severe icing conditions as defined in these AD's.

Although Transport Canada Aviation does not request that the proposed AD's be withdrawn, the commenter indicates that roll control anomalies could exist for all aircraft whether they have powered or unpowered roll control systems. Transport Canada Aviation adds that some jet-powered aircraft have unpowered ailerons.

The FAA concurs that roll anomalies could exist for all aircraft whether they have

powered or unpowered roll control systems. However, these AD's address airplanes having both deicing boots and unpowered aileron controls. The FAA acknowledges that other airplanes that have powered ailerons may be subject to roll problems in severe icing conditions due to loss of lift. However, the FAA is not aware of a mechanism that would allow ice to produce an uncommanded control deflection on airplanes having powered flight control systems. In addition, airplanes having powered roll control systems do not have direct feedback of aerodynamic forces to the pilot. However, the FAA is considering initiating an assessment of the need to apply similar limitations to other aircraft types.

Comment 8. Request to Withdraw the Proposals: Affected Airplanes Are Not Same Type Design as Accident Airplane

Several commenters contend that the proposals should be withdrawn because the FAA has not established clearly that the airplanes addressed in the proposed rules have the same type design as the Aerospatiale Model ATR-72 series airplane that was involved in an accident in October 1994 that occurred in severe icing conditions.

One commenter questions the words "same type design," and asks if those words refer to high wing, low wing, T-tail, or aircraft of another type design.

Three commenters provide justification in support of a request that certain airplanes be exempt from these AD's:

- de Havilland Model DHC-7 and DHC-8 series airplanes: De Havilland states that the airplanes it manufactures share a conservative aerodynamic design philosophy that yields exceptional low-speed handling qualities and demonstrated benign handling qualities in icing conditions. De Havilland adds that two-thirds of the roll control authority of these airplanes is provided by hydraulically powered roll spoilers. A second commenter adds that increased testing has been conducted on these airplanes.
- Fokker F27 Mark 100, 200, 300, 400, 500, 600, 700, and 050 series airplanes: Fokker states that the leading edge boots on Fokker Model F27 series airplanes and Model F27 Mark 050 series airplanes extend to a chord wise position, 12.5 percent wing chord, which precludes all but the very largest droplets impinging on the unprotected surfaces. Fokker adds that since the accident airplane has unshielded horn balances and the affected Fokker airplanes do not have these unshielded horn balances, Fokker airplanes will not experience roll upset problems. Fokker indicates that aerodynamically balancing the control surfaces by means of unshielded horn balances was not applied because of the bad service experience of the Vickers Viking aircraft in 1946.
- Beech Model 200 and 200C airplanes: Raytheon states that these particular airplane models are not normally considered to be commuter aircraft, and that issuance of an AD would be contrary to the stated purpose of the proposals because most of these airplanes are used in non-revenue service. Raytheon states that these airplanes are all low wing aircraft. Aerospatiale Model ATR-72 series airplanes (the accident airplane) is 50 percent larger and carries over twice the number of passengers as these Beech aircraft. For these reasons, as well as other differences in the geometry of the airplanes (i.e., relative aileron span), Raytheon states that the supposition of an icing hazard in these aircraft is purely speculative.

The FAA does not concur that any of the addressed airplanes should be exempt from these AD's. The FAA has examined the accident and incident history in icing conditions and, in particular, those events believed to involve SLD conditions. Results of this examination revealed that the type design characteristics that appear to be common in these events are pneumatic deicing boots and unpowered aileron controls. Airplanes having those type design characteristics appear to be more susceptible to control problems in severe icing conditions. In response to Fokker's remark that its airplanes will not experience roll control problems since those airplanes do not have unshielded horn balances, the FAA has determined that horn balances on the accident airplane were not the source of the uncommanded aileron motion. Design similarities of the

wing, tail, or ailerons do not appear to be a common denominator among airplanes involved in accidents or incidents where SLD conditions may have been present.

Saab asks for removal of the sentence that reads, "Since an unsafe condition has been identified that is likely to exist or develop on other airplanes of the same type design . . . ." Saab states that this sentence implies that Saab Model SF340A and SAAB 340B series airplanes have a problem and that this problem is "likely to develop on other airplanes of the same type design." Yet, there have been no reported problems on those airplanes, which are not of the same type design as all other turbopropeller-powered airplanes. Transport Canada Aviation does not request that the proposals be withdrawn; however, the commenter requests that the FAA revise the same phrase discussed by Saab. Transport Canada Aviation requests that the phrase be reworded as follows: "Since an unsafe condition has been identified where aircraft icing certification is not adequate to address the conditions that are outside of Appendix C of FAR part 25 . . . ."

The FAA does not concur with Saab's request. The FAA acknowledges that there have been no reported problems involving severe icing conditions on Saab airplanes. However, Saab Model SF340A and SAAB 340B series airplanes have pneumatic deicing boots and unpowered aileron controls, which have been determined to be the common denominators among the airplanes involved in accidents and incidents in severe icing conditions. Therefore, the FAA has determined that when severe icing conditions are encountered on these Saab airplanes, those conditions must be exited.

Although the FAA has no technical objection to the revised wording proposed by Transport Canada Aviation, this sentence does not reappear in the final rules. Therefore, no change to the final rule is necessary.

Comment 9. Request for Explanation of the Applicability of the AD's
One commenter requests an explanation of the methodology used by the FAA to determine that AD's should not be issued for Cessna and Piper multi-engine aircraft. The commenter also asks if an AD similar to the proposed rules exists for Boeing Model 737 series airplanes. The commenter indicates that Model 737 series airplanes have demonstrated abnormal and unexplained roll tendencies.

The FAA provides the following clarification for this commenter. No AD's have been issued for Piper airplanes or Boeing Model 737 series airplanes. However, as reflected in the table above, the FAA has issued an AD for Cessna Model 208 and 208B airplanes.

Most of the aircraft affected by these final rules are used primarily in regularly scheduled passenger service in the United States. However, there are some airplanes affected by the final rules that are not used in regularly scheduled passenger service. Two of these are Cessna Model 208 and 208B airplanes. Those airplanes were included in the final rules because of their accident and incident history in icing conditions. The FAA is considering an assessment of the need to prohibit all aircraft from continued flight in severe icing conditions.

Comment 10. Request to Withdraw the Proposals: Service Experience of Affected Airplanes is Satisfactory

Several commenters indicate that the FAA should withdraw the proposed AD's in light of the satisfactory service experience of the airplanes addressed in the proposals. The commenters believe that the FAA is singling out turbopropeller-powered aircraft without any regard for the operational record of those aircraft.

Several commenters provide justification in support of this request:

- One commenter states that de Havilland airplanes have been successfully operated for over 30 years without one instance of roll upset or flight control problems.
- De Havilland indicates that de Havilland Model DHC-8 series airplanes have been in service for 11 years and have accumulated 6 million flights and 5 million flight hours without any incidents due to icing.
- De Havilland adds that de Havilland Model DHC-7 series airplanes have been in service for 18 years and have accumulated 3.7 million flights and 2.7 million flight hours without any incidents due to icing.
- Another commenter has not experienced any icing related upsets or control irregularities in its fleet of de Havilland Model DHC-8 series airplanes and Beech Model 1900 series airplanes.
- One commenter operates 21 Beech Model 1900D airplanes, 32 EMBRAER Model EMB-120 series airplanes, and 41 Aerospatiale Model ATR-42 and ATR-72 series airplanes; none of these airplanes have experienced any icing incidents this season.
- One commenter indicates that airplanes produced by Beech, EMBRAER, and Jetstream Aircraft Limited (JAL) have no record of uncommanded roll due to asymmetrical build-up of ice on surfaces beyond the deicing boots.
- One commenter notes that it has not experienced any unusual icing characteristics on its fleet of EMBRAER Model EMB-120 series airplanes and Aerospatiale Model ATR-72 series airplanes.
- Fairchild notes that in over 26 years and 15,000,000 flight hours in passenger service, there has never been a reported incident where the controllability of Fairchild Aircraft SA226 and SA227 series airplanes were in jeopardy as a result of any icing encounters (including SLD icing encounters).
- The Luftfartsverket (LFV), which is the airworthiness authority for Sweden, states that no ice build-up behind the wing boots has ever been reported on Saab Model SF340A, SAAB 340B, or SAAB 2000 series airplanes. Additionally, the leading edge on these airplanes can be inspected easily during flight.
- Saab remarks that no roll anomaly problems in icing conditions have occurred during the extensive service experience of Saab Model SF340A and SAAB 340B series airplanes.

The FAA does not concur that the AD's should be withdrawn. The fact that an airplane has a perfect safety record in icing does not negate the fact that no airplane has been certificated for flight into SLD. The FAA has determined that a need exists to provide the flight crew with useful safety-related information regarding the limitations of the airplane concerning flight in severe icing conditions. The purpose of issuing these final rules is to provide the flight crew with such information.

One commenter, Transport Canada Aviation, requests that the proposals apply only to those airplanes that have a demonstrated history of in-service problems as a priority. The commenter states that the hazards relating to operation in icing conditions exist for all types of aircraft. (The commenter does not request that the proposed rules be withdrawn.)

The FAA does not concur with this request. As explained previously, the FAA has issued AD's for airplanes having pneumatic deicing boots and unpowered aileron controls as a priority. Airplanes having these design features are of immediate concern to the FAA because these features have been common denominators in the accident and incident history concerning flight in icing conditions and, in particular, during conditions when SLD was believed to be present. The FAA is considering the need for rulemaking to impose similar limitations on other aircraft.

Comment 11. Request to Withdraw the Proposals: Extensive Testing Revealed No Icing Problems

Several commenters request that the proposals be withdrawn because extensive testing revealed no icing problems on many different turbopropeller-powered airplanes, even though those tests likely exceeded any icing certification tests ever performed on

other civil aircraft types, including large jet-powered transport category airplanes. Fokker states that Fokker Model F27 series airplanes do not demonstrate unacceptable roll control characteristics in severe icing conditions; however, Fokker submits no data to substantiate this statement.

The FAA does not concur. The FAA finds that successful completion of the roll upset evaluation is not a valid reason for withdrawing the AD's. On the contrary, if the evaluation had demonstrated anomalies, the FAA may have concluded that action beyond that required by these AD's was necessary to address the demonstrated unsafe condition. The testing was designed to examine only the roll handling characteristics of the airplane in certain droplets the size of freezing drizzle to determine if any design changes are necessary to prevent catastrophic control surface deflection. The testing was not a certification test to approve the airplane for flight into freezing drizzle since many of the components and their functions were not tested (e.g., pitch control, engine and propeller, performance, stall warning, windshield, air data sensors and fuel system vents). Further, freezing rain was not tested. Satisfactory demonstration of those tests does not remove the FAA's responsibility to provide a safe operating environment for the passengers and crew.

JAL comments that its airplanes are not subject to the addressed unsafe condition, and that the FAA had concurred with this contention. JAL states that the FAA agreed that, by the controllability evaluation process, all Jetstream aircraft types had been demonstrated to be not susceptible to roll control anomalies in freezing rain or freezing drizzle conditions.

The FAA does not concur with JAL's position concerning its airplanes. All Jetstream airplanes affected by these AD's successfully completed the roll upset evaluation. However, as stated previously, no airplanes were tested in freezing rain conditions. The roll upset evaluation only addressed conditions that were believed to have existed during an accident involving a transport category airplane that occurred in October 1994. Therefore, since no airplane has been tested in all freezing rain and freezing drizzle conditions, no airplane has been demonstrated to be safe for continued flight in these conditions.

Comment 12. Request to Withdraw the Proposals: Publish Advisory Materials and Require Training

Several commenters request that, in lieu of issuing the proposed rules, the FAA publish appropriate advisory materials and require training for recognition, avoidance, and exit from severe icing encounters as part of the required severe weather training for pilots and dispatchers. Two commenters suggest that the FAA include such requirements in the operating rules specified in part 121 ("Certification and Operations: Domestic, Flag, and Supplemental Air Carriers and Commercial Operators of Large Aircraft") of the Federal Aviation Regulations (14 CFR part 121). Another commenter indicates that, since jets and piston-engine aircraft also could develop ice shapes other than those tested, training should not be provided only to pilots of turbopropeller-powered airplanes, but to pilots of all aircraft. Some commenters also suggest that the FAA has successfully addressed other issues through increased awareness and training requirements, rather than by issuing AD's against every airplane type design to require revising the Limitations Section of the AFM. The commenters cite windshear, ground deicing, and clear air turbulence as examples of such issues. The commenters contend that, except where configuration changes are needed, such as in the case of windshear detection devices, improved awareness and training programs--not AD's--have been highly effective in achieving needed safety improvements.

The FAA does not concur. The FAA considers that substituting advisory material and mandatory training for issuance of an AD is not appropriate, nor would this adequately address the unsafe condition. The FAA fully supports the development of advisory materials and training. Part 121 ("Certification and Operations: Domestic, Flag, and

Supplemental Air Carriers and Commercial Operators of Large Aircraft") and part 135 ("Air Taxi Operators and Commercial Operators") of the Federal Aviation Regulations (14 CFR parts 121 and 135) require that appropriate training concerning limitations such as those contained in these AD's be incorporated into air carriers' training programs. However, the FAA's position is that the development and use of such advisory materials and training alone are not adequate to address the subject unsafe condition. Currently, the AFM's specify that the affected airplanes are certificated for flight in icing conditions; however, the AFM's do not specify a method of determining whether the certification limits for those conditions have been exceeded. Consequently, the FAA finds that these AFM's must be revised to provide limitations for flight in icing conditions and to provide the flight crew with a method of determining when those limitations have been exceeded.

The FAA does not concur that amending part 121 of the Federal Aviation Regulations (14 CFR part 121) in lieu of issuing these AD's is appropriate. The FAA's position is that the appropriate place to inform the flight crew of the limitations of the airplane is in the AFM. The appropriate vehicle for mandating such AFM revisions is through issuance of an AD. In addition, an AD will ensure that the incorporation of such AFM revisions is not left to each operator's individual discretion and that flight crews receive pertinent information. The FAA may consider an assessment of the need to provide training to pilots of all aircraft types for flight in severe icing conditions.

The commenters reference windshear as an example of an issue that was handled successfully without issuance of an AD to revise the AFM's. In this case, the AFM's for all airplanes having an onboard windshear system were revised to provide the flight crew with procedures for responding when the system gives an alert. Although no AD was issued to mandate these AFM revisions, without revising the AFM, operators could not comply with the section of part 121 of the Federal Aviation Regulations (14 CFR part 121) that requires installation of the windshear detection devices. In conclusion, although AFM revisions were not required by an AD, AFM changes were mandated indirectly by a new part 121 regulation.

The commenters also reference ground deicing. Part 91 ("General Operating and Flight Rules") of the Federal Aviation Regulations (14 CFR part 91) prohibits takeoff of an airplane unless the airframe is clear of ice; therefore, there is no need to provide additional limitations concerning the amount of ice that would be acceptable for takeoff. However, in the case of severe icing conditions addressed by these final rules, the AFM's currently allow flight in icing, but the AFM does not define when the limits of the certificated icing operation envelope have been exceeded.

Concerning the issue of clear air turbulence, issuance of an AD was not required because an airspeed limitation associated with turbulent air penetration was already in the AFM's. Therefore, in this case, the issue was addressed in the AFM as well as through awareness and training.

Comment 13. Request to Withdraw the Proposals: Incorporate Operational Issues into a Training Curriculum

Two commenters request that the proposals be withdrawn because the proposed AD's address an operational issue that should be incorporated into an operator's training curriculum. One commenter states that pilots must be made aware of the hazards of icing and that extended operation of an airplane in any icing encounter that results in significant airframe accretion of ice is unacceptable.

The FAA does not concur that the AD's should be withdrawn based on the commenters' request. The FAA acknowledges that these AD's address an operational issue. When the requirements of these AD's are accomplished and the AFM limitations are revised, this material will be incorporated necessarily, as explained previously, into the training curriculum for the flight crews and dispatchers, if applicable, in the operator's approved

training program. In this manner, pilots and dispatchers, if applicable, will be informed of the hazards of icing and that continued operation of an airplane in certain icing conditions is prohibited.

Comment 14. Request to Withdraw the Proposals: Require Training for Air Traffic Controllers and Weather Specialists

Two commenters request that the FAA implement additional policy to require training for air traffic controllers and weather specialists in the recognition, avoidance, and procedures to exit severe icing conditions.

The FAA does not concur that these AD's should be withdrawn. However, the FAA acknowledges that implementation of these AD's may necessitate additional training beyond that which is already required for air traffic controllers and weather specialists. The FAA may consider the need to provide training concerning recognition, avoidance, and procedures for exiting severe icing conditions. However, the intent of these AD's is to provide the flight crew with recognition cues for, and procedures for exiting from, severe icing conditions. The appropriate vehicle for requiring that such information be included in the AFM's is through issuance of an AD.

Comment 15. Request to Withdraw the Proposals: Add a Caution to the AFM

One commenter requests that, in lieu of issuing the proposed AD's, a "Caution" should be added to the AFM to inform pilots to exit icing conditions if ice was observed to be forming aft of the protected surfaces of the wings. The commenter states that information regarding the use of flaps and the autopilot in icing conditions could also be incorporated into the AFM. The commenter does not indicate which section of the AFM should include this material.

The FAA does not concur. The FAA finds that the requirement to exit severe icing conditions and information concerning use of the autopilot during flight in those conditions must be included in the Limitations Section of the AFM. Additionally, information concerning use of the flaps during those conditions should be included in the Procedures Section of the AFM. The appropriate vehicle for requiring these changes to the AFM is through issuance of an AD.

Comment 16. Request to Withdraw the Proposals: Require Alternative AFM Limitation

One commenter requests that, in lieu of an AD, the FAA require an alternative AFM limitation that reads as follows: "This aircraft is certified for flight into icing conditions as specified by Appendix C of Part 25. Actual icing encountered may be greater than Appendix C requirements."

The FAA does not concur. The suggested limitation does not provide guidance as to how a pilot can identify and safely exit icing conditions that have exceeded those specified in the icing envelope in Appendix C of part 25 of the Federal Aviation Regulations (14 CFR part 25). These AD's are intended to provide the flight crew with visual cues which indicate that icing conditions have exceeded the capabilities of the ice protection equipment, and with procedures to safely exit those conditions. No change to the AD's is necessary.

Comment 17. Request to Withdraw the Proposals: AFM Revisions Already Are Required

One commenter requests that the proposals be withdrawn because section 121.133 ("Manual Requirements: 'Preparation'") of the Federal Aviation Regulations (14 CFR 121.133) already requires that operators incorporate revisions into the AFM's; therefore, issuance of the proposed AD's is unnecessary.

The FAA does not concur. Section 121.133 of the Federal Aviation Regulations (14 CFR 121.133) does not specifically require that AFM's be updated to current revisions.

Section 121.141 ("Airplane or Rotorcraft Flight Manual") of the Federal Aviation Regulations (14 CFR 121.141) requires that the current AFM be carried on the aircraft, but does not require incorporation of the most current revisions. Additionally, the commenter does not address the need to change the AFM's for airplanes that operate under parts 135 ("Air Taxi Operators and Commercial Operators") and 91 ("General Operating and Flight Rules") of the Federal Aviation Regulations (14 CFR parts 135 and 91). The appropriate vehicle for ensuring that the Limitations Section of the AFM's is changed is through issuance of an AD.

Comment 18. Request to Withdraw the Proposals: Use Existing AFM Revisions
The General Aviation Manufacturers Association (GAMA), on behalf of its members, states that some of the affected manufacturers have prepared FAA-approved revisions for the AFM's for their products. GAMA indicates that those revisions incorporate specific information regarding cues for recognizing severe icing conditions and procedures for exiting such conditions, if encountered. Therefore, if the proposed AD's are adopted, the requirements of the AD's would supersede the information operators have already incorporated into the AFM's with less appropriate information that is not type design specific.

One commenter, JAL, requests that certain existing AFM revisions for the affected Jetstream airplanes be cited in the proposed AD's for those airplanes in lieu of the content of the proposed AD's. (However, JAL does not request that the proposals be withdrawn for this particular reason.) JAL indicates that the existing AFM revisions have already been FAA-approved.

The FAA does not concur with the commenters' requests. The FAA acknowledges that the AFM revisions required by these final rules will supersede previously approved AFM revisions. However, the FAA is unaware of any AFM that addresses all of the provisions specified in these final rules, nor of any AFM that contains specific visual cues that the FAA has not included in the final rules. Even if AFM material currently exists that does contain all of the provisions of the final rules, the FAA finds that issuance of an AD would still be necessary to mandate the provisions of the AFM revisions. However, the FAA would consider a request for approval of an alternative method of compliance, in accordance with the provisions of this AD, for those operators having AFM's that already contain all of the provisions of the final rules.

Another commenter requests that the FAA withdraw the proposal that applies to Fairchild Model SA226 and SA227 series airplanes. The commenter states that the AFM for those airplanes currently contains visual cues to aid the flight crew in recognition of weather conditions conducive to SLD. This AFM also provides procedures for avoidance of such conditions. The commenter adds that these AFM procedures result in additional operating limitations on the aircraft with regard to severe weather conditions. The commenter believes these AFM procedures address all current FAA requirements.

The FAA does not concur that the AFM for Fairchild Model SA226 and SA227 series airplanes addresses all of the proposed requirements of the proposed rule. For example, the Limitations section of the AFM for those airplanes does not require the flight crew to exit severe icing conditions. For this reason, the FAA does not consider the AFM for Fairchild Model SA226 and SA227 series airplanes to be equivalent to the information specified in these AD's.

Comment 19. Request to Withdraw the Proposals: Develop Rulemaking to Address Airplane Certification Outside of Appendix C
Three commenters suggest that instead of arbitrarily prohibiting operation of the airplane, the FAA should undertake a well-designed research program and, if warranted, devise a rulemaking plan for certification of airplanes outside of Appendix C of part 25 of the Federal Aviation Regulations (14 CFR part 25). One commenter also

suggests possible retroactive implementation of a new Appendix C.

The FAA does not concur because of the length of time that would be required to implement the commenters' suggestion. The FAA finds that action is required prior to the commencement of the next icing season to prohibit the continued flight of airplanes in icing conditions that have been shown to be unsafe and for which the airplanes have not been certificated. However, the FAA is currently considering initiating an assessment of the need to revise Appendix C and the possibility of its retroactive implementation.

Transport Canada Aviation states that the FAA has determined that there may be a problem with the certification requirements for icing on de Havilland Model DHC-6, DHC-7, and DHC-8 series airplanes, but not the specific approval or design features of those airplanes. However, the commenter does not specifically request that the proposals be withdrawn.

The FAA does not concur with the commenter's statement. The FAA has only determined that no adequate means exists for the flight crew to determine when the icing certification limits have been exceeded. The purpose of these AD's is to provide more clearly defined procedures and limitations associated with severe icing conditions. This does not imply that the certification requirements for icing are inadequate.

Comment 20. Request to Withdraw the Proposals: Issue a "General AD" for All Airplane Types

One commenter requests that a "general AD" be issued to prohibit all airplane types from inadvertent flight into hazardous SLD conditions. Another commenter adds that if encounters with freezing rain/freezing drizzle conditions must be reported to Air Traffic Control, such reporting also should apply to flight crews of all airplane types.

The FAA does not concur with the commenter's request. For the reasons discussed earlier in the preamble of this AD, the FAA has determined that airplanes having pneumatic deicing boots and unpowered aileron controls are of immediate concern and have been addressed as a higher priority. The FAA finds that action is required prior to the commencement of the next icing season to prohibit the operation of these airplanes in icing conditions that have been shown to be unsafe and for which the airplanes have not been certificated. However, the FAA is currently considering initiating an assessment of the potential adverse effects of SLD on all airplane types.

Comment 21. Request to Withdraw the Proposals: Establish a Detailed Reporting System

One commenter requests that the FAA establish a detailed reporting system for inadvertent encounters with severe SLD. The commenter envisions a system that would provide a database for better identification of controllability issues and visual indications related to these encounters.

The FAA does not concur with the commenter's request. The FAA has been advised that the Regional Airline Association (RAA) has already established an "Unusual Icing Reporting Program" for the purpose described by the commenter; therefore, establishing another reporting program would duplicate this benefit.

Comment 22. Request to Withdraw the Proposals: Revise the Master Minimum Equipment List (MMEL)

Two commenters request that, instead of addressing an MMEL item in an AD [i.e., the icing detection lights referenced in paragraph (a)(1) of the proposals], the FAA should require that the MMEL be revised. A third commenter adds that the decision to change the MMEL should be made by FAA Operations Inspectors based on local conditions. One commenter states that the prohibition of dispatch with any inoperative ice

detection lights would preclude any efforts by an operator to enhance safety by installing a second set of bulbs. The commenter adds that under this proposed rule, this type of action would be penalized by simply doubling the chances of a burned out bulb grounding the aircraft. In practice, if one were to add a fully redundant set of bulbs, it would enhance safety by allowing the equivalent of the current illumination level even with a bulb burned out.

The FAA does not concur with these requests. FAA Operations Inspectors are not authorized to make MMEL revisions. The FAA has determined that it is prudent to address the icing detection lights in these final rules to ensure uniform and immediate application of the requirements of the AD's. Concerning the example provided by one of the commenters, if an operator chooses to add a fully redundant set of bulbs, that operator should request approval of an alternative method of compliance in accordance with the provisions of this final rule.

Although Transport Canada Aviation does not request that the proposals be withdrawn, it requests a revision to the requirement that all icing detection lights must be operative. For de Havilland Model DHC-7 and DHC-8 series airplanes, the commenter requests that the requirement be changed to mandate that at least one outboard and one inboard inspection light be operative prior to flight into known or forecast icing conditions at night. Since the MMEL contains a provision that a suitable lamp/light of adequate capacity be available, this is considered acceptable in conjunction with other indications of freezing rain or freezing drizzle. Similarly, for de Havilland DHC-6 series airplanes, the requirement should be revised to require a suitable lamp/light for dispatch at night with one wing inspection light inoperative.

The FAA does not concur. The FAA has determined that the justification provided by the commenter is not adequate to enable the FAA to determine if the proposed changes are acceptable. During severe icing conditions, the flight crew's workload may be high, and there may be no opportunity to use the portable lamp/light, which, in itself, may create disorientation in the cockpit due to adverse reflections from the glass. The FAA's intent in having all inspection lights be operative at night is to provide the flight crew the best possible visibility of the airframe. However, the FAA would consider a request for approval of an alternative method of compliance, in accordance with the provisions of these AD's, provided that adequate justification is presented to support such a request.

Comment 23. Request to Withdraw the Proposals: Certify Airplanes for Flight in Conditions Outside Appendix C

One commenter implies that the airplanes affected by the proposed rules must be rectified to a level beyond the present certification requirements for flight in icing.

The FAA does not concur. The final rules do not require certification of the airplane beyond the current certification requirements for flight in icing specified in Appendix C. These AD's simply provide the flight crew with visual cues which indicate that icing conditions have exceeded the capabilities of the ice protection equipment, and with procedures to safely exit those conditions.

One commenter requests that the proposal for de Havilland DHC-6 series airplanes be withdrawn because this airplane model is type certificated in Canada, which is a country with a higher standard than the United States for operating in icing conditions.

The FAA does not concur. This commenter did not submit data to the FAA to substantiate that the airplane has been shown to be safe for flight outside the icing certification envelope specified in Appendix C. Additionally, the FAA is unaware of any foreign civil aviation authority having certification requirements for icing conditions that are outside of the icing certification envelope used in the United States.

Comment 24. Request to Withdraw the Proposals: Proposals Prohibit Takeoff or Approach in "Light Freezing Drizzle" Conditions

One commenter requests the proposals be withdrawn because the proposed limitation would prohibit takeoff or approach when "light freezing drizzle" conditions that are caused by light precipitation falling through a thin layer of cold surface air below warmer air above are reported on the surface. The commenter maintains that with accomplishment of the appropriate ground deicing precautions prior to takeoff, no hazard to the operation of the airplane is posed.

The FAA does not concur that the AD's should be withdrawn for this reason. These AD's do not affect any existing regulations or FAA-approved operating procedures related to takeoff, dispatch, or release of an airplane in icing conditions, nor do these AD's prohibit operation in specific meteorological conditions. These AD's only prohibit remaining in icing conditions when certain visual cues are present on the airplane. Operators must comply with existing rules that require an airplane to be free of ice prior to takeoff. Therefore, takeoff in "light freezing drizzle" would only be prohibited by existing regulations or FAA-approved operating procedures, not by these AD's. As explained previously, the FAA considers that landing the airplane when freezing rain/freezing drizzle conditions are encountered would, in many cases, be the most expeditious method of exiting the conditions. Such landing would be in compliance with the limitation that requires the flight crew to exit the severe icing conditions.

Comment 25. Request to Withdraw the Proposals: Proposals Leave Unanswered Questions

One commenter contends that the proposals leave unanswered questions. The commenter alleges that without the answers to those questions, affected parties are deprived of the ability to provide informed comments and, thereby, are "denied their rights under the Administrative Procedures Act (APA) to comment on the proposed rules." Specifically, the commenter asks:

- What is unusual icing?

- Does the pilot, Air Traffic Control, dispatch, or the FAA determine when the conditions exist?

- What is splatter effect?

- Where are the operating instructions incorporated--in the AFM, training manuals, or some other document?

The FAA infers from the commenter's remarks that the commenter requests the proposed AD's be withdrawn because informed comments could not be provided.

The FAA does not concur that the AD's should be withdrawn on this basis. The FAA does not agree that the public has been deprived of the ability to provide informed comments, as required by the APA. In general, the APA requires that notice of the terms or substance of a proposed rule be published in the **Federal Register**. The purpose of this requirement is to ensure that federal agencies thoroughly consider all information and opinions submitted by the public before any requirements are imposed. Notice is intended to improve both the quality of the regulations and their acceptability to the public. The FAA finds that none of the questions raised by the commenter identify areas in which the commenter has not been provided a reasonable opportunity to comment. The fact that the commenter raises questions suggests that the commenter considers a need for further clarification. Even if the commenter is correct in that these questions require clarification, that fact in itself is a comment that can be addressed properly by simply clarifying terms. The fact that clarification is necessary does not mean that the public has been denied reasonable opportunity to comment.

In response to the commenter's questions, the FAA provides the following clarification. The term "unusual icing" did not appear in the proposed rules. However, the phrase "unusually extensive ice" is referenced in paragraph (a)(1) of the final rules. [This reference appears in paragraph (a)(2) of the final rule for Aerospatiale airplanes.] "Unusually extensive ice" accrued on the airframe in areas not normally observed to collect ice is a visual cue that is subject to interpretation by the flight crew; therefore, a specific definition of "unusually extensive ice" cannot be provided.

These AD's address changes to AFM limitations, which pertain to the pilot since the pilot is responsible to look for the visual cues defined in the AD's. Therefore, the pilot determines when severe icing conditions exist.

The terminology "splatter effect" did not appear in the proposed rules. The FAA infers from the commenter's question that the commenter is referencing terminology used in paragraph (a)(2) of the proposed AD's. "Droplets that splash or splatter on impact at temperatures below +5 degrees Celsius OAT" is a visual cue that was included in the proposed AD's as a method of identifying severe icing conditions.

Concerning incorporation of operating instructions, these final rules specify that the AFM's be revised. The AD's do not specify that any other manuals or documents be revised. However, information that is included in the AFM as a limitation is necessarily included in the training program.

Comment 26. Request to Clarify Scope of Icing Conditions Addressed
Transport Canada Aviation suggests that the proposals, which address only freezing rain/freezing drizzle conditions, are not adequate to cover all hazards related to operation of aircraft in icing conditions. The commenter makes no specific request.

The FAA concurs that these AD's do not address all icing related hazards. The FAA's intent is to minimize the potential hazards associated with operating the airplane in severe icing conditions by providing the flight crews with more clearly defined procedures and limitations associated with such conditions. However, no change to the final rules is necessary.

Comment 27. Request to Expand the Applicability of the AD's
One commenter, the CAA, suggests that the "coverage" of the proposals should be stated clearly. The CAA believes that a restriction to those operations in "regularly scheduled passenger service" is not warranted for a safety issue as it does not cover cargo, charter, or private operations. The commenter does not specify which airplane models should be addressed. The FAA infers from the commenter's remarks that it requests that the proposed AD's be applicable to other airplane models that are used in cargo, charter, or private operations that may have been excluded from the applicability of these AD's.

The FAA does not concur that the applicability of these AD's should be expanded to include additional airplane models used primarily in cargo, charter, or private operation. The FAA is currently considering the need for additional rulemaking to address other airplane models having pneumatic deicing boots and unpowered aileron controls that are used in these types of service that were not addressed by these AD's. Additionally, the applicability of these final rules indicates that the AD's apply to "all" of the airplane models identified, certificated in any category. This means that the AD's apply to all of the affected airplanes, regardless of how those airplanes are operated (including passenger service, cargo, charter, or private operation).

Comment 28. Request for Design Changes to the Airplanes
One commenter requests that the FAA require design changes to the airplanes, which, when accomplished, will allow elimination of the AFM limitations. The commenter states that abnormal roll control anomalies could be eliminated by design changes that

prevent any ice shapes from forming by using supplemental ice protection added to existing pneumatic boots or other ice protection installations. The commenter concludes that, given this added protection, restricting flight in freezing drizzle could be reduced to allow exposure to these atmospheric conditions for a reasonable time and would not require immediately exiting these conditions when encountered as presently stipulated.

The FAA does not concur that it should require design changes to airplanes in these AD's. Currently, the FAA is unaware of any design changes that would allow elimination or reduction of the AFM limitations specified in these AD's. However, if such design changes are developed, approved, and become available, the FAA would consider additional rulemaking to require such changes. The FAA finds that even if the ice protection system prevented the formation of ice shapes in front of the ailerons when the airframe is exposed to certain freezing drizzle conditions, other meteorological conditions still exist (e.g., freezing rain) for which the airplane would not be certificated.

Comment 29. Request for More Specific Visual Cues

One commenter requests that the FAA provide more specific visual cues for identification of freezing rain or freezing drizzle conditions. The commenter states that the generic visual cues provided in the proposed AD's are not adequate for aircraft types that frequently operate in and encounter SLD conditions. For example, ice could be forming on the upper wing and not the lower wing; therefore, looking at the lower wing would not be a reliable visual cue. Two commenters suggest that specific visual cues be provided for each airplane model. One of these commenters states that subjective cues may be of limited benefit if the pilot's experience with icing is inadequate. The other commenter adds that subjective visual cues will result in varying interpretations (i.e., some unnecessary course changes in altitudes or service interruptions caused by overly conservative interpretations). Transport Canada Aviation does not request more specific visual cues; but states that "unusually extensive ice," "normally observed," and "farther back than normally observed" are all variable terms that are largely dependent on flight crew experience. The commenter contends that limitations and procedures described using these terms will not be consistently interpreted. In addition, Transport Canada Aviation states that ice on the lower wing surface aft of the protected area, by itself, is unlikely to cause a hazard. Moreover, the presence or absence of such ice cannot be used as an indication of any hazardous accumulation on the upper wing surface or on the horizontal stabilizer.

The FAA does not concur with the commenters' request to provide more specific (or airplane-specific) visual cues. The FAA agrees with the commenters' assertion that, under certain circumstances, examination of the undersurface of a high wing may not be reliable. The FAA also agrees that other cues, such as unusually extensive ice accrued on the airframe in areas not normally observed to collect ice and accumulation of ice on the propeller spinner farther aft then normally observed, are subjective and that reliance on pilot judgment and experience is necessary in such cases. Additionally, the FAA fully supports the development and use of airplane-specific cues by operators and manufacturers. Unfortunately, no commenter provided airplane-specific cues during this comment period.

In summary, the FAA finds that the combined use of the generic cues provided and the effect of the final rules in increasing the awareness of pilots concerning the hazard of operating outside of the certification icing envelope will provide an acceptable level of safety. However, for those operators that elect to identify airplane-specific visual cues, the FAA would consider a request for approval of an alternative method of compliance, in accordance with the provisions of this AD.

Transport Canada Aviation states that the term "protected area" may not be readily recognizable by the flight crew; for example, not all of a deicing boot surface is "protected area." [This terminology appears in the second visual cue (in the proposals

for airplanes other than Aerospatiale airplanes) and in the autopilot limitation in paragraph (a)(1) of the proposals. For Aerospatiale airplanes, this terminology appears in the secondary indications in paragraph (a)(1) of the proposal.] The FAA infers that the commenter requests that more specific language than "protected area" be used.

The FAA does not concur that this terminology should be revised. The FAA considers that a pilot understands that a portion of the deicing boot would be considered to be unprotected. Therefore, no additional clarification or definition of the term "protected area" is necessary.

Comment 30. Request to Reference Clear Icing Conditions and Clear Component of Mixed Icing Conditions

One commenter also asks that all references to freezing rain and freezing drizzle environments and visual cue identification reference clear icing conditions and the clear component of mixed icing conditions. According to the commenter, mixed icing conditions can contain areas of freezing rain and/or freezing drizzle. The commenter notes that mixed icing has taken on two different definitions within the aviation community--the "engineering" definition (which is defined in an FAA icing handbook) and the definition pilots use (which includes areas of clear and rime ice). The commenter states that a clear definition of these conditions is needed. The commenter adds that only pilot reports can show that freezing rain/freezing drizzle exists because forecasting of these conditions is inadequate. The commenter indicates that while the Aerospatiale airplanes have side window cues that will accurately identify freezing rain or freezing drizzle, pilots of other airplanes without such a sophisticated cue may erroneously report mixed icing.

The FAA does not concur. The FAA acknowledges that freezing rain and freezing drizzle may be reported as clear/mixed icing conditions. However, the flight crew must exit icing conditions that produce the visual cues specified in the final rules. Exiting the icing conditions is not dependent upon the terminology used to describe the conditions. Therefore, the FAA has determined that it is not necessary to include references to clear icing conditions and the clear component of mixed icing conditions. In addition, the FAA has determined that including a discussion in these AD's of the phenomenon of mixed icing conditions as it relates to the current state-of-the-art weather forecasting would be premature because no clear definition of this phenomenon has been agreed upon among the aviation community. The FAA is currently considering an assessment during which various icing-related subjects, including mixed icing conditions, would be addressed.

Comment 31. Request for Research and Use of Wing-Mounted Ice Detectors

One commenter requests that wing-mounted ice detectors, which provide real-time icing severity information (or immediate feedback) to flight crews, continue to be researched and used throughout the fleet. The FAA infers from this commenter's request that the commenter asks that installation of these ice detectors be mandated by the FAA.

While the FAA supports the development of such ice detectors, the FAA does not concur that installation of these ice detectors should be required. The specifications for automatic detectors having the capabilities to differentiate among freezing rain, freezing drizzle, and other icing conditions have not been determined. However, if such ice detectors are developed, approved, and become available, the FAA may consider further rulemaking action to require installation of such equipment.

Comment 32. Request to Limit the Applicability of the AD's

One commenter requests that the applicability of the proposals be limited to airplanes having NACA 430xx airfoils. The commenter asserts that the unusual pressure peak on the NACA 430xx airfoils at 9 percent chord caused the ice ridge to form at that point, which resulted in the accident involving a Aerospatiale Model ATR-72 series airplane.

The commenter states that "the accident was caused by the poorly designed, unusual, and fortunately rarely used NACA 430xx airfoils used on this airplane."

The FAA does not concur with the commenter's request to limit the applicability of the AD's. First, the National Transportation Safety Board (NTSB) has not yet made an official finding of the probable cause of the accident referenced by the commenter. Therefore, the FAA cannot assume that airplanes having NACA 430xx airfoils are more susceptible to the addressed unsafe condition than those airplanes that do not have this type of airfoil. Second, the FAA has examined the data submitted by the commenter, and disagrees with the commenter's assertion concerning the formation of ice ridges. The formation of ice ridges depends on many factors. Ice ridges have been observed to form in areas where there is no pressure (commonly, "suction") peak. However, the impingement location of large droplets is more relevant to the development of ice ridges than the particular pressure distribution. The commenter does not address the fact that, regardless of the type of airfoil on an airplane, a substantial sharp edge protuberance in the vicinity of the suction peak can have adverse consequences to the aerodynamic performance of the airfoil. Regardless of the cause of location of ice formations, prevention or removal of the ice is certainly an acceptable remedy for such conditions, should those conditions occur. For example, Aerospatiale extended the deicing boots to prevent the formation of adverse ice ridges.

Comment 33. Request for Approval of Improved Deicing Equipment for Aerospatiale Airplanes

ATR requests that paragraph (b) of the proposed rule for Aerospatiale airplanes be revised to indicate that installation of any improved version of deicing equipment that is approved by the FAA is acceptable for compliance with the requirements of that paragraph. The commenter provides no justification for its request.

The FAA does not concur with the commenter's request to revise the AD. However, if an improved version of deicing equipment is developed, approved, and available, the FAA would consider a request for approval of an alternative method of compliance, in accordance with the provisions of the AD.

Comment 34. Request for Re-Evaluation of Modified Deicing Boots on Aerospatiale Airplanes

In response to the proposal for Aerospatiale airplanes, one commenter requests that the new, enlarged deicing boots that are required to be installed on these airplanes must be re-evaluated before total confidence in the modified boots is warranted. The commenter asserts that no test data exist to show that the modified boots will preclude the problem of large droplets outside of Appendix C. The area of exposure outside of Appendix C is essentially open-ended, and only limited testing within a narrow range of droplet diameters was conducted. Additionally, the test conditions that existed during the tanker testing conducted at Edwards Air Force Base, which was intended to be a "before modification/after modification" validation program, were not identical. The commenter adds that no modification will ensure that any airplane is safe while flying in icing conditions outside those specified in Appendix C.

The FAA does not concur with the commenter's request for a re-evaluation of the modified deicing boots. The modified deicing boots for these airplanes were subjected to an extensive certification program by both the FAA and the Direction Générale de l'Aviation Civile (DGAC), which is the airworthiness authority for France. FAA approval of the modified boots was based on engineering analyses, wind tunnel testing, flight testing in natural icing conditions, and a validation program involving a United States Air Force icing tanker. This testing verified that the modified boots continue to perform the intended function within the Appendix C icing envelope. In addition, the extended deicing boots were shown to adequately protect the airplane from the larger, supercooled water droplets that are believed to have existed in the area at the time of the accident in October 1994.

It should be noted, however, that it is not intended that the modified boots provide protection in all possible icing conditions, including freezing rain/freezing drizzle. However, the FAA considers that the combination of the enlarged deicing boots, the AFM operational procedures and restrictions, and the visual cues which indicate entry into freezing rain/freezing drizzle conditions provides for an enhanced level of safety during inadvertent flight in these conditions.

Comment 35. Request for Formal Weather Forecasting System for Freezing Rain/Freezing Drizzle

One commenter supports a requirement to establish a formal system to provide forecasts of freezing rain/freezing drizzle conditions, as proposed in paragraphs (b) and (c) of the original proposed rule for Aerospatiale airplanes. [This proposed requirement was removed from the subsequent supplemental notice of proposed rulemaking (NPRM) issued for these airplanes in January 1996.] The commenter states that such a requirement should remain in effect until forecasting tools are developed or detection methods are established to prevent dispatch or operations in conditions outside those specified in Appendix C. The commenter states that the efficacy of the deicing boots has not been shown completely nor documented; therefore, avoidance of freezing rain/freezing drizzle is paramount to safety of flight.

The FAA does not concur that such a requirement is necessary. The FAA agrees that such a system would enhance the safety of flight operations. However, there is no evidence that lack of a system with such specialized features would lead to an unsafe condition. Forecasts of freezing rain/freezing drizzle are a normal part of pre-flight weather briefings. The FAA is aware, however, of serious limitations for such a system to provide accurate and timely forecasts of these conditions during flight in areas that are removed from weather reporting stations. Quite often, the only indication of the existence of severe icing conditions is from pilot reports or other direct observations.

Research is underway currently in industry and the academic community to address shortcomings in the forecasting of severe icing conditions. The FAA may consider further rulemaking if advancements in weather forecasting provide for a reliable method to predict the occurrence of freezing rain/freezing drizzle conditions during flight or in areas removed from direct observations.

Comment 36. Request to Approve Earlier Service Bulletin Revisions

One commenter to the proposed rule for Aerospatiale airplanes requests that the proposed AD be revised to specify that earlier revisions of service bulletins are acceptable for compliance with the requirements of the proposed rule. The commenter makes this request so as to eliminate the need to apply for approval of alternative methods of compliance when accomplishing service bulletin revisions other than those specified in the proposed rule.

The FAA does not concur that earlier revisions of the referenced service bulletins should be cited in the final rule for Aerospatiale airplanes. However, the FAA would consider a request for approval of an alternative method of compliance, in accordance with the provisions of the AD, provided that adequate justification is presented to support such a request.

Additionally, the FAA has revised the revision levels specified for certain service bulletins because those revision levels were omitted inadvertently from paragraph (b) of the proposed rule for Aerospatiale airplanes. That final rule has been revised to indicate that certain modifications are to be accomplished in accordance with Revision 1 of Aerospatiale Service Bulletins ATR42-57-0043, ATR72-57-1015, and ATR72-57-1016. The correct date for Revision 1 of those service bulletins (April 10, 1995) was specified in the proposal for the affected airplanes.

Comment 37. Request to Revise Referenced Service Bulletins
One commenter to the proposal for Aerospatiale airplanes suggests that service bulletin revisions should contain a statement indicating that the revision has no effect on previously modified airplanes. The commenter provides no justification for this request.

The FAA acknowledges that many service bulletins do contain the suggested phrase as an aid to operators that may already have accomplished an earlier service bulletin revision. In fact, if a particular service bulletin is specified in an AD and that service bulletin is revised, the FAA routinely determines whether the service bulletin revision adequately addresses the unsafe condition specified in the AD; if necessary, the FAA amends the AD to cite the later service bulletin revision.

Comment 38. Request to Revise Visual Cue: Ice on Side Window
One commenter suggests revised wording for the first visual cue specified in paragraph (a)(1) of the proposed rule for Aerospatiale airplanes, as follows: "Freezing rain and freezing drizzle are characterized by ice covering all or a substantial part of the unheated portion of either forward side window and/or water splashing or streaming on the windshield or the side window when in freezing or near freezing temperatures." The commenter states that the present wording implies that ice will always appear on the side window; however, this is not the case.

The FAA does not concur with the commenter's request. The commenter's revised wording suggests that water splashing or streaming on the windshield or the side window would be a primary cue used to determine when severe icing conditions are present. The FAA does not concur that water splashing or streaming on the windshield or the side window would be a reliable cue in itself. However, this cue may be used as a supplemental cue to the primary cue of ice accruing on the side window. No change to the final rule for Aerospatiale airplanes is necessary.

Comment 39. Request to Remove Visual Cue: Unusually Extensive Ice Accretion
One commenter, Saab, requests that if the FAA does not withdraw the proposed AD's, paragraph (a)(1) of the proposal for Saab SF340A and SAAB 340B series airplanes should be revised. The commenter suggests that the first visual cue that appears in that paragraph, which relates to unusually extensive ice accretion, be removed from the proposal for those airplanes. Saab indicates that critical ice is believed to be ice that builds up beyond the protected surfaces on the wing. On Saab Model SF340A and SAAB 340B series airplanes, the pilot has a good view of the outer wing and the propeller spinner. Unusually extensive ice in other areas may or may not be significant in determining whether freezing rain or freezing drizzle is present; however, the primary visual cue for these airplanes is ice on the spinner/outer wing.

In light of Saab's remarks, the FAA concurs that the visual cue addressed by the commenter should be removed from the final rule for Saab Model SF340A and SAAB 340B series airplanes. (That visual cue remains in place for Saab Model SAAB 2000 series airplanes.) Paragraph (a)(1) of that final rule has been revised accordingly.

A second commenter, Raytheon, requests that the same visual cue be removed from the proposal for Beech airplanes. Raytheon indicates that it does not believe that observation of this visual cue indicates that the airplane has exceeded the Appendix C icing envelope with respect to Beech airplanes. Therefore, the cue specified in the proposal would be irrelevant in an AFM for these airplanes.

The FAA does not concur with Raytheon's request. The commenter has not submitted data to warrant removal of the visual cue. No change to the final rule for Beech airplanes has been made.

Comment 40. Request to Remove Visual Cue: Accumulation of Ice on Wing

Surfaces
JAL requests that the FAA remove the generic information contained in the visual cue concerning accumulation of ice on the wing surfaces from the proposals for Jetstream airplanes. JAL indicates that, for its airplanes, the appropriate visual cue is the accretion of ice behind the protected area of the wing upper surface (not the wing lower surface).

The FAA concurs partially. The FAA does not agree that the visual cue should be removed from the final rules for Jetstream airplanes. However, the FAA finds that this particular visual cue should be airplane-specific. Therefore, the FAA has customized paragraph (a)(1) of the final rules for all affected airplanes to specify whether accumulation of ice is observed on the upper or lower surface of the wing, depending upon whether the airplane is a high- or low-wing airplane. [Operators should note that, for Aerospatiale airplanes, the cue was customized in paragraph (a)(2) of the final rule.]

Comment 41. Request to Revise Visual Cue: Accumulation of Ice on Propeller Spinner
One commenter requests that the FAA revise the visual cue concerning accumulation of ice on the propeller spinner, as specified in paragraph (a)(1) of the proposals. For consistency, the commenter requests that the word "back" be replaced with "aft."

The FAA concurs with the commenter's request. The final rules have been revised to change the visual cue to read as follows: "Accumulation of ice on the propeller spinner farther aft than normally observed." [Operators should note that, for Aerospatiale airplanes, this change appears in paragraph (a)(2) of the final rule.]

Comment 42. Request to Remove Visual Cue: Accumulation of Ice on Propeller Spinner
One commenter, JAL, requests that the FAA remove the visual cue concerning accumulation of ice on the propeller spinner from the proposals for Jetstream airplanes. JAL indicates that on Jetstream Model ATP airplanes and Model 748 series airplanes, the propeller spinner is not visible from the flight deck. On Jetstream Models 3101, 3201, and 4101 airplanes, the propeller spinner is visible from the flight deck, but flight test experience indicates that there is no unique correlation between the extent of spinner ice accretion and the existence of freezing rain/freezing drizzle conditions.

The FAA concurs partially. The FAA concurs that since the propeller spinner is not visible from the flight deck on Jetstream Model ATP airplanes and Model 748 series airplanes, the visual cue can be removed from paragraph (a)(1) of the final rules for these models. The FAA does not concur that this visual cue should be removed from the AD's for Jetstream Models 3101, 3201, and 4101 airplanes. The commenter did not submit data to substantiate its assertion that flight test experience indicates there is no unique correlation between the extent of spinner ice accretion and the existence of freezing rain/freezing drizzle conditions. Therefore, it is uncertain if the commenter's flight test airplane was equipped with instrumentation that would allow the detection and/or measurement of droplets outside the Appendix C conditions, and if the airplane had flown into icing conditions containing freezing rain or freezing drizzle.

Comment 43. Request to Remove Limitation to Immediately Exit Freezing Rain/Freezing Drizzle
Saab requests that the FAA remove a sentence from paragraph (a)(1) of the proposals that requires the pilot to immediately exit freezing rain or freezing drizzle conditions by changing altitude or course. This commenter points out that the first limitation contained in the proposal for Saab airplanes ("Flight in meteorological conditions described as freezing rain or freezing drizzle, as determined by the following visual cues, is prohibited . . .") already prohibits flight in these conditions, and the pilot should respond accordingly. Raytheon believes a conflict exists between using observations of ice accretion, as required by paragraph (a)(1) of the proposed rules, and the

"determination" of certain meteorological conditions.

The FAA concurs partially. The FAA does not agree that the sentence discussed by Saab should be removed from paragraph (a)(1) of the final rules. As explained previously, the first limitation in paragraph (a)(1) of the final rules has been revised to read: "During flight, severe icing conditions that exceed those for which the airplane is certificated shall be determined by the following visual cues. If one or more of these visual cues exist, immediately request priority handling from Air Traffic Control to facilitate a route or an altitude change to exit the icing conditions." (This wording is slightly different in the final rule for Aerospatiale airplanes because only one visual cue is provided.) The FAA finds that this revision to the final rules addresses the commenters' concerns with regard to the proposed limitations.

One commenter poses various questions concerning the last sentence of the first instruction listed in the procedures for exiting the freezing rain/freezing drizzle environment in paragraph (a)(2) of the proposals. (That sentence reads as follows: "Asking for priority to leave the area is fully justified under these conditions.")

- What does the term "priority" provide a pilot when asking for priority to leave icing conditions?

- What if there were three simultaneous requests for "priority?"

- What Air Traffic Control procedures exist for treating an immediate request for "priority?"

- Where is the term "priority" defined?

The commenter states that confusion over terms that have not been defined clearly by the FAA has partially resulted in accidents and incidents. However, the commenter does not cite a specific case in which this occurred.

The FAA has re-examined the last sentence of the first instruction listed in the procedures for exiting the freezing rain/freezing drizzle environment in paragraph (a)(2) of the proposals. The FAA has reconsidered use of the term "priority." The FAA finds that more appropriate language that would be understood clearly by the flight crew and Air Traffic Controllers should be used in that instruction. Existing training for flight crews and Air Traffic Controllers addresses priority handling of airplanes. However, the FAA will issue additional information for Air Traffic Controllers to further clarify priority handling of airplanes in severe icing conditions. The FAA finds that the limitations specified in paragraph (a)(1) of the final rules will result in the pilot taking appropriate steps to exit the icing conditions. Therefore, the FAA finds that the sentence questioned by the commenter may be removed from the final rules without affecting safety. Accordingly, the FAA has removed that sentence from the final rules.

Additionally, in order to use terminology in the procedures for exiting the severe icing environment that is consistent with the terminology used in the revised limitation and to simplify certain language, the FAA has revised the first instruction of the procedures. The revised instruction reads as follows: "Immediately request priority handling from Air Traffic Control to facilitate a route or an altitude change to exit the icing conditions in order to avoid extended exposure to flight conditions more severe than those for which the airplane has been certificated."

Comment 44. Request to Change the Note Concerning the Autopilot

One commenter, ATR, requests that the FAA revise the second note in paragraph (a)(1) of the proposal for Aerospatiale airplanes. As proposed, ATR believes the last sentence of the note is too restrictive. ATR proposes the following: "The autopilot may mask tactile cues . . . characteristics. Therefore, when any ice is visible on the airplane,

the pilot should consider flying manually for short periods in order to check the absence of any anomaly."

Two commenters request that the FAA remove a similar note concerning the autopilot from the proposals for airplanes other than Aerospatiale models. One of the commenters, JAL, states that the note contains advisory information and should not appear in the Limitations Section of an AFM.

The FAA concurs with ATR's comment that the last sentence of the note is too restrictive; that sentence has been removed from the final rules for all airplanes. However, the FAA does not agree with JAL's contention that the explanation of the relationship between the autopilot and the masking of tactile cues is inappropriate for insertion in the Limitations Section of an AFM. On the contrary, the FAA finds that inclusion of such information will increase the level of understanding and, consequently, will increase the level of safety.

In light of this, the FAA finds that the note may be removed from paragraph (a)(1) of the final rules for all airplanes; however, the information contained in the first sentence of that note has been combined with the autopilot limitation in paragraph (a)(1) of the final rules. The final rules have been revised accordingly.

Comment 45. Requests to Remove Autopilot Limitation

Saab requests that the FAA revise the second limitation that appears in paragraph (a)(1) of the proposal for Saab airplanes. As proposed, this limitation indicates that use of the autopilot is prohibited when any ice is observed forming aft of the protected surfaces of the wing, or when unusual lateral trim requirements or autopilot trim warnings are encountered. Saab asks that this autopilot limitation be modified to take into consideration the autopilot system design on these airplanes, which provides out-of-trim warnings; therefore, the autopilot can be used up to the point where a warning is triggered. Saab adds that the triggering point is early enough for the warning to be taken, should the reason be ice build-up beyond the protected surfaces. Additionally, there is no automatic disconnect if the autopilot servo reaches its limit torque, which would prevent any surprise to the pilot during an out-of-trim condition.

Another commenter, EMBRAER, requests that use of the autopilot not be limited for EMBRAER Model EMB-120 series airplanes. The commenter states that flight tests have demonstrated the safe ability of these airplanes to depart a freezing rain/freezing drizzle condition with the autopilot on.

Raytheon also objects to the autopilot limitation. Raytheon suggests that a better approach is to inform the pilots of the nature of ice accretion, and then let the pilots decide when to use the autopilot. The commenter believes that prohibiting use of the autopilot when any ice is observed aft of the protected surfaces of the wing is a rigid requirement that takes away a valuable aid to the flight crew when it may be needed most. Raytheon states that there is no evidence that the autopilots on Beech aircraft would mask an icing related control problem. The commenter points out that tests on those aircraft disclosed no icing related control problem to mask. The commenter adds that trying to anticipate every situation with an absolute prohibition may lead to other unsafe conditions.

The FAA does not concur that the autopilot limitation should be modified or removed from the AD's for any of the affected airplanes. The limited amount of time the pilot is using manual controls instead of the autopilot would not result in an unsafe condition. In normal operational environments and conditions, the autopilot is a valuable aid that reduces the workload of the flight crew. However, under abnormal conditions (ice aft of the protected surfaces, unusual lateral trim, or autopilot trim warnings), the autopilot will mask the build-up of large or unusual control forces in one or more axes. Therefore, for the short period of time necessary to exit severe icing conditions, the safest course of

action would be manual pilot control. Even if an autopilot does not automatically disconnect, the pilot may choose to disconnect the autopilot and could then be faced unexpectedly with unusual control forces. These reasons also still hold true with airplanes that have been flight tested with the ice shapes.

Since the issuance of the proposed rules, the FAA has re-examined the autopilot limitation specified in paragraph (a)(1) of the proposals. The FAA recognizes that clarification is necessary with regard to its intent concerning that limitation. That limitation, as specified in the proposals, states that use of the autopilot is prohibited when any ice is observed forming aft of the protected surfaces of the wing, or when unusual lateral trim requirements or autopilot trim warnings are encountered. However, the FAA's intent concerning that limitation is that the autopilot be disconnected when the flight crew observes any of the visual cues identified in paragraph (a)(1) of the AD's. The need to disconnect the autopilot arises when an amount of ice accumulates that indicates the limits of the ice protection equipment have been exceeded, regardless of the means by which the flight crew becomes aware of the accumulation of ice.

Additionally, the FAA acknowledges that the autopilot limitation, as proposed, could be misinterpreted to mean that the autopilot must be disengaged when unusual lateral trim or autopilot trim warnings are encountered, regardless of whether the airplane is in icing conditions. However, the FAA only intended that the autopilot limitation apply while the airplane is in icing conditions.

In light of this, the FAA has determined that the autopilot limitation contained in paragraph (a)(1) of the final rules must be revised. The FAA has changed that limitation to read as follows: "Since the autopilot may mask tactile cues that indicate adverse changes in handling characteristics, use of the autopilot is prohibited when any of the visual cues specified above exist, or when unusual lateral trim requirements or autopilot trim warnings are encountered while the airplane is in icing conditions." (This wording is slightly different in the final rule for Aerospatiale airplanes because only one visual cue is provided.) This revision more accurately reflects the FAA's intent and is, therefore, a logical outgrowth of the proposed rules.

Comment 46. Request to Insert Procedures in Limitations or Abnormal Procedures Section of AFM

One commenter suggests that operations in icing conditions that exceed the capability of the airplane should be described in the Limitations or Abnormal Procedures Section of the AFM, rather than in the Normal Procedures Section, as specified in paragraph (a)(2) of the proposals.

The FAA concurs partially. The FAA agrees that the Abnormal Procedures Section may be an appropriate location for the procedures for exiting severe icing conditions. However, the FAA does not agree that such operational procedures should appear in the Limitations Section of the AFM since such procedures are not limitations. Additionally, upon further review, the FAA finds that AFM's may have neither an Abnormal Procedures nor a Normal Procedures Section. Consequently, to provide operators with flexibility as to where the procedures specified in paragraph (a)(2) should be incorporated in the AFM, that paragraph has been revised to require that the "Procedures" Section of the AFM be revised. This means that the procedures may be inserted in the "Normal Procedures," "Abnormal Procedures," or other "Procedures" Section of the AFM, as appropriate.

Comment 47. Request to Remove Duplicate Visual Cues

Two commenters indicate that certain visual cues specified in paragraph (a)(2) of the proposals are duplicated in the "Warning" that is also contained in that paragraph. One commenter states that the duplication of text reduces the impact of the message. Another commenter questions whether the visual cues and procedures for exiting the

icing environment are intended to be part of the AFM material. The FAA infers from these remarks that the commenters request that duplicate text be removed.

Transport Canada Aviation requests that the "Warning" be removed because indications of the possible hazard are progressive and may not necessarily require immediate action from the pilot. The commenter suggests that renaming this as a "Caution" may be more appropriate.

The FAA concurs partially. The FAA agrees that duplicate text should be removed from the "Warning" section that appeared in the proposals. The FAA finds that only one unique instruction appears in the "Warning" in paragraph (a)(2) of the proposals: "If the flaps are extended, do not retract them until the airframe is clear of ice." Therefore, the FAA has added that instruction to the procedures for exiting the severe icing environment in paragraph (a)(2) of the AD's. The remainder of the "Warning" section that appeared in the proposals has been removed from the final rules.

Comment 48. Request for Revision to Instruction for Flaps Extension
Saab requests that the FAA revise an instruction contained in the procedures for exiting the freezing rain/freezing drizzle environment in paragraph (a)(2) of the proposals. That instruction indicates to "Avoid extending flaps during extended operation in icing conditions . . . ." Saab suggests the following: "Do not extend flaps when holding in conditions where ice is accreting on the airframe." Further, the commenter asks that this instruction be inserted as a "caution" in the Limitations Section of the AFM, rather than into the Normal Procedures Section, as specified in the proposed rule. Saab believes that it is imperative that the flaps not be extended in such cases. Inserting the instruction into the Limitations Section, rather than the Normal Procedures Section, would add strength to the requirement.

Another commenter states that this same instruction appears to be in conflict with previously approved AFM revisions which state, "Sustained flight in icing conditions is prohibited with flaps extended." However, the commenter does not provide a suggestion for rewording this instruction.

The FAA concurs that the procedures related to extension of the flaps can be reworded somewhat. For clarification purposes, the FAA has replaced the word "avoid" with "do not" in that procedure in paragraph (a)(2) of the final rules. This revision eliminates the conflict discussed by the second commenter. However, the FAA does not agree that revising the remainder of the instruction, as suggested by Saab, provides any additional clarification.

The FAA agrees that inserting the revised wording in the Limitations Section of the AFM, rather than in the Normal Procedures Section, would be acceptable; however, this would expand the scope of the originally proposed rules and would necessitate reopening the comment period to provide additional opportunity for public comment. In light of the time required to complete the rulemaking process in advance of the upcoming icing season and in consideration of the safety issues addressed by these final rules, the FAA finds that the AD's should be issued without additional delay. However, the FAA would consider a request for approval of an alternative method of compliance, in accordance with the provisions of this AD, to include this information in the Limitations Section of an operator's AFM.

Transport Canada Aviation requests that this instruction be revised to read as follows: "Do not extend flaps during operation in icing conditions, except for approach and landing. Operation with flaps extended will result in a reduced wing angle-of-attack with the possibility of ice forming on the upper surface further aft on the wing than normal, possibly aft of the protected area."

The FAA concurs partially. The FAA does not concur with the commenter's suggested

rewording to limit use of the flaps in all operation in icing conditions except approach and landing. The wording proposed in the AD's would affect use of the flaps only during extended operation in icing conditions. The FAA finds that an amount of ice sufficient to cause control problems is more likely to accumulate during prolonged operations in icing conditions. Further, the FAA does not concur that the words "operation of the flaps can result in a reduced angle-of-attack . . ." should be changed to "operation of the flaps will result in a reduced angle-of-attack . . ." in this instruction. Operation with flaps extended does not always result in a reduced angle-of-attack. For instance, during extension of the flaps while the airplane is slowing, the angle-of-attack will increase.

The FAA concurs with the suggestion to include the words "the possibility of ice forming on the upper surface further aft . . . ." The FAA acknowledges that under certain conditions the droplets will not impinge further aft with a reduced angle-of-attack. The final rules have been revised to add the words suggested by the commenter to the sixth instruction specified in the procedures for exiting the severe icing environment contained in paragraph (a)(2) of the AD's. That revised instruction reads as follows: "Do not extend flaps . . . . . with the possibility of ice forming on the upper surface . . . ."

Comment 49. Requests to Revise "Caution" Paragraph

One commenter asks that the heading, "Caution," which appears in paragraph (a)(2) of the proposals, be renamed "Warning" because this section is intended to prevent loss of life or injury. Transport Canada Aviation requests that the "Caution" section be changed to a note. The commenter provides no justification.

The FAA concurs partially. The FAA does not concur that the "Caution" should be changed to a note because this section is intended to prevent loss of life or injury. In light of this, the FAA concurs with the commenter's request to rename the "Caution" section "Warning." The FAA finds that "Warning" is a stronger term and would be a more appropriate heading for the paragraph in question. Additionally, the FAA finds that the "Warning" provides advisory information that should precede the first limitation in paragraph (a)(1) of the AD's. Accordingly, the FAA has revised the heading "Caution" to "Warning" in the final rules. In addition, the "Warning" has been placed at the beginning of paragraph (a)(1) of the final rules. The FAA has determined that including this information in the Limitations Section of the AFM will not impose an additional burden on any operator, since it is informational only and does not necessitate providing an additional opportunity for public comment.

Additionally, the commenter notes that an undefined term, "extreme," is used in a sentence in the "Caution" paragraph of the proposals, as follows: "Flight in freezing rain, freezing drizzle, or mixed icing conditions (supercooled liquid water and ice crystals) may result in extreme ice build-up on protected surfaces . . . ." The FAA infers from this remark that the commenter asks that the word "extreme" be removed from the "Caution" paragraph.

The FAA concurs. The FAA finds that removing the word "extreme" would not change the intent of the sentence and may eliminate confusion. The word "extreme" has been removed from this section of the final rule. In addition, for clarification purposes, the FAA has revised the first sentence of the proposed "Caution" from "Severe icing comprises environmental conditions . . ." to "Severe icing may result from environmental conditions . . . ."

Comment 50. Request to Remove Visual Cues: Identification of Freezing Rain/Freezing Drizzle

One commenter indicates that the cues provided in paragraph (a)(2) of the proposals for identifying freezing rain/freezing drizzle conditions are duplicated in material that appears in paragraph (a)(1) of the proposals. The FAA infers from this remark that the commenter requests that duplicative wording be removed from paragraph (a)(2) of the proposed rules.

The FAA concurs. The FAA finds that the section entitled "The following shall be used to identify freezing rain/freezing drizzle icing conditions" is duplicated in material that appears in paragraph (a)(1), and does not enhance the effectiveness of the AD's. Therefore, that section has been removed from paragraph (a)(2) of the final rules for all airplanes other than Aerospatiale Model ATR-42 and ATR-72 series airplanes.

Paragraph (a)(1) of the proposals for Aerospatiale airplanes specified secondary indications for identifying possible freezing rain/freezing drizzle conditions. The FAA recognizes that the flight crew could have interpreted that paragraph to mean that if the secondary indicators were observed, the airplane must be flown clear of the severe icing conditions. However, the FAA's intent is that the flight crew must immediately request priority handling to exit the icing conditions only when the visual cue (ice on the side window) specified in paragraph (a)(1) of the AD is observed.

Accordingly, the FAA has deleted the secondary indications of possible severe icing conditions from paragraph (a)(1) of the final rule for Aerospatiale airplanes. In addition, the FAA has removed the visual cue (ice on the side window) from paragraph (a)(2) of the final rule. The FAA has retitled the section containing the secondary indications of possible severe icing as follows: "The following may be used as secondary indications of severe icing conditions." Further, the last two secondary indicators contained in that section are specified in the final rule in a section titled: "The following weather conditions may be conducive to severe in-flight icing." (This change is explained further in Comment 51 below.)

Comment 51. Request to Remove Visual Cues: Identification of Possible Freezing Rain/Freezing Drizzle

One commenter states that the word "may" in the following title, which appears in paragraph (a)(2) of the proposals, is confusing: "The following may be used to identify possible freezing rain/freezing drizzle conditions." The commenter indicates that AFM procedures should provide a clear sequence of steps that must be followed and that such procedures should be explicit; general advice, regardless of how prudent, should be published elsewhere. The FAA infers from this remark that the commenter asks that the cues that appear under this section be deleted.

The FAA does not concur that this section should be removed. The cues provided for identification of possible severe icing conditions will alert the pilot to the possibility that unusual ice accretion may develop. The FAA finds that the level of detail provided in the final rules will increase the level of pilot awareness and, consequently, will increase the level of safety over that which exists currently. Therefore, the FAA has determined that it is appropriate to incorporate this section in the AFM.

However, the FAA finds that clarification is necessary with regard to the title of this section. The FAA finds that operators may misinterpret that title, as proposed, to mean that this section contains visual cues that should be used to identify possible severe icing conditions prior to takeoff, dispatch, or release while the airplane is on the ground. Additionally, the FAA finds that confusion could result in differentiating between the weather conditions specified in this section and the visual cues provided in paragraph (a)(1) of the AD's. For clarification purposes, the FAA has revised the title of this section to read as follows: "The following weather conditions may be conducive to severe in-flight icing."

Comment 52. Request to Revise Air Temperature References

Transport Canada Aviation states that ambient temperature is indicated as static air temperature (SAT), rather than outside air temperature (OAT), for de Havilland Model DHC-8 series airplanes. The FAA infers from this remark the commenter requests that the ambient temperature that appears in the weather conditions specified in paragraph (a)(2) of the proposals be expressed as SAT for those airplanes.

The FAA does not concur. The FAA does not intend to specify which specific indicator in the cockpit a pilot should use to determine the ambient air temperature. The FAA intends that the pilot use whatever means necessary to determine ambient air temperature.

However, since airplanes may have indicators other than OAT, the FAA has replaced the words "outside air temperature" with "ambient air temperature" in the weather conditions, and in the procedures for exiting the severe icing environment, specified in paragraph (a)(2) of these final rules to eliminate confusion concerning the need for a specific type of indicator.

In addition, the FAA has re-examined the ambient temperature of +5 degrees Celsius that is specified in paragraph (a)(2) of the proposals. The FAA has determined that this temperature is too high to be used as a reliable indication of whether severe icing conditions may exist during flight. The FAA finds that 0 degrees Celsius is a more appropriate indication. The FAA has revised paragraph (a)(2) of the final rules for all airplanes accordingly.

Comment 53. Request to Replace Reference to Droplets that Splash or Splatter
JAL requests that the weather condition that pertains to "droplets that splash or splatter" be removed from paragraph (a)(2) of the proposals. JAL believes that this weather condition places too much emphasis on subjective judgment. JAL states that normal rain conditions will contain droplets that splash or splatter upon impact with the windshield. JAL indicates that information included in its existing AFM revisions, specified as follows, adequately addresses the issue: "Prolonged operation in altitude bands where temperatures are near freezing and heavy moisture is visible on the windscreen should be avoided."

The FAA does not concur that this weather condition should be removed from the AD's. This weather condition must be used in conjunction with the temperature specified as a means of identifying severe in-flight icing conditions. The weather condition also will alert the pilot to the possibility that unusual ice accretion may develop. The FAA finds that the AFM information submitted by JAL does not provide an equivalent alert to the pilot.

Comment 54. Request to Revise Procedures for Exiting Freezing Rain/Freezing Drizzle
JAL requests that the procedures for exiting freezing rain/freezing drizzle specified in paragraph (a)(2) of the proposals be restricted to essential instructions that the flight crew must follow. JAL contends that the procedures contained in the proposals are not written in the appropriate format for AFM procedures, but are more representative of advisory material. JAL also states that the current FAA-approved AFM procedures for exiting freezing rain/freezing drizzle already provide this essential information and conform to the existing style of the AFM's. Transport Canada Aviation requests that the first instruction in these procedures be revised to state only: "Exit the freezing rain or freezing drizzle conditions immediately." The commenter also requests clarification of the terms "extended exposure," as used in that instruction.

The FAA concurs partially. The FAA has reviewed the procedures for exiting the severe icing environment and finds that two of the instructions contained in those procedures do not require the level of detail provided in the proposed rules. The FAA finds that the information concerning masking of control system forces is already provided in the Limitations Section of the AFM. Therefore, the FAA has revised the third instruction of those procedures to read as follows: "Do not engage the autopilot." Additionally, the FAA has determined that the flight crew need not be provided with instructions for reducing the angle-of-attack because instructions such as this are considered to be basic airmanship. Accordingly, the FAA has revised the fifth instruction in the

procedures for exiting the severe icing environment to specify only information that is essential for the flight crew. The revised instruction reads as follows: "If an unusual roll response . . . reduce the angle-of-attack." The FAA finds that, for the remainder of the procedures for exiting, the additional level of details provided in the final rules will increase the level of understanding and, consequently, will increase the level of safety over that which exists currently. The FAA finds that these procedures are appropriate for insertion in the AFM's.

Regarding the terms "extended exposure," the intent of that instruction is to advise the flight crew that exiting the severe icing conditions will minimize the exposure to flight conditions outside those for which the airplane has been certificated. The FAA finds that remaining in such conditions for a prolonged period may result in accumulating an amount of ice sufficient to cause control problems. The phrase "to avoid extended exposure" is only intended to explain to the flight crew why severe icing conditions should be exited immediately.

Raytheon questions the necessity to tell a commercial pilot not to make any abrupt or excessive maneuvers if the aircraft is in the position of having control difficulties. This instruction appears under the heading "Procedures for exiting the freezing rain/freezing drizzle environment," which appears in paragraph (a)(2) of the proposals. The commenter contends that this is a training issue and is not appropriate for AFM procedures. The FAA infers from the commenter's remark that the commenter requests that these instructions be eliminated from the proposed rules.

The FAA does not concur. The FAA has determined that such instructions provide beneficial guidance to the flight crew, which will enhance the safety of the aircraft.

Saab requests that the FAA revise one of the instructions specified in the procedures for exiting freezing rain/freezing drizzle specified in the proposals. The instruction states that if an unusual roll response or uncommanded control movement is observed, the angle-of-attack should be reduced by increasing the airspeed or rolling the wings level (if in a turn), and applying additional power, if needed. Saab suggests that this instruction be revised to include the word "aileron" in the reference to uncommanded control movement. Saab states further that in the case of wing ice beyond the protected surfaces, the application of power may be appropriate to increase airspeed/improve airflow. However, if ice has accrued on the wings beyond the protected surfaces, there is a possibility that there also is ice on the horizontal stabilizers. In this case, a sudden burst of power may be detrimental. An uncommanded pitch control movement is indicative of tail ice, which normally calls for a different action, both concerning power as well as the handling of flaps, if extended. Another commenter, Transport Canada Aviation, requests that the same instruction be revised to include the word "lateral" in reference to "uncommanded control movement," and to change the phrase "or rolling wings level" to "and rolling wings level."

The FAA concurs partially. The FAA agrees that the correct procedures for reducing the angle-of-attack is to increase the airspeed and roll the wings level, if in a turn. However, as explained previously, this portion of the procedure has been removed from the final rules. The FAA does not agree that either "lateral" or "aileron" should be used to specify the type of uncommanded control movement. The FAA finds that use of the term "lateral" may not be understood by the flight crew. The FAA finds that including the word "aileron" may clarify which control surface is of concern; however, the FAA has determined that use of a more general term, "roll" will correctly specify the type of uncommanded control movement that is of concern. The FAA has revised the fifth instruction in the procedures for exiting the severe icing environment in paragraph (a)(2) of the final rules accordingly. The revised instruction reads as follows: "If an unusual roll response or uncommanded roll control movement is observed, reduce the angle-of-attack."

In addition, the procedures for exiting the freezing rain/freezing drizzle environment contained in the proposals did not specify to use "a sudden burst of power" when reducing the angle-of-attack. Rather, the proposed procedure indicates to apply additional power, if needed, to provide the desired flight path. However, as discussed previously, the FAA has removed this reference from the final rules. In addition, as explained previously, the FAA has revised the final rules to add the word "roll" to describe the type of uncommanded control movement. This revised wording addresses Saab's concern regarding increasing power for a pitch anomaly.

Saab also notes that this instruction recommends a reduction in the angle-of-attack and application of power, if needed. However, the next instruction of the procedures indicates that reducing the angle-of-attack may cause ice to build up beyond the protected areas of the wing. Saab concludes that there is a conflict in that the proposed AD would require that the angle-of-attack not be reduced or ice will collect beyond the protected surfaces; however, the angle-of-attack must be reduced if there is an unusual roll response or uncommanded control movement.

The FAA does not concur with the commenter's contention that there is a conflict in the AD's. Reducing the angle-of-attack by increasing airspeed or rolling the wings level (if in a turn), and applying additional power, if needed, is a procedure used to exit severe icing conditions following an unusual roll response or uncommanded roll control movement; whereas the instruction that involves not extending the flaps during extended operation in icing conditions is intended to prevent ice build-up beyond the unprotected surfaces.

Raytheon asks for removal of the instruction to reduce the angle-of-attack and apply additional power, if needed, in response to an unusual roll response or uncommanded control movement. The commenter states that these are normal instructions with respect to wing stall and are inappropriate for inclusion in an AFM.

The FAA concurs partially. There may not be a stall warning associated with uncommanded control movements in the case of encounters with severe icing conditions. Since this is not a "normal" stall, the flight crew may not recognize that normal stall recovery procedures should be used. However, as stated previously, the instruction referenced by the commenter has been deleted, in part, from the final rules.

Raytheon also states that it is not appropriate to require contact with Air Traffic Control as part of an AFM procedure since this is already addressed in the Aeronautical Information Manual and in section 91.183 of the Federal Aviation Regulations (14 CFR 91.183). The FAA infers from this statement that the commenter requests that the instruction to contact Air Traffic Control should be removed from the procedures for exiting severe icing conditions.

The FAA does not concur. The FAA is aware that this instruction is contained in the references provided by the commenter. However, the FAA finds that the importance of timely dissemination of this instruction warrants its inclusion in the final rules. Inclusion of instructions of this type is not without precedent; for example, similar information also is specified in certain AFM's where the forward look windshear system is addressed.

Comment 55. Request to Revise Procedures for Exiting the Severe Icing Environment: Include Airplane-Specific Instructions

One commenter suggests that any action that might be necessary to optimize aircraft performance and control in conditions of exceptional icing, and exit from those conditions, should be determined separately with each manufacturer; such procedures should be contained in the AFM for each airplane model. The FAA infers from this remark that the commenter requests that the FAA revise the procedures for exiting the severe icing environment in each final rule to include airplane-specific instructions.

The FAA agrees that procedures obtained from each individual manufacturer should be considered and included in the final rules, if appropriate. All manufacturers have been provided with an opportunity to submit such procedures in response to the proposed rules. Some manufacturers requested changes to the final rules. The FAA has revised the final rules for those requests that were substantiated adequately. Following issuance of the final rules, the FAA would consider a request to include additional changes to the AFM revisions, in accordance with the provisions of these AD's, provided that adequate justification is presented to support such a request.

Comment 56. Revision of Procedures for Exiting the Severe Icing Environment
The FAA has re-examined the section titled "Procedures for exiting the severe icing environment" in paragraph (a)(2) of the proposals. As proposed, that section states that if the visual cues used for identifying "possible" freezing rain or freezing drizzle conditions are observed, the flight crew should follow the procedures specified for exiting those conditions. The FAA did not intend that the flight crew use the procedures for exiting the severe icing environment when the weather conditions specified in paragraph (a)(2) of these AD's are observed. The FAA's intent is that the flight crew use those procedures only when the visual cues identified in the Limitations Section of the AFM are observed.

In order to eliminate any confusion, the FAA has revised the last sentence of the first paragraph in the procedures for exiting the severe icing environment. The FAA has removed the word "possible" from that sentence, and has added clarification that the visual cues are specified in the Limitations Section of the AFM. The revised sentence reads as follows: "If the visual cues specified in the Limitations Section of the AFM for identifying severe icing conditions are observed, accomplish the following." (Operators should note that, for Aerospatiale airplanes, the final rule specifies only one visual cue, which involves ice on the side window.)

Comment 57. Request to Revise Cost Estimate
Transport Canada requests that the FAA provide an operational cost estimate in the proposed AD's.

The FAA acknowledges the concern of the commenter. The FAA recognizes that, in accomplishing the requirements of any AD, operators may incur other costs in addition to the "direct" costs that are reflected in the cost analysis presented in the AD preamble. However, the cost analysis in AD rulemaking actions typically only includes such direct costs. In the case of these AD's, for example, the requirements are to revise the AFM to include certain information. How operators actually "implement" that information thereafter (once it is placed in the AFM) may vary greatly among them.

Further, because AD's require specific actions to address specific unsafe conditions, they appear to impose costs that would not otherwise be borne by operators. However, because of the general obligation of operators to maintain and operate aircraft in an airworthy condition, this appearance is deceptive. Attributing those costs solely to the issuance of this AD is unrealistic because, in the interest of maintaining and operating safe aircraft, prudent operators would accomplish the required actions even if they were not required to do so by the AD. In any case, the FAA has determined that direct and incidental costs are still outweighed by the safety benefits of the AD.

The FAA points out that it is not required to do a full cost-benefit analysis for each AD. AD's were explicitly exempted from the Office of Management and Budget (OMB) coordination process described in Section 6 of that Executive Order. As a matter of law, in order to be airworthy, an aircraft must conform to its type design and be in a condition for safe operation. The type design is approved only after the FAA makes a determination that it complies with all applicable airworthiness requirements. In adopting and maintaining those requirements, the FAA has already made the determination that they establish a level of safety that is cost-beneficial. When the FAA

later makes a finding of an unsafe condition in an aircraft and issues an AD, it means that the original cost beneficial level of safety is no longer being achieved and that the required actions are necessary to restore that level of safety. Because this level of safety has already been determined to be cost beneficial, and because the AD does not add an additional regulatory requirement that increases the level of safety beyond what has been established by the type design, a full cost-benefit analysis for each AD would be redundant and unnecessary.

Comment 58. Requests to Delay Issuance of the Final Rules
Three commenters request that the FAA extend the comment period for the proposed rules by 90 days. Each of the commenters request the extension in order to complete a comprehensive analysis of this issue. The commenters state their involvement in focusing on ". . . other recent rulemaking activity, including the Commuter Rule, flight crewmember training requirements, and proposed rules covering flight crew flight, duty and test requirements . . ." as a reason that did not allow complete analysis of the proposed AD's.

One commenter requests that implementation of the AD's be deferred until further discussion with industry has been undertaken.

The FAA has reviewed these requests and, in consideration of the importance and need for dissemination of this important information to the aviation community, does not concur that the comment period should be extended or issuance of the final rules be deferred until a later date. Issuing the final rules will ensure that the information is available, understood, and implemented by the aviation community before the next icing season. For these reasons, the FAA has determined that it is imperative that the information and actions contained in these final rules be incorporated into the operators' AFM's immediately.

Conclusion
After careful review of the available data, including the comments noted above, the FAA has determined that air safety and the public interest require the adoption of the rule with the changes previously described. The FAA has determined that these changes will neither increase the economic burden on any operator nor increase the scope of the AD.

Cost Impact
The FAA estimates that 169 airplanes in the U.S. registry will be affected by this AD, that it will take approximately 1 workhour per airplane to accomplish the required action, and that the average labor rate is approximately $60 an hour. Since an owner/operator who holds at least a private pilot's certificate as authorized by sections 43.7 and 43.11 of the Federal Aviation Regulations (14 CFR 43.7 and 43.11) can accomplish the required action, the only cost impact upon the public is the time it would take the affected airplane owner/operators to incorporate the AFM revisions.

In addition, the FAA recognizes that this AD may impose operational costs. However, those costs are incalculable because the frequency of occurrence of the specified conditions and the associated additional flight time cannot be determined. Nevertheless, because of the severity of the unsafe condition addressed, the FAA has determined that continued operational safety necessitates the imposition of these costs.

Regulatory Impact
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.

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 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 copy of the final 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, 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 USC 106(g), 40113, 44701.

Section 39.13 - [AMENDED]
2. Section 39.13 is amended by adding a new airworthiness directive (AD) to read as follows:

▼Regulatory Information

96-09-13 BEECH AIRCRAFT CORPORATION: Amendment 39-9589; Docket No. 96-CE-03-AD.

Applicability: Models 99, 99A, A99A, B99, C99, B200, B200C, 1900, 1900C, and 1900D airplanes (all serial numbers), certificated in any category.

NOTE 1: This AD applies to each airplane 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 airplanes that have been modified, altered, or repaired so that the performance of the requirements of this AD is affected, the owner/operator must request approval for an alternative method of compliance in accordance with paragraph (d) of this AD. The request should include an assessment of the effect of the modification, alteration, or repair on the unsafe condition addressed by this AD; and, if the unsafe condition has not been eliminated, the request should include specific proposed actions to address it.

Compliance: Required as indicated, unless accomplished previously.

To minimize the potential hazards associated with operating the airplane in severe icing conditions by providing more clearly defined procedures and limitations associated with such conditions, accomplish the following:

(a) Within 30 days after the effective date of this AD, accomplish the requirements of paragraphs (a)(1) and (a)(2) of this AD.

NOTE 2: Operators must initiate action to notify and ensure that flight crewmembers are apprised of this change.

(1) Revise the FAA-approved Airplane Flight Manual (AFM) by incorporating the

following into the Limitations Section of the AFM. This may be accomplished by inserting a copy of this AD in the AFM.

"WARNING

Severe icing may result from environmental conditions outside of those for which the airplane is certificated. Flight in freezing rain, freezing drizzle, or mixed icing conditions (supercooled liquid water and ice crystals) may result in ice build-up on protected surfaces exceeding the capability of the ice protection system, or may result in ice forming aft of the protected surfaces. This ice may not be shed using the ice protection systems, and may seriously degrade the performance and controllability of the airplane.

- During flight, severe icing conditions that exceed those for which the airplane is certificated shall be determined by the following visual cues. If one or more of these visual cues exists, immediately request priority handling from Air Traffic Control to facilitate a route or an altitude change to exit the icing conditions.

- Unusually extensive ice accreted on the airframe in areas not normally observed to collect ice.

- Accumulation of ice on the upper surface of the wing aft of the protected area.

- Accumulation of ice on the propeller spinner farther aft than normally observed.

- Since the autopilot may mask tactile cues that indicate adverse changes in handling characteristics, use of the autopilot is prohibited when any of the visual cues specified above exist, or when unusual lateral trim requirements or autopilot trim warnings are encountered while the airplane is in icing conditions.
- All icing detection lights must be operative prior to flight into icing conditions at night. [NOTE: This supersedes any relief provided by the Master Minimum Equipment List (MMEL).]"

(2) Revise the FAA-approved AFM by incorporating the following into the Procedures Section of the AFM. This may be accomplished by inserting a copy of this AD in the AFM.

"THE FOLLOWING WEATHER CONDITIONS MAY BE CONDUCIVE TO SEVERE IN-FLIGHT ICING:

- Visible rain at temperatures below 0 degrees Celsius ambient air temperature.
- Droplets that splash or splatter on impact at temperatures below 0 degrees Celsius ambient air temperature.

PROCEDURES FOR EXITING THE SEVERE ICING ENVIRONMENT:

These procedures are applicable to all flight phases from takeoff to landing. Monitor the ambient air temperature. While severe icing may form at temperatures as cold as -18 degrees Celsius, increased vigilance is warranted at temperatures around freezing with visible moisture present. If the visual cues specified in the Limitations Section of the AFM for identifying severe icing conditions are observed, accomplish the following:

- Immediately request priority handling from Air Traffic Control to facilitate a route or an altitude change to exit the severe icing conditions in order to

avoid extended exposure to flight conditions more severe than those for which the airplane has been certificated.
    - Avoid abrupt and excessive maneuvering that may exacerbate control difficulties.
    - Do not engage the autopilot.
    - If the autopilot is engaged, hold the control wheel firmly and disengage the autopilot.
- If an unusual roll response or uncommanded roll control movement is observed, reduce the angle-of-attack.
- Do not extend flaps during extended operation in icing conditions. Operation with flaps extended can result in a reduced wing angle-of-attack, with the possibility of ice forming on the upper surface further aft on the wing than normal, possibly aft of the protected area.
- If the flaps are extended, do not retract them until the airframe is clear of ice.
- Report these weather conditions to Air Traffic Control."

(b) Incorporating the AFM revisions, as required by this AD, may be performed by the owner/operator holding at least a private pilot certificate as authorized by section 43.7 of the Federal Aviation Regulations (14 CFR 43.7), and must be entered into the aircraft records showing compliance with this AD in accordance with section 43.11 of the Federal Aviation Regulations (14 CFR 43.11).

(c) 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.

(d) 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, Small Airplane Directorate, FAA, 1201 Walnut, suite 900, Kansas City, Missouri 64106. The request shall be forwarded through an appropriate FAA Maintenance Inspector, who may add comments and then send it to the Manager, Small Airplane Directorate.

NOTE 3: Information concerning the existence of approved alternative methods of compliance with this AD, if any, may be obtained from the Small Airplane Directorate.

(e) All persons affected by this directive may examine information related to this AD at the FAA, Central Region, Office of the Assistant Chief Counsel, Room 1558, 601 E. 12th Street, Kansas City, Missouri 64106.

(f) This amendment (39-9589) becomes effective on June 11, 1996.

▼Footer Information

▼Comments

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Airworthiness Directive

Federal Register Information

[Federal Register: March 13, 1997 (Volume 62, Number 49)]

[Page 11764]

Header Information

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39 [62 FR 11764 NO. 49 03/13/97]

Docket No. 96-CE-11-AD; Amendment 39-9963; AD 97-06-06

RIN 2120-AA64

Airworthiness Directives; Raytheon Aircraft Company (formerly Beech Aircraft Corporation) 65-90, 65-A90, 65-A90-1,-2,-3,-4 Airplanes, and 90, 99, 100, 200, and 1900 Series Airplanes

PDF Copy (If Available):

Preamble Information

AGENCY: Federal Aviation Administration, DOT

ACTION: Final rule

SUMMARY: This amendment supersedes AD 92-27-10, which currently requires inspecting the pilot and copilot chairs to ensure that the locking pins will fully engage in the seat tracks on certain Raytheon Aircraft Company (Raytheon) 90, 99, 100, 200, and 1900 series airplanes (formerly referred to as Beech 90, 99, 100, 200, and 1900 series airplanes), and modifying any chair where the locking pin fails to fully engage or is misaligned. AD 92-27-10 resulted from reports of pilot and copilot chair locking pin malfunctions. Since issuance of that AD, the Federal Aviation Administration (FAA) has determined that additional airplanes should be subject to the pilot and copilot chair locking pin inspection and possible modification, and that the inspection should be accomplished in accordance with revised procedures. This AD retains the inspection and possible modification requirements of AD 92-27-10; incorporates additional airplanes into the applicability over that included in AD 92-27-10; and requires the inspection in accordance with revised service information. The actions specified by this AD are intended to prevent inadvertent movement of the pilot or copilot chair, which could result in loss of control of the airplane if it occurs during a critical flight maneuver.

DATES: Effective May 9, 1997.

The incorporation by reference of certain publications listed in the regulations is approved by the Director of the Federal Register as of May 9, 1997.

ADDRESSES: Service information that applies to this AD may be obtained from the Raytheon Aircraft Company, P.O. Box 85, Wichita, Kansas 67201-0085. This information may also be examined at the Federal Aviation Administration (FAA), Central Region, Office of the Assistant Chief Counsel, Attention: Rules Docket No. 96-

CE-11-AD, Room 1558, 601 E. 12th Street, Kansas City, Missouri 64106; or at the Office of the Federal Register, 800 North Capitol Street, NW., suite 700, Washington, DC.

FOR FURTHER INFORMATION CONTACT: Mr. Steve Potter, Aerospace Engineer, Wichita Aircraft Certification Office, FAA, 1801 Airport Road, Mid-Continent Airport, Wichita, Kansas 67209; telephone (316) 946-4124; facsimile (316) 946-4407.

SUPPLEMENTARY INFORMATION: Events Leading to the Issuance of This AD

A proposal to amend part 39 of the Federal Aviation Regulations (14 CFR part 39) to include an AD that would apply to Raytheon 90, 99, 100, 200, and 1900 series airplanes (formerly referred to as Beech 90, 99, 100, 200, and 1900 series airplanes) was published in the Federal Register as a notice of proposed rulemaking (NPRM) on June 13, 1996 (61 FR 29994). The NPRM proposed to supersede AD 92-27-10 with a new AD that would (1) retain the requirement of inspecting the pilot and copilot chairs to ensure that the locking pins will fully engage in the seat tracks, and modifying any chair where the locking pin fails to fully engage or is misaligned; (2) incorporate additional airplanes into the applicability over that included in AD 92-27-10; and (3) require the inspection in accordance with Beech SB No. 2444, Revision II, dated May 1995.

Interested persons have been afforded an opportunity to participate in the making of this amendment. No comments were received on the proposed rule or the FAA's determination of the cost to the public.

The FAA's Determination
After careful review of all available information related to the subject presented above, the FAA has determined that air safety and the public interest require the adoption of the rule as proposed except for minor editorial corrections. The FAA has determined that these minor corrections will not change the meaning of the AD and will not add any additional burden upon the public than was already proposed.

Cost Impact
The FAA estimates that 4,971 airplanes in the U.S. registry will be affected by this AD, that it will take approximately 1 workhour per airplane to accomplish the required inspection, and that the average labor rate is approximately $60 an hour. No parts are required to accomplish the proposed action. Based on these figures, the total cost impact of this AD on U.S. operators is estimated to be $298,260. This figure only takes into account the cost of the inspection and does not take into account the cost of modifying any pilot or copilot seat where the locking mechanism fails to fully engage or is misaligned. If a pilot or copilot seat fails to fully engage or is misaligned, the modification will take approximately 2 workhours per airplane at an average labor rate of $60 per hour ($120 per airplane).

Regulatory Impact
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.

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 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 copy of

the final 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, 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 USC 106(g), 40113, 44701.

§ 39.13 [Amended]
2. Section 39.13 is amended by removing Airworthiness Directive (AD) 92-27-10, Amendment 39-8444 (58 FR 5923, January 25, 1993), and by adding a new AD to read as follows:

▼Regulatory Information

97-06-06 RAYTHEON AIRCRAFT COMPANY (formerly Beech Aircraft Corporation): Amendment 39-9963; Docket No. 96-CE-11-AD. Supersedes AD 92-27-10, Amendment 39-8444.

Applicability: The following model and serial number airplanes, certificated in any category:

Models	Serial Numbers
65-90, 65-A90, B90, C90, and C90A	LJ-1 through LJ-1307
65-A90-1 (U-21A)	LM-1 through LM-63, LM-67 through LM-69, LM-71 through LM-99, and LM-112 through LM-114
65-A90-1 (JU-21A)	LM-64, LM-66, and LM-70
65-A90-1 (RU-21D)	LM-100, LM-102 through LM-106, and LM-116 through LM-124
65-A90-1 (RU-21H)	LM-101, LM-107, LM-115, LM-125, LM-127, LM-128, LM-129, LM-132, LM-133, LM-136, LM-137, and LM-138
65-A90-1 (RU-21A)	LM-108 through LM-111
65-A90-1 (U-21G)	LM-126, LM-130, LM-131, LM-134, LM-135, and LM-139 through LM-141
65-A90-2 (RU-21B)	LS-1, LS-2, and LS-3
65-A90-3 (RU-21C)	LT-1 and LT-2
65-A90-4 (RU-21E)	LU-1, LU-3, LU-4, LU-7, LU-8, and LU-14
65-A90-4 (RU-21H)	LU-2, LU-5, LU-6, LU-9, LU-10 through LU-13, and LU-15
E90	LW-1 through LW-347
H90 (T-44A)	LL-1 through LL-61
F90	LA-2 through LA-236
99, 99A, A99A, B99, and C99	U-1 through U-239

100 and A100	B-1 through B-94, and B-100 through B-247
A100 (U-21F)	B-95 through B-99
A100-1 (U-21J)	BB-3, BB-4, and BB-5
B100	BE-1 through BE-137
200 and B200	BB-2, and BB-6 through BB-1440
200C and B200C	BL-1 through BL-72, and BL-124 through BL-137
200CT and B200CT	BN-1 through BN-4
200T and B200T	BT-1 through BT-34
A200 (C-12A, C-12C)	BD-1 through BD-30, and BC-1 through BC-75
A200 (UC-12B)	BJ-1 through BJ-66
A200CT (C-12D)	BP-1, BP-22, and BP-24 through BP-51
A200CT(FWD-12D)	BP-7 through BP-11
A200CT (RC-12D)	GR-1 through GR-13
A200CT (C-12F)	BP-52 through BP-63
A200CT (RC-12G)	FC-1, FC-2, and FC-3
A200CT (RC-12H)	GR-14 through GR-19
A200CT (RC-12K)	FE-1 through FE-23
B200C (C-12F)	BL-73 through BL-112, and BL-118 through BL-123
B200C (UC-12F)	BU-1 through BU-10
B200C (RC-12F)	BU-11
B200C (UC-12M)	BV-1 through BV-10
B200C (RC-12M)	BV-11 and BV-12
B200CT (FWD-12D)	FG-1 and FG-2
B200CT (C-12F)	BP-64 through BP-71
1900	UA-1, UA-2, and UA-3
1900C	UB-1 through UB-74, and UC-1 through UC-174
1900C (C-12)	UD-1 through UD-6
1900D	UE-1 through UE-17

NOTE 1: This AD applies to each airplane 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 airplanes that have been modified, altered, or repaired so that the performance of the requirements of this AD is affected, the owner/operator must request approval for an alternative method of compliance in accordance with paragraph (d) of this AD. The request should include an assessment of the effect of the modification, alteration, or repair on the unsafe condition addressed by this AD; and, if the unsafe condition has not been eliminated, the request should include specific proposed actions to address it.

Compliance: Required within the next 150 hours time-in-service after the effective date of this AD, unless already accomplished.

To prevent inadvertent movement of the pilot or copilot chair, which could result in loss of control of the airplane if it occurs during a critical flight maneuver, accomplish the following:

(a) Inspect the pilot and copilot chairs to assure that the locking pins will fully engage in the seat tracks in accordance with the ACCOMPLISHMENT INSTRUCTIONS section

of Beech Service Bulletin (SB) No. 2444, Revision II, dated May 1995. Prior to further flight, modify any chair where the locking pin fails to fully engage or is misaligned, in accordance with the maintenance manual as specified in Beech SB No. 2444, Revision II, dated May 1995.

(b) The inspection and possible modification required by paragraph (a) of this AD is still mandatory even if the actions were previously accomplished in accordance with Beech SB No. 2444, dated April 1992, or Beech SB No. 2444, Revision I, dated September 1992.

(c) 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.

(d) An alternative method of compliance or adjustment of the compliance time that provides an equivalent level of safety may be approved by the Manager, Wichita Aircraft Certification Office (ACO), 1801 Airport Road, Room 100, Mid-Continent Airport, Wichita, Kansas 67209. The request shall be forwarded through an appropriate FAA Maintenance Inspector, who may add comments and then send it to the Manager, Wichita ACO. Alternative methods of compliance approved in accordance with AD 92-27-10 (superseded by this action) are not considered approved as alternative methods of compliance with this AD.

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

(e) The inspection required by this AD shall be done in accordance with Beech Service Bulletin No. 2444, Revision II, dated May 1995. This incorporation by reference was approved by the Director of the Federal Register in accordance with 5 U.S.C. 552(a) and 1 CFR part 51. Copies may be obtained from the Raytheon Aircraft Company, P.O. Box 85, Wichita, Kansas 67201-0085. Copies may be inspected at the FAA, Central Region, Office of the Assistant Chief Counsel, Room 1558, 601 E. 12th Street, Kansas City, Missouri, or at the Office of the Federal Register, 800 North Capitol Street, NW., suite 700, Washington, DC.

(f) This amendment (39-9963) supersedes AD 92-27-10, Amendment 39-8444.

(g) This amendment becomes effective on May 9, 1997.

▼Footer Information

▼Comments

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Updated RGL applicability to match AD applicability; CAR C-11-
185
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Airworthiness Directive

Federal Register Information

[Federal Register: November 20, 1997 (Volume 62, Number 224)]

[Page 61908]

Header Information

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39 [62 FR 61908 NO. 224 11/20/97]

Docket No. 97-CE-05-AD; Amendment 39-10207; AD 97-23-17

RIN 2120-AA64

Airworthiness Directives; Raytheon Aircraft Company 90, 100, 200, and 300 Series Airplanes (formerly known as Beech Aircraft Corporation 90, 100, 200, and 300 series airplanes)

PDF Copy (If Available):

Preamble Information

AGENCY: Federal Aviation Administration, DOT

ACTION: Final rule

SUMMARY: This amendment adopts a new airworthiness directive (AD) that applies to Raytheon Aircraft Company (Raytheon) 90, 100, 200, and 300 series airplanes. This action requires inspecting gray, blue, or clear Ethylene Vinyl Acetate (EVA) tubing near the co-pilot's foot warmer for collapse or deformity. If the tubing is collapsed or deformed, this action requires replacing and re-routing the tubing. This EVA tubing is used on the pneumatic de-ice indicator lines and the pressurization control system pneumatic lines that provide vacuum to the outflow safety valves that depressurize the airplane. This action is the result of several reports of collapsed EVA tubing. The actions specified by this AD are intended to prevent a loss of vacuum to depressurize the airplane cabin, which could result in personal injury to the door operator; and to prevent malfunction of the de-ice indicator system, which could cause the pilot to immediately exit icing conditions.

DATES: Effective December 29, 1997.

The incorporation by reference of certain publications listed in the regulations is approved by the Director of the Federal Register as of December 29, 1997.

ADDRESSES: Service information that applies to this AD may be obtained from Raytheon Aircraft Company, P.O. Box 85, Wichita, Kansas 67201-0085. This information may also be examined at the Federal Aviation Administration (FAA), Central Region, Office of the Regional Counsel, Attention: Rules Docket 97-CE-05-AD, Room 1558, 601 E. 12th Street, Kansas City, Missouri 64106; or at the Office of the Federal Register, 800 North Capitol Street, NW., suite 700, Washington, DC.

FOR FURTHER INFORMATION CONTACT: Mike Imbler, Aerospace Engineer, FAA, Wichita Aircraft Certification Office, 1801 Airport Road, Room 100, Mid-Continent Airport, Wichita, Kansas 67209; telephone (316) 946-4147, facsimile (316) 946-4407.

SUPPLEMENTARY INFORMATION:

Events Leading to the Issuance of This AD

A proposal to amend part 39 of the Federal Aviation Regulations (14 CFR part 39) to include an AD that would apply to Raytheon 90, 100, 200, and 300 series airplanes was published in the **Federal Register** on May 13, 1997, (62 FR 26261). The action proposed to require inspecting the condition and proper routing of the gray, blue, or clear pneumatic pressurization control system tubes and the de-ice indicator pneumatic tubing located forward of the co-pilot's right outboard rudder pedal. If either tube is deformed or collapsed, the proposed action would require replacing the damaged section of tube with new nylon tubing, then re-routing and securing the tubing using aluminum tubing and hose clamps. If there is no evidence of damage to the tubing, the proposed action would only require re-routing and securing the tubing to ensure that it is at least 8 inches away from the discharge opening of the co-pilot's foot warmer outlet. Accomplishment of the proposed action would be in accordance with Raytheon Aircraft Company Mandatory Service Bulletin No. 2676, Issued: January 1997.

Interested persons have been afforded an opportunity to participate in the making of this amendment. No comments were received on the proposed rule or the FAA's determination of the cost to the public.

The FAA's Determination

After careful review of all available information related to the subject presented above, the FAA has determined that air safety and the public interest require the adoption of the rule as proposed except for minor editorial corrections. The FAA has determined that these minor corrections will not change the meaning of the AD and will not add any additional burden upon the public than was already proposed.

Cost Impact

The FAA estimates that 2,515 airplanes in the U.S. registry will be affected by this AD; that it would take approximately 6 workhours per airplane to accomplish the inspection, repair, and re-routing of the tubing; and that the average labor rate is approximately $60 an hour. Parts would be covered under the manufacturer's warranty credit program. Based on these figures, the total cost impact of this AD on U.S. operators is estimated to be $905,400 or $360 per airplane. The FAA has no way to determine the number of owners/operators of the affected airplanes who may have already accomplished this action.

Regulatory Impact

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.

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 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 copy of the final 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, 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 USC 106(g), 40113, 44701.

§ 39.13 [Amended]
2. Section 39.13 is amended by adding a new airworthiness directive (AD) to read as follows:

▼Regulatory Information

97-23-17 RAYTHEON AIRCRAFT COMPANY (formerly Beech Aircraft Corporation): Amendment 39-10207; Docket No. 97-CE-05-AD.

Applicability: The following models and serial numbered airplanes, certificated in any category:

Models	Serial Numbers
C90 and C90A	LJ-683 through LJ-1463
E90	LW-177 through LW-347
F90	LA-1 through LA-236
H90	LL-1 through LL-61
A100	B-228 through B-247
B100	BE-6 through BE-137
200 and B200	BB-114 through BB-1553
200C and B200C	BL-1 through BL-72 and BL-124 through BL-140
200CT and B200CT	BN-1 through BN-4
200T and B200T	BT-1 through BT-38
300	FA-1 through FA-230 and FF-1 through FF-19
B300	FL-1 through FL-154
B300C	FM-1 through FM-9 and FN-1
A200 (C-12C)	BC-19 through BC-75 and BD-15 through BD-30
A200C (UC-12B)	BJ-1 through BJ-66
A200CT (C-12D/F)	BP-1, BP-22, and BP-24 through BP-63
A200CT (FWC-12D)	BP-7 through BP-11
A200CT (RC-12D)	GR-1 through GR-13
A200CT (RC-12H)	GR-14 through GR-19
A200CT (RC-12G)	FC-1 through FC-3
A200CT (RC-12K)	FE-1 through FE-9

A200CT (RC-12N)	FE-10 through FE-31
A200CT (RC-12P)	FE-33 and FE-35
A200CT (RC-12Q)	FE-32, FE-34, and FE-36
B200C (C-12F)	BL-73 through BL-112, BL-118 through BL-123, and BP-64 through BP-71
B200C (C-12R)	BW-1 through BW-29
B200C (UC-12F)	BU-1 through BU-10
B200C (RC-12F)	BU-11 and BU-12
B200C (UC-12M)	BV-1 through BV-10
B200C (RC-12M)	BV-11 and BV-12
B200CT (FWC-12D)	FG-1 and FG-2

NOTE 1: This AD applies to each airplane 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 airplanes that have been modified, altered, or repaired so that the performance of the requirements of this AD is affected, the owner/operator must request approval for an alternative method of compliance in accordance with paragraph (e) of this AD. The request should include an assessment of the effect of the modification, alteration, or repair on the unsafe condition addressed by this AD; and, if the unsafe condition has not been eliminated, the request should include specific proposed actions to address it.

Compliance: Required within the next 200 hours time-in-service (TIS) after the effective date of this AD, unless already accomplished.

To prevent a loss of vacuum to depressurize the airplane cabin, which could result in personal injury to the door operator; and to prevent malfunction of the de-ice indicator system which could cause the pilot to unnecessarily exit icing conditions, accomplish the following:

(a) Inspect for collapse, deformation, and proper routing of the gray, blue, or clear pneumatic pressurization control system tubes and the de-ice indicator pneumatic tubing located forward of the co-pilot's right outboard rudder pedal in accordance with the ACCOMPLISHMENT INSTRUCTIONS section and Figure 1 of the Raytheon Aircraft Company (Raytheon) Mandatory Service Bulletin (SB) No. 2676, Issued: January 1997.

(b) If any of this tubing is deformed or collapsed, prior to further flight, replace the damaged section of tube with new nylon tubing, then use aluminum tubing and hose clamps to secure and re-route the tubing at least 8 inches away from the discharge opening of the co-pilot's foot warmer outlet in accordance with the ACCOMPLISHMENT INSTRUCTIONS section and Figure 2 of the Raytheon Mandatory SB No. 2676, Issued: January 1997.

(c) If there is no evidence of damage to the tubing, prior to further flight, re-route and secure the tubing as specified in paragraph (b) of this AD in accordance with the ACCOMPLISHMENT INSTRUCTIONS section of the Raytheon Mandatory SB No. 2676, Issued: January 1997.

(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.

(e) An alternative method of compliance or adjustment of the compliance time that

provides an equivalent level of safety may be approved by the Manager, Wichita Aircraft Certification Office, 1801 Airport Road, Room 100, Mid-Continent Airport, Wichita, Kansas 67209. The request shall be forwarded through an appropriate FAA Maintenance Inspector, who may add comments and then send it to the Manager, Wichita Aircraft Certification Office.

NOTE 2: Information concerning the existence of approved alternative methods of compliance with this AD, if any, may be obtained from Wichita Aircraft Certification Office.

(f) The inspections, modifications, and replacements required by this AD shall be done in accordance Raytheon Aircraft Company Mandatory Service Bulletin No. 2676, Issued: January 1997. This incorporation by reference was approved by the Director of the Federal Register in accordance with 5 U.S.C. 552(a) and 1 CFR part 51. Copies may be obtained from Raytheon Aircraft Company, P.O. Box 85, Wichita, Kansas 67201-0085. Copies may be inspected at the FAA, Central Region, Office of the Regional Counsel, Room 1558, 601 E. 12th Street, Kansas City, Missouri, or at the Office of the Federal Register, 800 North Capitol Street, NW., suite 700, Washington, DC.

(g) This amendment (39-10207) becomes effective on December 29, 1997.

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Airworthiness Directive

Federal Register Information

[Federal Register: December 03, 1997 (Volume 62, Number 232)]

[Page 63831]

Header Information

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39 [62 FR 63831 NO. 232 12/03/97]

Docket No. 97-CE-33-AD; Amendment 39-10224; AD 97-25-01

RIN 2120-AA64

Airworthiness Directives; Raytheon Aircraft Company 58, 60, 90, 100, 200, and 300 Series and Models 65-90, and 2000 Airplanes

PDF Copy (If Available):

Preamble Information

AGENCY: Federal Aviation Administration, DOT

ACTION: Final rule

SUMMARY: This amendment adopts a new airworthiness directive (AD) that applies to all Raytheon Aircraft Company (Raytheon) 58, 60, 90, 100, 200, and 300 series and Model 2000 airplanes (formerly referred to as Beech 58, 60, 90, 100, 200, and 300 series and Beech Models 65-90 and 2000 airplanes). This AD requires replacing certain AlliedSignal Aerospace outflow/safety valves in the pressurization system with new or serviceable valves. The AD results from a report of cracking and consequent failure of the affected outflow safety valves in the pressurization system. Investigation has revealed problems during the manufacturing process of certain Allied Signal outflow/safety valves. The actions specified by this AD are intended to prevent outflow/safety valve cracking and consequent failure, which could result in rapid decompression of the airplane.

EFFECTIVE DATE: January 11, 1998.

ADDRESSES: Service information that applies to the proposed AD may be obtained from AlliedSignal Aerospace, Technical Publications, Department 65-70, P.O. Box 52170, Phoenix, Arizona 85072-2170. This information also may be examined at the Federal Aviation Administration (FAA), Central Region, Office of the Regional Counsel, Attention: Rules Docket No. 97-CE-33-AD, Room 1558, 601 E. 12th Street, Kansas City, Missouri 64106.

FOR FURTHER INFORMATION CONTACT: Michael D. Imbler, Aerospace Engineer, FAA, Wichita Aircraft Certification Office, 1801 Airport Road, Room 100, Mid-Continent Airport, Wichita, Kansas 67209; telephone (316) 946-4147; facsimile (316) 946-4407.

SUPPLEMENTARY INFORMATION:

Events Leading to the Issuance of This AD

A proposal to amend part 39 of the Federal Aviation Regulations (14 CFR part 39) to include an AD that would apply to all Raytheon 58, 60, 90, 100, 200, and 300 series and Model 2000 airplanes was published in the Federal Register as a notice of proposed rulemaking (NPRM) on August 4, 1997 (62 FR 41901). The NPRM proposed to require replacing any of the following Allied Signal outflow/safety valves with new or serviceable valves:

Valve Model	Valve serial numbers	Airplane Models Installed In
103570-26	80-223, 80-225 through 80-227, 80-229, and 80-230.	2000.
103598-2	16-808, 39-2434, 45-747, 87-1600, and 116-1238.	60(A), C90, and E90.
103598-15	128-11.	58P.
103648-1	11-4913 through 11-4916, 12-3832, 20-3006, 22-4950, 12-3912, 30-3076, 39-2412, 41-4918, 41-4919, 61-3300, 101-4920, 101-4922 through 101-4924, 101-4926 through 101-4931, 101-4933, 101-4935, 101-4936, 101-4938, 101-4940, 101-4941, 121-3683, 121-4942, 129-2904, and 129-2920.	60, 90, A90, B90, C90, E90, 100, A100, and B100.
103648-3	21-1827, 71-1828, 71-1829, and 120-1823 through 101-1826.	58P.
103648-4	10-4664 through 10-4667, 11-223, 11-3093, 11-3161, 11-4717 through 11-4721, 12-795, 12-3641, 12-4760, 15-4368, 21-3182, 21-3208, 21-4722 through 21-4728, 21-4730, 21-4732, 22-3688, 22-3706, 22-3733, 22-3736, 24-4232, 24-4241, 24-4252, 24-4255, 27-4498, 32-3756, 32-3777, 32-4761, 32-4762, 37-1087, 37-1113, 38-2417, 41-3227, 41-3237, 41-3261, 41-3274, 41-4733, 41-4734, 42-1475, 42-3830, 42-3838, 42-3840, 42-3850, 42-3851, 42-3877, 42-3882, 42-3883, 42-3890, 48-1557, 49-181, 50-2804, 51-4735, 51-4736, 59-2090, 60-2896, 61-3301, 61-4737, 61-4738, 62-3907, 62-3968, 62-3981, 62-2155, 70-2960, 71-4739, 71-4740, 72-3988, 72-3991, 72-3999, 74-4288, 74-4289, 74-4293, 74-4296, 76-4441, 77-4556,	200.

	77-4567, 79-2189, 79-2218, 79-2223, 81-3415, 87-1197, 87-1585, 89-2288, 95-4404, 99-2358, 99-2365, 99-2369, 99-2385, 99-2403, 99-2430, 104-4336, 107-1297, 110-3033, 111-3462, 111-3482, 111-3515, 111-4755, 116-4468, 116-4470, 119-2507, 119-2520, 120-3043, 120-3048, 120-3057, 120-4687 through 120-4692, 121-3562, 126-4490, 128-1776, and 129-4639.	
103648-5	10-325, 12-760, 12-799, 20-236, 21-1734, 21-1741 through 21-1744, 21-1746, 40-365, 21-1762, 41-1763, 60-243, 61-605, 77-1590, 90-461, 100-1712 through 100-1718, 100-1720 through 100-1726, 100-1728 through 100-1731, 105-149, 105-285, 109-1613, 109-1620, 116-1488, 121-1764, 126-1502, and 126-1511.	C90-1, C90A, and F90.
103648-6	101-1830, 101-1831, and 110-1822.	58P and 90.
103648-7	11-208, 14-1206, 17-2204, 21-2817, 21-2818, 21-2827, 21-2828, 22-2832, 23-1030, 23-1058, 24-1211, 24-1232, 25-1634, 30-2719, 31-346, 42-843, 51-397, 51-398, 51-409, 54-1253, 74-1320, 77-2349, 86-2136, 103-1129, 110-1171, 112-961, 112-1000, 113-1172, 113-1192, 114-1538, 118-2569, 119-2607, 119-2614, 101-2796 through 100-2806, and 100-2808 through 100-2815.	B200 and 300.
103648-13	12-410, 12-464, 12-465, and 70-386 through 70-400.	300 and B300.

The NPRM resulted from a report of cracking and consequent failure of the affected outflow safety valves in the pressurization system. Investigation has revealed problems during the manufacturing process of certain Allied Signal outflow/safety valves.

Interested persons have been afforded an opportunity to participate in the making of this amendment. Due consideration has been given to the one comment received on the proposal. No comments have been received regarding the FAA's estimate of the

cost impact upon the public.

Comment Disposition
Raytheon states that the FAA made the following typographical errors in the Applicability section of the NPRM:

- Model B300 airplane serial numbers were referenced as F1-1 through F1-72 instead of FL-1 through FL-72; and

- Model 200T airplane serial numbers were referenced as B-1 through BT-32 instead of BT-1 through BT-32. Raytheon requests that the FAA include the correct serial number designations for these airplanes in the final rule.

The FAA concurs with the commenter. The FAA inadvertently referenced the wrong serial numbers for the Models 200T and B300 airplanes. The final rule will reflect the correct serial number designations for these airplanes.

Similar Actions Required on the Affected Airplanes
On August 12, 1996, the FAA issued AD 96-17-10, Amendment 39-9719 (61 FR 42996, August 20, 1996), which requires replacing the outflow/safety valves with serviceable valves on certain Raytheon Model 400, 400A, MU-300-10, and 2000 airplanes, and 200, B200, 300, and B300 series airplanes. The FAA inadvertently included the Raytheon 200, B200, 300, and B300 series and Model 2000 airplanes in the applicability of AD 96-17-10. These airplanes are certificated under part 23 of the Federal Aviation Regulations (14 CFR part 23), and the FAA has determined that these airplanes should be addressed in this AD along with certain other Raytheon airplanes certificated under 14 CFR part 23. The Raytheon Models 400, 400A, and MU-300-10 airplanes are certificated under part 25 of the Federal Aviation Regulations (14 CFR part 25). The FAA is revising AD 96-17-10 in another action to retain the requirements for the airplanes certificated under 14 CFR part 25.

Compliance Time of This AD
The FAA has determined that an interval of 4 months is an appropriate compliance time to address the identified unsafe condition in a timely manner. This compliance time was deemed appropriate after considering the safety implications, the average utilization rate of the affected fleet, and the availability of the replacement parts. In addition, this compliance time will coincide with the compliance time originally included in AD 96-17-10 of 18 months after the effective date (effective date: September 24, 1996 plus 18 months = March 24, 1998). The 4-month compliance time of this AD will coincide with the compliance time included in AD 96-17-10. Both actions will be required around March 1998.

Cost Impact
The FAA estimates that 2,386 airplanes in the U.S. registry will be affected by this AD, that it will take approximately 12 workhours per airplane to accomplish the required action, and that the average labor rate is approximately $60 an hour. Allied Signal will provide parts at no cost to the owner/operator. Based on these figures, the total cost impact of this AD on U.S. operators is estimated to be $1,717,920, or $720 per airplane. The FAA knows of no affected airplane owner/operator that has already accomplished the required action.

Regulatory Impact
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.

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 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 copy of the final 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.

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 US 106(g), 40113, 44701.

§ 39.13 [Amended]
2. Section 39.13 is amended by adding a new airworthiness directive (AD) to read as follows:

▼Regulatory Information

97-25-01 RAYTHEON AIRCRAFT COMPANY (formerly Beech Aircraft Corporation): Amendment 39-10224; Docket No. 97-CE-33-AD.

Applicability: 58, 60, 90, 100, 200, and 300 series and Model 2000 airplanes (all serial numbers), certificated in any category. The following charts present airplane models and serial numbers that are equipped with AlliedSignal Aerospace outflow safety valves as referenced in either AlliedSignal Aerospace Service Bulletin 103570-21-4012, Revision 1, dated May 30, 1995; Service Bulletin 103648-21-4022, Revision 1, dated May 30, 1995; or Service Bulletin 103598-21- 4024, Revision 1, dated May 30, 1995.

- The airplanes presented in the charts are affected by paragraph (a) of this AD.

- All airplanes are affected by paragraph (b) of this AD.

Models	Serial Numbers
58P and 58PA	TJ-3 through TJ-497.
60 and A60	P-3 through P-246 with Kit No. 60-5024-1 S incorporated.
B60	P-247 through P-307 with Kit No. 60-5024-3 S incorporated.
B60	P-308 through P-596.
65-90, A90, B90, C90, and C90A.	LJ-1 through LJ-1302.
E90	LW-1 through LW-347.
F90	LA-2 through LA-236.
100 and A100	B-1 through B-94, B-100 through B-204, and B-206 through B-247.

B100	BE-1 through BE-137.
200 and B200	BB-2, and BB-6 through BB-1419.
200C and B200C	BL-1 through BL-23, BL-25 through BL-57, and BL-61 through BL-137.
200T	BT-1 through BT-32.
200CT and B200CT	BN-1 through BN-4
300	FA-1 through FA-220, and FF-1through FF-19.
B300	FL-1 through FL-72.
B300C	FM-1, FM-2, and FM-3.
2000	NC-4 through NC-53.
H90 (T44A)	LL-1 through LL-61.
A100 (U-21F)	B-95 through B-99.
A100-1 (U21J)	BB-3, BB-4, and BB-5.
A200 (C12-A/C)	BD-1 through BD-30, and BC-1through BC-75.
A200 (UC-12B)	BJ-1 through BJ-66.
A200CT (C-12D)	BP-1, BP-22, and BP-24 through BP-51.
A200CT (FWC-12D)	BP-7 through BP-11.
A200CT (RC-12D)	GR-1 through GR-13.
A200CT (C-12F)	BP-52 through BP-63.
A200CT (RC-12G)	FC-1, FC-2, and FC-3.
A200CT (RC-12H)	GR-14 through GR-19.
A200CT (RC-12K)	FE-1 through FE-9.
B200C (C-12F)	BL-73 through BL-112, and BL-118 through BL-123.
B200C (UC-12F)	BU-1 through BU-10.
B200C (RC-12F)	BU-11 and BU-12.
B200C (UC-12M)	BV-1 through BV-10.
B200C (RC-12M)	BV-11 and BV-12.
B200C (C-12F)	BP-64 through BP-71.
B200CT (FWC-12D)	FG-1 and FG-2.

Applicable Outflow Safety Valves With Applicable Airplane Models

Valve Model	Valve serial numbers	Airplane Models Installed In
103570-26	80-223, 80-225 through 80-227, 80-229, and 80-230.	2000.
103598-2	16-808, 39-2434, 45-747, 87-1600, and 116-1238.	60(A), C90, and E90.
103598-15	128-11.	58P.
103648-1	11-4913 through 11-4916, 12-3832, 20-3006, 22-4950, 12-3912, 30-3076, 39-2412, 41-4918, 41-4919, 61-3300, 101-4920, 101-4922 through 101-4924, 101-4926 through 101-4931, 101-4933, 101-4935, 101-4936,	60, 90, A90, B90, C90, E90, 100, A100, and B100.

	101-4938, 101-4940, 101-4941, 121-3683, 121-4942, 129-2904, and 129-2920.	
103648-3	21-1827, 71-1828, 71-1829, and 120-1823 through 101-1826.	58P.
103648-4	10-4664 through 10-4667, 11-223, 11-3093, 11-3161, 11-4717 through 11-4721, 12-795, 12-3641, 12-4760, 15-4368, 21-3182, 21-3208, 21-4722 through 21-4728, 21-4730, 21-4732, 22-3688, 22-3706, 22-3733, 22-3736, 24-4232, 24-4241, 24-4252, 24-4255, 27-4498, 32-3756, 32-3777, 32-4761, 32-4762, 37-1087, 37-1113, 38-2417, 41-3227, 41-3237, 41-3261, 41-3274, 41-4733, 41-4734, 42-1475, 42-3830, 42-3838, 42-3840, 42-3850, 42-3851, 42-3877, 42-3882, 42-3883, 42-3890, 48-1557, 49-181, 50-2804, 51-4735, 51-4736, 59-2090, 60-2896, 61-3301, 61-4737, 61-4738, 62-3907, 62-3968, 62-3981, 62-2155, 70-2960, 71-4739, 71-4740, 72-3988, 72-3991, 72-3999, 74-4288, 74-4289, 74-4293, 74-4296, 76-4441, 77-4556, 77-4567, 79-2189, 79-2218, 79-2223, 81-3415, 87-1197, 87-1585, 89-2288, 95-4404, 99-2358, 99-2365, 99-2369, 99-2385, 99-2403, 99-2430, 104-4336, 107-1297, 110-3033, 111-3462, 111-3482, 111-3515, 111-4755, 116-4468, 116-4470, 119-2507, 119-2520, 120-3043, 120-3048, 120-3057, 120-4687 through 120-4692, 121-3562, 126-4490, 128-1776, and 129-4639.	200.
103648-5	10-325, 12-760, 12-799, 20-236, 21-1734, 21-1741 through 21-1744, 21-1746, 40-365, 21-1762, 41-1763, 60-243, 61-605, 77-1590, 90-461, 100-1712 through 100-1718, 100-1720 through 100-1726, 100-1728 through 100-1731, 105-149,	C90-1, C90A, and F90.

	105-285, 109-1613, 109-1620, 116-1488, 121-1764, 126-1502, and 126-1511.	
103648-6	101-1830, 101-1831, and 110-1822.	58P and 90.
103648-7	11-208, 14-1206, 17-2204, 21-2817, 21-2818, 21-2827, 21-2828, 22-2832, 23-1030, 23-1058, 24-1211, 24-1232, 25-1634, 30-2719, 31-346, 42-843, 51-397, 51-398, 51-409, 54-1253, 74-1320, 77-2349, 86-2136, 103-1129, 110-1171, 112-961, 112-1000, 113-1172, 113-1192, 114-1538, 118-2569, 119-2607, 119-2614, 101-2796 through 100-2806, and 100-2808 through 100-2815.	B200 and 300.
103648-13	12-410, 12-464, 12-465, and 70-386 through 70-400.	300 and B300.

NOTE 1: The above outflow/safety valves are referenced in AlliedSignal Aerospace Service Bulletin 103570-21-4012, Revision 1, dated May 30, 1995; Service Bulletin 103648-21-4022, Revision 1, dated May 30, 1995; and Service Bulletin 103598-21-4024, Revision 1, dated May 30, 1995. In addition, Beechcraft Service Bulletin 2484, Revision 1, dated October, 1995, references the AlliedSignal service bulletins.

NOTE 2: This AD applies to each airplane 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 airplanes that have been modified, altered, or repaired so that the performance of the requirements of this AD is affected, the owner/operator must request approval for an alternative method of compliance in accordance with paragraph (d) of this AD. The request should include an assessment of the effect of the modification, alteration, or repair on the unsafe condition addressed by this AD; and, if the unsafe condition has not been eliminated, the request should include specific proposed actions to address it.

Compliance: Required as indicated in the body of this AD, unless already accomplished.

To prevent outflow/safety valve cracking and consequent failure, which could result in rapid decompression of the airplane, accomplish the following:

(a) For the airplanes referenced in the "Airplane Models and Serial Numbers That Are Equipped with Allied Signal Outflow Valves" table that is included in the "Applicability" section of this AD: Within the next 4 months after the effective date of this AD, replace (with a new or serviceable valve) any outflow/safety valve that does not have one of the following:

(1) The valve identification plate MOD RECORD stamped "PCA" (Poppet Change Accomplished); or

(2) A valve with an inked ATD Quality Assurance "Functional Test (FT)" stamp that is dated June 1992, or later.

(b) For all airplanes: As of the effective date of this AD, no person may install on any

affected airplane any outflow/safety valve that is referenced in the "Applicable Outflow Safety Valves With Applicable Airplane Models" table that is included in the "Applicability" section of this AD.

(c) 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.

(d) An alternative method of compliance or adjustment of the compliance time that provides an equivalent level of safety may be approved by the Manager, Wichita Aircraft Certification Office (ACO), 1801 Airport Road, Room 100, Mid-Continent Airport, Wichita, Kansas 67209. The request shall be forwarded through an appropriate FAA Maintenance Inspector, who may add comments and then send it to the Manager, Wichita ACO.

NOTE 3: Information concerning the existence of approved alternative methods of compliance with this AD, if any, may be obtained from the Wichita ACO.

(e) All persons affected by this directive may obtain copies of the documents referred to herein upon request to AlliedSignal Aerospace, Technical Publications, Department 65-70, P.O. Box 52170, Phoenix, Arizona 85072-2170; or may examine these documents at the FAA, Central Region, Office of the Regional Counsel, Room 1558, 601 E. 12th Street, Kansas City, Missouri 64106.

(f) This amendment (39-10224) becomes effective on January 11, 1998.

▼Footer Information

▼Comments

Updated RGL applicability to match AD applicability; CAR C-11-185

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Airworthiness Directive

Federal Register Information

[Federal Register: December 03, 1997 (Volume 62, Number 232)]

[Page 63836]

Header Information

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39 [62 FR 63836 NO. 232 12/03/97]

Docket No. 97-CE-20-AD; Amendment 39-10226; AD 97-25-03

RIN 2120-AA64

Airworthiness Directives; Raytheon Aircraft Company 65, 90, 99, 100, 200, 300, 1900, and 2000 Series Airplanes

PDF Copy (If Available):

Preamble Information

AGENCY: Federal Aviation Administration, DOT

ACTION: Final rule

SUMMARY: This amendment adopts a new airworthiness directive (AD) that applies to all Raytheon Aircraft Company (Raytheon) 65, 90, 99, 100, 200, 300, 1900, and 2000 series airplanes. This AD requires amending the Limitations Section of the airplane flight manual (AFM) to prohibit lifting or positioning the power levers below the flight idle stop while the airplane is in flight. This AFM amendment will include a statement of consequences if the limitation is not followed. This AD results from numerous incidents and five documented accidents involving airplanes equipped with turboprop engines where the propeller beta was improperly utilized during flight. The actions specified by this AD are intended to prevent nose down pitch and a descent rate leading to aircraft damage and injury to personnel caused by the power levers being positioned below the flight idle stop or the power levers being lifted while the airplane is in flight.

EFFECTIVE DATE: January 21, 1998.

ADDRESSES: Information related to this AD may be examined at the Federal Aviation Administration (FAA), Central Region, Office of the Regional Counsel, Attention: Rules Docket No. 97-CE-20-AD, Room 1558, 601 E. 12th Street, Kansas City, Missouri 64106.

FOR FURTHER INFORMATION CONTACT: William Schinstock, Aerospace Engineer, Wichita Aircraft Certification Office, FAA, 1801 Airport Road, Wichita, Kansas 67209; telephone (316) 946- 4162; facsimile (316) 946-4407.

SUPPLEMENTARY INFORMATION:

Events Leading to the Issuance of This AD

A proposal to amend part 39 of the Federal Aviation Regulations (14 CFR part 39) to

include an AD that would apply to the following was published in the Federal Register as a notice of proposed rulemaking (NPRM) on July 2, 1997 (62 FR 35704):

Raytheon Models 65-90, 65-A90, 65-A90-1, 65-A90-3, 65-A90-4, B90, C90, C90(SE), C90A, C90B, E90, F90, H90, 99, 99A, A99, A99A, B99, C99, 100, A100, A100A, A100C, B100, 200, 200C, 200CT, 200T, A200, A200C, A200CT, B200, B200C, B200T, B200CT, 300, B300, B300C, 1900, 1900C, 1900D, and 2000 airplanes.

The NPRM proposed to require amending the Limitations Section of the AFM to prohibit lifting or positioning the power levers below the flight idle stop while the airplane is in flight, including a statement of consequences if the limitation is not followed. This AFM amendment shall consist of the following language:

"Do not lift the power levers in flight. Lifting the power levers in flight or moving the power levers in flight below the flight idle position could result in nose down pitch and a descent rate leading to aircraft damage and injury to personnel."

The NPRM was the result of numerous incidents and five documented accidents involving airplanes equipped with turboprop engines where the propeller beta was improperly utilized during flight.

Interested persons have been afforded an opportunity to participate in the making of this amendment. No comments were received on the proposed rule or the FAA's determination of the cost to the public.

The FAA's Determination
After careful review of all available information related to the subject presented above, the FAA has determined that air safety and the public interest require the adoption of the rule as proposed except for minor editorial corrections. The FAA has determined that these minor corrections will not change the meaning of the AD and will not add any additional burden upon the public than was already proposed.

Compliance Time of This AD
The FAA has determined that the compliance time of this AD should be specified in calendar time instead of hours time-in-service. While the condition addressed by this AD is unsafe while the airplane is in flight, the condition is not a result of repetitive airplane operation; the potential of the unsafe condition occurring is the same on the first flight as it is for subsequent flights. The compliance time of "30 days after the effective date of this AD" will not inadvertently ground airplanes and would assure that all owners/operators of the affected airplanes accomplish this AD in a reasonable time period.

Cost Impact
The FAA estimates that 3,093 airplanes in the U.S. registry will be affected by this AD, that it will take approximately 1 workhour per airplane to incorporate the required AFM amendment, and that the average labor rate is approximately $60 an hour. Since an owner/operator who holds at least a private pilot's certificate can accomplish this AD, as authorized by sections 43.7 and 43.9 of the Federal Aviation Regulations (14 CFR 43.7 and 43.9), the only cost impact upon the public is the time it will take the affected airplane owner/operators to amend the AFM or POH.

Regulatory Impact
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.

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 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 copy of the final 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.

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 USC 106(g), 40113, 44701.

§ 39.13 [Amended]
2. Section 39.13 is amended by adding a new airworthiness directive (AD) to read as follows:

▼Regulatory Information

97-25-03 RAYTHEON AIRCRAFT COMPANY (formerly Beech Aircraft Corporation): Amendment 39-10226; Docket No. 97-CE-20-AD.

Applicability: Models 65-90, 65-A90, 65-A90-1, 65-A90-3, 65-A90-4, B90, C90, C90(SE), C90A, C90B, E90, F90, H90, 99, 99A, A99, A99A, B99, C99, 100, A100, A100A, A100C, B100, 200, 200C, 200CT, 200T, A200, A200C, A200CT, B200, B200C, B200T, B200CT, 300, B300, B300C, 1900, 1900C, 1900D, and 2000 airplanes, all serial numbers, certificated in any category.

NOTE 1: This AD applies to each airplane 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 airplanes that have been modified, altered, or repaired so that the performance of the requirements of this AD is affected, the owner/operator must request approval for an alternative method of compliance in accordance with paragraph (e) of this AD. The request should include an assessment of the effect of the modification, alteration, or repair on the unsafe condition addressed by this AD; and, if the unsafe condition has not been eliminated, the request should include specific proposed actions to address it.

Compliance: Required within the next 30 days after the effective date of this AD, unless already accomplished.

To prevent nose down pitch and a descent rate leading to aircraft damage and injury to personnel caused by the power levers being positioned below the flight idle stop or the power levers being lifted while the airplane is in flight, accomplish the following:

(a) Amend the Limitations Section of the airplane flight manual (AFM) by inserting the following language:

"Do not lift the power levers in flight. Lifting the power levers in flight or moving the power levers in flight below the flight idle position could result in nose down pitch and a descent rate leading to aircraft damage and injury to personnel."

(b) This action may be accomplished by incorporating a copy of this AD into the Limitations Section of the AFM.

(c) Amending the AFM, as required by this AD, may be performed by the owner/operator holding at least a private pilot certificate as authorized by section 43.7 of the Federal Aviation Regulations (14 CFR 43.7), and must be entered into the aircraft records showing compliance with this AD in accordance with section 43.9 of the Federal Aviation Regulations (14 CFR 43.9).

(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.

(e) An alternative method of compliance or adjustment of the compliance time that provides an equivalent level of safety may be approved by the Manager, Wichita Aircraft Certification Office (ACO), FAA, 1801 Airport Road, Wichita, Kansas. The request shall be forwarded through an appropriate FAA Maintenance Inspector, who may add comments and then send it to the Manager, Wichita ACO.

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

(f) Information related to this AD may be examined at the FAA, Central Region, Office of the Regional Counsel, Room 1558, 601 E. 12th Street, Kansas City, Missouri 64106.

(g) This amendment (39-10226) becomes effective on January 21, 1998.

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▼Comments

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Airworthiness Directive

Federal Register Information

[Federal Register: May 14, 1998 (Volume 63, Number 93)]

[Page 26714]

Header Information

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39 [63 FR 26714 No. 93 05/14/98]

Docket No. 97-CE-72-AD; Amendment 39-10516; AD 98-10-05

RIN 2120-AA64

Airworthiness Directives; Raytheon Aircraft Company Models B200, B200C, and B200T Airplanes

PDF Copy (If Available):

Preamble Information

AGENCY: Federal Aviation Administration, DOT

ACTION: Final rule.

SUMMARY: This amendment adopts a new airworthiness directive (AD) that applies to certain Raytheon Aircraft Company (Raytheon) Models B200, B200C, and B200T airplanes (formerly referred to as Beech Models B200, B200C, and B200T airplanes). This AD requires replacing the wiring for the engine fire detector system with fire resistant wiring. This AD is the result of the discovery during aircraft production of the potential for the existing engine fire detector system wiring on the affected airplanes to fail because of high heat and/or fire. The actions specified by this AD are intended to prevent failure of the engine fire detector system if high heat and/or fire stopped an electrical signal between the engine fire detectors and the engine fire warning annunciator lights located in the cockpit, which could result in passenger injury in the event of an airplane fire.

DATES: Effective June 27, 1998.

The incorporation by reference of certain publications listed in the regulations is

approved by the Director of the Federal Register as of June 27, 1998.

ADDRESSES: Service information that applies to this AD may be obtained from the Raytheon Aircraft Company, P.O. Box 85, Wichita, Kansas 67201-0085. This information may also be examined at the Federal Aviation Administration (FAA), Central Region, Office of the Regional Counsel, Attention: Rules Docket No. 97-CE-72-AD, Room 1558, 601 E. 12th Street, Kansas City, Missouri 64106; or at the Office of the Federal Register, 800 North Capitol Street, NW, suite 700, Washington, DC.

FOR FURTHER INFORMATION CONTACT: Mr. Randy Griffith, Aerospace Engineer, Wichita Aircraft Certification Office, FAA, 1801 Airport Road, Mid-Continent Airport, Wichita, Kansas 67209; telephone: (316) 946-4145; facsimile: (316) 946-4407.

SUPPLEMENTARY INFORMATION:

Events Leading to the Issuance of This AD

A proposal to amend part 39 of the Federal Aviation Regulations (14 CFR part 39) to include an AD that would apply to certain Raytheon Models B200, B200C, and B200T airplanes was published in the **Federal Register** as a notice of proposed rulemaking (NPRM) on December 3, 1997 (62 FR 63914). The NPRM proposed to require replacing the wiring for the engine fire detector system with fire resistant wiring by incorporating Engine Fire Detector Harness Kit, part number 101-3208-1. Accomplishment of the proposed action as specified in the NPRM would be in accordance with Raytheon Mandatory Service Bulletin No. 2701, Issued: May, 1997.

The NPRM was the result of the discovery during aircraft production of the potential for the existing engine fire detector system wiring on the affected airplanes to fail because of high heat and/or fire.

Interested persons have been afforded an opportunity to participate in the making of this amendment. No comments were received on the proposed rule or the FAA's determination of the cost to the public.

The FAA's Determination

After careful review of all available information related to the subject presented above, the FAA has determined that air safety and the public interest require the adoption of the rule as proposed except for minor editorial corrections. The FAA has determined that these minor corrections will not change the meaning of the AD and will not add any additional burden upon the public than was already proposed.

Cost Impact

The FAA estimates that 77 airplanes in the U.S. registry will be affected by this AD, that it will take approximately 4 workhours per airplane to accomplish the modification required by this AD, and that the average labor rate is approximately $60 an hour. Parts will be provided by the manufacturer at no cost to the owners/operators of the affected airplanes. Based on these figures, the total cost impact of this AD on U.S. operators is estimated to be $18,480, or $240 per airplane. These figures are based on the presumption that no owner/operator of the affected airplanes has incorporated this modification.

Raytheon has informed the FAA that approximately 40 kits have been shipped from the Raytheon Aircraft Authorized Service Center. Presuming that each of the 40 kits is incorporated on an affected airplane, this will reduce the cost impact of this AD by $9,600, from $18,480, to $8,880.

Regulatory Impact

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.

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 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 copy of the final 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, 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 (AD) to read as follows:

▼Regulatory Information

98-10-05 RAYTHEON AIRCRAFT COMPANY: Amendment 39-10516; Docket No. 97-CE-72-AD.

Applicability: The following model and serial number airplanes, certificated in any category:

Model	Serial Numbers
B200	BB-1439, BB-1444 through BB-1447, BB-1449, BB-1450, BB-1452, BB-1453, BB-1455, BB-1456, and BB-1458 through BB-1512;
B200C	BL-139 and BL-140;
B200C (C-12R)	BW-1 through BW-5; and
B200T	BT-35 through BT-38.

NOTE 1: This AD applies to each airplane 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 airplanes that have been modified, altered, or repaired so that the performance of the requirements of this AD is affected, the owner/operator must request approval for an alternative method of compliance in accordance with paragraph (c) of this AD. The request should include an assessment of the effect of the modification, alteration, or repair on the unsafe condition addressed by this AD; and, if the unsafe condition has not been eliminated, the request should include specific proposed actions to address it.

Compliance: Required within the next 200 hours time-in-service (TIS) after the effective date of this AD, unless already accomplished.

To prevent failure of the engine fire detector system if high heat and/or fire stopped an electrical signal between the engine fire detectors and the engine fire warning annunciator lights located in the cockpit, which could result in passenger injury in the event of an airplane fire, accomplish the following:

(a) Replace the existing engine fire protection system wiring with fire resistant wiring by incorporating Engine Fire Detector Harness Kit, part number 101-3208-1. Accomplish this replacement in accordance with the instructions included with the above kit, as referenced in Raytheon Mandatory Service Bulletin No. 2701, Issued: May, 1997.

(b) 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.

(c) An alternative method of compliance or adjustment of the compliance time that provides an equivalent level of safety may be approved by the Manager, Wichita Aircraft Certification Office (ACO), 1801 Airport Road, Room 100, Mid-Continent Airport, Wichita, Kansas 67209. The request shall be forwarded through an appropriate FAA Maintenance Inspector, who may add comments and then send it to the Manager, Wichita ACO.

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

(d) The replacement required by this AD shall be done in accordance with the instructions to Raytheon Engine Fire Detector Harness Kit, part number 101-3208-1, as referenced in Raytheon Mandatory Service Bulletin No. 2701, Issued: May, 1997. This incorporation by reference was approved by the Director of the Federal Register in accordance with 5 U.S.C. 552(a) and 1 CFR part 51. Copies may be obtained from Raytheon Aircraft Company, P.O. Box 85, Wichita, Kansas 67201-0085. Copies may be inspected at the FAA, Central Region, Office of the Regional Counsel, Room 1558, 601 E. 12th Street, Kansas City, Missouri, or at the Office of the Federal Register, 800 North Capitol Street, NW, suite 700, Washington, DC.

(e) This amendment becomes effective on June 27, 1998.

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Airworthiness Directive

Federal Register Information

This information is not available.

Header Information

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39 [63 FR 55528 No. 200 10/16/98]

Docket No. 97-CE-148-AD; Amendment 39-10843; AD 98-21-35

RIN 2120-AA64

Airworthiness Directives; Raytheon Aircraft Company Models A200CT, B200, B200C, B200CT, 200T/B200T, 300, B300, and B300C Airplanes

PDF Copy (If Available):

Preamble Information

AGENCY: Federal Aviation Administration, DOT

ACTION: Final rule

SUMMARY: This amendment adopts a new airworthiness directive (AD) that applies to certain Raytheon Aircraft Company (Raytheon) Models A200CT, B200, B200C, B200CT, 200T/B200T, 300, B300, and B300C airplanes. This AD requires replacing the main landing gear left and right actuator clevis assembly. Reports of main landing gear failure on two of the affected airplanes prompted this action. The actions specified by this AD are intended to prevent failure of the actuator clevis assembly in the main landing gear caused by fatigue cracking of the original design part, which could result in loss of control of the airplane during landing operations.

DATES: Effective November 23, 1998.

The incorporation by reference of certain publications listed in the regulations is approved by the Director of the Federal Register as of November 23, 1998.

ADDRESSES: Service information that applies to this AD may be obtained from the Raytheon Aircraft Company, P.O. Box 85, Wichita, Kansas 67201-0085; telephone: (800) 625-7043 or (316) 676-4556. This information may also be examined at the Federal Aviation Administration (FAA), Central Region, Office of the Regional Counsel, Attention: Rules Docket No. 97-CE-148-AD, Room 1558, 601 E. 12th Street, Kansas City, Missouri 64106; or at the Office of the Federal Register, 800 North Capitol Street,

NW, suite 700, Washington, DC.

FOR FURTHER INFORMATION CONTACT: Mr. Steven E. Potter, Aerospace Engineer, FAA, Wichita Aircraft Certification Office, 1801 Airport Road, Room 100, Wichita, Kansas 67209; telephone: (316) 946-4124; facsimile: (316) 946-4407.

SUPPLEMENTARY INFORMATION:

Events Leading to the Issuance of This AD

A proposal to amend part 39 of the Federal Aviation Regulations (14 CFR part 39) to include an AD that would apply to certain Raytheon Models A200CT, B200, B200C, B200CT, 200T/B200T, 300, B300, and B300C airplanes was published in the **Federal Register** as a notice of proposed rulemaking (NPRM) on May 5, 1998 (63 FR 24756). The NPRM proposed to require replacing the left and right main landing gear (MLG) actuator clevis assembly with a new actuator clevis assembly of improved design. Accomplishment of the proposed action as specified in the NPRM would be in accordance with Raytheon Aircraft Mandatory Service Bulletin No. 2728, Issued: June, 1997, Revision No. 1, dated February, 1998.

The NPRM was the result of reports of main landing gear failure on two of the affected airplanes.

Interested persons have been afforded an opportunity to participate in the making of this amendment. No comments were received on the proposed rule or the FAA's determination of the cost to the public.

The FAA's Determination

After careful review of all available information related to the subject presented above, the FAA has determined that air safety and the public interest require the adoption of the rule as proposed except for minor editorial corrections. The FAA has determined that these minor corrections will not change the meaning of the AD and will not add any additional burden upon the public than was already proposed.

Cost Impact

The FAA estimates that 897 airplanes in the U.S. registry will be affected by this AD, that it will take approximately 5 workhours per airplane to accomplish this action, and that the average labor rate is approximately $60 an hour. Parts cost approximately $581 per airplane. Based on these figures, the total cost impact of this AD on U.S. operators is estimated to be $790,257, or $881 per airplane.

The manufacturer has informed the FAA that 105 owners/operators of these airplanes have already accomplished this action; thereby reducing the total cost impact of this AD on U.S. operators by $92,505, from $790,257 to $697,752.

Regulatory Impact

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.

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 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 copy of the final 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, 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 (AD) to read as follows:

▼Regulatory Information

98-21-35 RAYTHEON AIRCRAFT COMPANY (Type Certificate No. A24CE formerly held by the Beech Aircraft Corporation): Amendment 39-10843; Docket No. 97-CE-148-AD.

Applicability: Airplane models listed below, certificated in any category.

Model	Serial Number
B200	BB-1158, BB-1167, BB-1193 through BB-1263, BB-1265 through BB-1286, BB-1287, BB-1288, BB-1290 through BB-1300, BB-1302 through BB-1425, BB-1427 through BB-1447, BB-1449, BB-1450, BB-1453, BB-1455, BB-1456, and BB-1458 through BB-1559
B200C	BL-124 through BL-140
B200CT (FW-II)	FG-1 and FG-2
200T/B200T	BT-31 through BT-38
300	FA-1 through FA-230 and FF-1 through FF-19
B300	FL-1 through FL-159
B300C	FM-1 through FM-9 and FN-1
A200CT (C-12D)	BP-46 through BP-51
A200CT (C-12F)	BP-52 through BP-63
A200CT (RC-12K)	FE-1 through FE-9
A200CT (RC-12N)	FE-10 through FE-24
A200CT (RC-12P)	FE-25 through FE-31, FE-33, and FE-35
A200CT (RC-12Q)	FE-32, FE-34, and FE-36
B200C (C-12F)	BP-64 through BP-71, BL-73 through BL-112, and BL-118 through BL-123
B200C (UC-12F)	BU-1 through BU-10
B200CT (RC-12F)	BU-11 and BU-12
B200C (UC-12M)	BV-1 through BV-10
B200C (RC-12M)	BV-11 and BV-12

B200C (C-12R)	BW-1 through BW-29

NOTE 1: This AD applies to each airplane 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 airplanes that have been modified, altered, or repaired so that the performance of the requirements of this AD is affected, the owner/operator must request approval for an alternative method of compliance in accordance with paragraph (c) of this AD. The request should include an assessment of the effect of the modification, alteration, or repair on the unsafe condition addressed by this AD; and, if the unsafe condition has not been eliminated, the request should include specific proposed actions to address it.

Compliance: Required within the next 200 hours time-in-service (TIS) after the effective date of this AD, unless already accomplished.

To prevent failure of the actuator clevis assembly in the main landing gear caused by fatigue cracking of the original design part, which could result in loss of control of the airplane during landing operations, accomplish the following:

(a) Replace the left and right main landing gear (MLG) actuator clevis assembly with a new MLG actuator clevis assembly of improved design in accordance with the Accomplishment Instructions section in Raytheon Aircraft Mandatory Service Bulletin No. 2728, Issued: June, 1997, Revision No. 1, February, 1998.

(b) 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.

(c) An alternative method of compliance or adjustment of the compliance time that provides an equivalent level of safety may be approved by the Manager, Wichita Aircraft Certification Office, 1801 Airport Road, Room 100, Wichita, Kansas 67209. The request shall be forwarded through an appropriate FAA Maintenance Inspector, who may add comments and then send it to the Manager, Wichita Aircraft Certification Office.

NOTE 2: Information concerning the existence of approved alternative methods of compliance with this AD, if any, may be obtained from the Wichita Aircraft Certification Office.

(d) The replacements required by this AD shall be done in accordance with Raytheon Aircraft Mandatory Service Bulletin No. 2728, Issued: June, 1997, Revision No. 1, February, 1998. This incorporation by reference was approved by the Director of the Federal Register in accordance with 5 U.S.C. 552(a) and 1 CFR part 51. Copies may be obtained from the Raytheon Aircraft Company, P.O. Box 85, Wichita, Kansas 67201-0085. Copies may be inspected at the FAA, Central Region, Office of the Regional Counsel, Room 1558, 601 E. 12th Street, Kansas City, Missouri, or at the Office of the Federal Register, 800 North Capitol Street, NW, suite 700, Washington, DC.

(e) This amendment becomes effective on November 23, 1998.

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Airworthiness Directive

Federal Register Information
[Federal Register: December 03, 1998 (Volume 63, Number 232)]

[Page 66746]

Header Information
DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39 [63 FR 66746 No. 232 12/03/98]

Docket No. 98-CE-107-AD; Amendment 39-10924; AD 98-25-02

RIN 2120-AA64

Airworthiness Directives; BF Goodrich Avionics Systems, Inc. SKYWATCH SKY497 Installations with a Top-Mounted Antenna
PDF Copy (If Available):

Preamble Information
AGENCY: Federal Aviation Administration, DOT

ACTION: Final rule; request for comments.

SUMMARY: This amendment adopts a new airworthiness directive (AD) that applies to all BF Goodrich Avionics Systems, Inc. (BF Goodrich) SKYWATCH SKY497 installations with a top-mounted antenna that are installed on aircraft. This AD requires incorporating information into the airplane flight manual (AFM) that specifies verifying the correct antenna configuration each time an aircraft equipped with a SKY497 installation with a top-mounted antenna is powered-up. The AD also requires removing from service any of these SKY497 installations with an incorrect antenna configuration. This AD results from numerous reports of internal component failure of the above-referenced installations, which changed the antenna configuration (from TOP to BOTTOM mount). The actions specified by this AD are intended to prevent the display of target indicators on the wrong side of the aircraft caused by an internal component failure in the SKY497 installations with a top-mounted antenna, which could result in the pilot making an incorrect initial maneuver based on the displayed information while trying to visually acquire the aircraft.

DATES: Effective December 22, 1998.

Comments for inclusion in the Rules Docket must be received on or before January 29, 1999.

ADDRESSES: Submit comments in triplicate to the Federal Aviation Administration (FAA), Central Region, Office of the Regional Counsel, Attention: Rules Docket No. 98-CE-107-AD, Room 1558, 601 E. 12th Street, Kansas City, Missouri 64106.
Service information that applies to this AD may be obtained from BF Goodrich Avionics Systems, Inc., 5353 52nd Street, Southeast, P.O. Box 873, Grand Rapids, Michigan 49588-0873; telephone: (800) 453-0288; facsimile: (616) 285-4224. This information may also be examined at the Federal Aviation Administration (FAA), Central Region, Office of the Regional Counsel, Attention: Rules Docket No. 98-CE-107-AD, Room 1558, 601 E. 12th Street, Kansas City, Missouri 64106; or at the Office of the Federal Register, 800 North Capitol Street, NW, suite 700, Washington, DC.

FOR FURTHER INFORMATION CONTACT: Brenda Ocker, Aerospace Engineer, FAA, Chicago Aircraft Certification Office, 2300 East Devon Avenue, Des Plaines, Illinois 60018; telephone: (847) 294-7126; facsimile: (847) 294-7834.

SUPPLEMENTARY INFORMATION:
Discussion
BF Goodrich has communicated to the FAA 11 reports of internal component failure of BF Goodrich SKYWATCH SKY497 installations with a top-mounted antenna. When this failure occurs, the antenna configuration changes from the TOP to BOTTOM mount; e.g., the actual target at the 9 o'clock position relative to the aircraft shows on the SKY497 installation in

the 3 o'clock position.

This condition, if not corrected in a timely manner, could result in the display of target indicators on the wrong side of the aircraft. The SkyWatch system is an advisory system and the pilot should not maneuver based on the displayed information alone. However, the pilot may make an incorrect initial maneuver based on the displayed information while trying to visually acquire the aircraft.

Relevant Service Information
BF Goodrich has issued Alert Service Bulletin SB #78A, dated October 21, 1998, which specifies procedures for verifying that the SKY497 antenna configuration is in the top mount position every time an affected aircraft is powered-up.

The FAA's Determination
After examining the circumstances and reviewing all available information related to the incidents described above, including the relevant service information, the FAA has determined that AD action should be taken to prevent the display of target indicators on the wrong side of the aircraft caused by the current design of the SKY497 installations with a top-mounted antenna. This could result in the pilot making incorrect aircraft maneuvers based on the displayed information.

Explanation of the Provisions of the AD
Since an unsafe condition has been identified that is likely to exist or develop in other aircraft equipped with SKY497 installations with a top-mounted antenna, the FAA is taking AD action. This AD requires incorporating information into the airplane flight manual (AFM) that specifies verifying the correct antenna configuration each time an aircraft equipped with a SKY497 installation with a top-mounted antenna is powered-up. The AD also requires removing from service any of these SKY 497 installations with an incorrect antenna configuration.

Determination of the Effective Date of the AD
Since a situation exists that requires the immediate adoption of this regulation, it is found that notice and opportunity for public prior 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 immediate flight safety and, thus, was not preceded by notice and opportunity to 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 above. 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 rule must submit a self-addressed, stamped postcard on which the following statement is made: "Comments to Docket No. 98-CE-107-AD." The postcard will be date stamped and returned to the commenter.

Regulatory Impact
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 (otherwise, an evaluation is not required). A copy of it, if filed, may be obtained from the Rules Docket.

List of Subjects in 14 CFR Part 39
Air transportation, Aircraft, Aviation safety, 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 (AD) to read as follows:

Regulatory Information

98-25-02 BFGOODRICH AVIONICS SYSTEMS, INC.: Amendment 39-10924, Docket No. 98-CE-107-AD.

Applicability: SKYWATCH SKY497 installations with a top-mounted antenna that are installed on, but not limited to, the following aircraft, all serial numbers, certificated in any category:

Manufacturer	Aircraft Models and/or Series
Raytheon	Beech 90, 100, 200, and 300 Series
Cessna	172, 182, 206, 208, 210, 300, 400, and 500 Series
Piper	PA-23, PA-31-360, PA-31T, PA-32, PA-34, PA-42, and PA-46
Hawker	HS-700 and HS-800
Mitsubishi	MU-2 Series
Dassault	F10
Mooney	M20 Series
Bombardier	DHC-6 Series
Westwind	1124
Bell	407
Eurocopter	AS365
Socata	TBM700

NOTE 1: This AD applies to each airplane 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 airplanes that have been modified, altered, or repaired so that the performance of the requirements of this AD is affected, the owner/operator must request approval for an alternative method of compliance in accordance with paragraph (e) of this AD. The request should include an assessment of the effect of the modification, alteration, or repair on the unsafe condition addressed by this AD; and, if the unsafe condition has not been eliminated, the request should include specific proposed actions to address it.

Compliance: Required as indicated in the body of this AD, unless already accomplished.

To prevent the display of target indicators on the wrong side of the aircraft caused by an internal component failure in the SKY497 installations with a top-mounted antenna, which could result in the pilot making an incorrect initial maneuver based on the displayed information while trying to visually acquire the aircraft, accomplish the following:

(a) Within the next 25 hours time-in-service (TIS) after the effective date of this AD, place the information in the Appendix to this AD into the Limitations Section of the airplane flight manual (AFM).

(1) This information specifies verifying the correct antenna configuration each time an aircraft equipped with a SKY497 installation with a top-mounted antenna is powered-up.

(2) This information is a duplication of the information presented in BF Goodrich Alert Service Bulletin #78A, dated October 21, 1998.

(b) If an incorrect antenna configuration is found during any of the power-up procedures specified in the AFM information required by this AD, prior to further flight, remove the SKY497 installation from service.

(c) Inserting the information into the Limitations Section of the AFM as required by paragraph (a) of this AD may be performed by the owner/operator holding at least a private pilot certificate as authorized by section 43.7 of the Federal Aviation Regulations (14 CFR 43.7), and must be entered into the aircraft records showing compliance with this AD in accordance with section 43.9 of the Federal Aviation Regulations (14 CFR 43.9).

(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.

(e) An alternative method of compliance or adjustment of the compliance times that provides an equivalent level of safety may be approved by the Manager, Chicago Aircraft Certification Office (ACO), 2300 East Devon Avenue, Des Plaines, Illinois 60018. The request shall be forwarded through an appropriate FAA Maintenance Inspector, who may add comments and then send it to the Manager, Chicago ACO.

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

(f) The service information referenced in this AD may be obtained from BF Goodrich Avionics Systems, Inc. 5353 52nd Street, Southeast, P.O. Box 873, Grand Rapids, Michigan 49588-0873. This document or other information related to this AD may be inspected at the FAA, Central Region, Office of the Regional Counsel, Room 1558, 601 E. 12th Street, Kansas City, Missouri.

(g) This amendment becomes effective on December 22, 1998.

APPENDIX TO AD 98-25-02;
AMENDMENT 39-10924; DOCKET NO. 98-CE-107-AD.

POWER-UP PROCEDURES FOR SKYWATCH SKY497
INSTALLATIONS WITH A TOP-MOUNTED ANTENNA

The following power-up procedure must be accomplished each time the system is powered-up:

1. If a WX-1000 is installed with the SKYWATCH, ensure that the STORMSCOPE/CWS switch is in the CWS position.

2. At the SKYWATCH display, access the service menu by holding the left two buttons depressed and switch the system on. Hold the buttons until the Service Menu is displayed. The Service Menu is shown in figure 1.

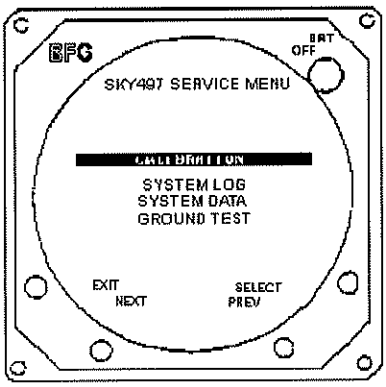

Figure 1.

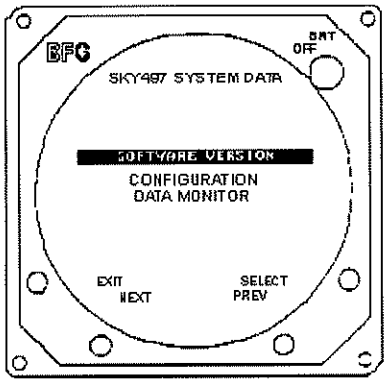

Figure 2.

3. Highlight SYSTEM DATA (press NEXT button two times) and then press SELECT. The SYSTEM DATA screen, as shown in figure 2 will be displayed.

4. Highlight CONFIGURATION by pressing the NEXT button and then press SELECT. The configuration display consists of 4 pages. Advance to Page 3 of 4 (see figure 3) by pressing the NEXT button two times.

5. Verify that the antenna position is configured for TOP mount (i.e., as shown in figure 3).

APPENDIX TO AD 98-25-02;
AMENDMENT 39-10924; DOCKET NO. 98-CE-107-AD.

POWER-UP PROCEDURES FOR SKYWATCH SKY497
INSTALLATIONS WITH A TOP-MOUNTED ANTENNA
(Continued)

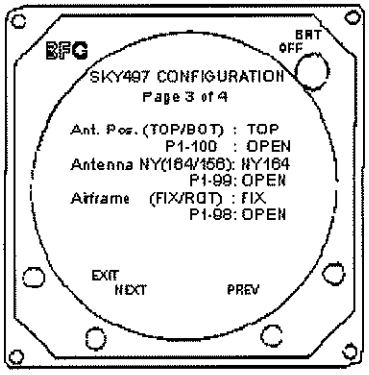

Figure 3.

6. If the antenna configuration is correct, press EXIT until the start-up screen (see figure 4) is displayed.

Figure 4.

7. If a WX-1000 is installed, position the STORMSCOPE/CWS switch to the STORMSCOPE position and exit the STORMSCOPE service menu by pressing the EXIT button.

8. If the antenna configuration is not correct (i.e., configured for Bottom mount), turn SKYWATCH off and return the unit for service.

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Airworthiness Directive

Federal Register Information

[Federal Register: April 26, 1999 (Volume 64, Number 79)]

[Page 20153]

Header Information

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39 [64 FR 20153 No. 79 04/26/99]

Docket No. 98-CE-104-AD; Amendment 39-11143; AD 99-09-10

RIN 2120-AA64

Airworthiness Directives; Raytheon Aircraft Company Models C90A, B200, B200C, B200T, B200CT, 300, B300, B300C, and A200CT Airplanes

PDF Copy (If Available):

Preamble Information

AGENCY: Federal Aviation Administration, DOT

ACTION: Final rule

SUMMARY: This amendment adopts a new airworthiness directive (AD) that applies to certain Raytheon Aircraft Company (Raytheon) Models C90A, B200, B200C, B200T, B200CT, 300, B300, B300C, and A200CT airplanes. This AD requires installing a filter element in the landing gear hand pump suction line. This AD is the result of reports of the potential for debris to enter the landing gear hand pump and interfere with its operation, which could prevent the nose landing gear from being extended manually. Two occurrences were reported of nose landing gear collapse after manual extension. The actions specified by this AD are intended to prevent the inability to extend the landing gear with the hand pump caused by debris entering the landing gear hand pump, which could result in passenger injury or damage to the airplane if manual operation of the landing gear failed.

DATES: Effective June 7, 1999.

The incorporation by reference of certain publications listed in the regulations is approved by the Director of the Federal Register as of June 7, 1999.

ADDRESSES: Service information that applies to this AD may be obtained from the Raytheon Aircraft Company, P.O. Box 85, Wichita, Kansas 67201-0085. This information may also be examined at the Federal Aviation Administration (FAA), Central Region, Office of the Regional Counsel, Attention: Rules Docket No. 98-CE-104-AD, Room 1558, 601 E. 12th Street, Kansas City, Missouri 64106; or at the Office of the Federal Register, 800 North Capitol Street, NW, suite 700, Washington, DC.

FOR FURTHER INFORMATION CONTACT: Mr. Paul DeVore, Aerospace Engineer, FAA, Wichita Aircraft Certification Office, 1801 Airport Road, Mid-Continent Airport,

Wichita, Kansas 67209; telephone: (316) 946-4142; facsimile: (316) 946-4407.

SUPPLEMENTARY INFORMATION:

Events Leading to the Issuance of This AD

A proposal to amend part 39 of the Federal Aviation Regulations (14 CFR part 39) to include an AD that would apply to certain Raytheon Models C90A, B200, B200C, B200T, B200CT, 300, B300, B300C, and A200CT airplanes was published in the Federal Register as a notice of proposed rulemaking (NPRM) on January 5, 1999 (64 FR 443). The NPRM proposed to require installing a filter element in the landing gear hand pump suction line. Accomplishment of the proposed action as specified in the NPRM would be required in accordance with Raytheon Mandatory Service Bulletin SB 32-3073, Revision 1, Issued: March, 1998, Revised: July 1998.

The NPRM was the result of reports of the potential for debris to enter the landing gear hand pump and interfere with its operation, which could prevent the nose landing gear from being extended manually. Two occurrences were reported of nose landing gear collapse after manual extension.

Interested persons have been afforded an opportunity to participate in the making of this amendment. No comments were received on the proposed rule or the FAA's determination of the cost to the public.

The FAA's Determination

After careful review of all available information related to the subject presented above, the FAA has determined that air safety and the public interest require the adoption of the rule as proposed except for minor editorial corrections. The FAA has determined that these minor corrections will not change the meaning of the AD and will not add any additional burden upon the public than was already proposed.

Cost Impact

The FAA estimates that 991 airplanes in the U.S. registry will be affected by this AD, that it will take approximately 5 workhours per airplane to accomplish this action, and that the average labor rate is approximately $60 an hour. Raytheon will give warranty credit for parts until July 31, 1999. Based on these figures, the total cost impact of this AD on U.S. operators is estimated to be $297,300, or $300 per airplane.

Regulatory Impact

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.

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 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 copy of the final 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, 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 (AD) to read as follows:

▼Regulatory Information

99-09-10 RAYTHEON AIRCRAFT COMPANY (All type certificates of the affected airplanes previously held by the Beech Aircraft Corporation): Amendment 39-11143; Docket No. 98-CE-104-AD.

Applicability: The following airplane models and serial numbers, certificated in any category:

Models	Serial Numbers
C90A	LJ-1063 through LJ-1482
B200	BB-1158, BB-1167, BB-1193 through BB-1532, and all serial numbers with Beech Kit 101-8018 incorporated
B200C	BL-113 through BL-117, BL-124 through BL-140, and all serial numbers with Beech Kit 101-8018 incorporated
B200T	BT-31 through BT-38, and all serial numbers with Beech Kit 101-8018 incorporated
B200CT	BN-2, BN-3, and BN-4 that have Beech Kit 101-8018 incorporated
B200CT	FG-1 and FG-2
300	FA-1 through FA-230
300	FF-1 through FF-19
B300	FL-1 through FL-138
B300C	FM-1 through FM-9
B300C	FN-1 A
200CT (C-12D)	BP-46 through BP-51
A200CT (C-12F)	BP-52 through BP-63
A200CT (RC-12H)	GR-14 through GR-19
A200CT	(RC-12K) FE-1 through FE-9
A200CT (RC-12N)	FE-10 through FE-24
A200CT (RC-12P)	FE-25 through FE-31, FE-33, and FE-35
B200C	(C-12F) BL-73 through BL-112 and BL-118 through BL-123
B200C (C-12F)	BP-64 through BP-71
B200C (UC-12F)	BU-1 through BU-10

B200CT (RC-12F)	BU-11 and BU-12
B200C (UC-12M)	BV-1 through BV-10
B200C (RC-12M)	BV-11 and BV-12
B200C (C-12R)	BW-1 through BW-19

NOTE 1: This AD applies to each airplane 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 airplanes that have been modified, altered, or repaired so that the performance of the requirements of this AD is affected, the owner/operator must request approval for an alternative method of compliance in accordance with paragraph (c) of this AD. The request should include an assessment of the effect of the modification, alteration, or repair on the unsafe condition addressed by this AD; and, if the unsafe condition has not been eliminated, the request should include specific proposed actions to address it.

Compliance: Required within the next 200 hours time-in-service (TIS) after the effective date of this AD, unless already accomplished.

NOTE 2: The service information referenced in this AD specifies 800-hour repetitive inspections. This AD does not require these inspections.

To prevent the inability to extend the landing gear with the hand pump caused by debris entering the landing gear hand pump, which could result in passenger injury or damage to the airplane if manual operation of the landing gear failed, accomplish the following:

(a) Install a filter element in the landing gear hand pump suction line, in accordance with the ACCOMPLISHMENT INSTRUCTIONS section of Raytheon Mandatory Service Bulletin SB 32-3073, Revision 1, Issued: March, 1998, Revised: July 1998.

(b) 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.

(c) An alternative method of compliance or adjustment of the compliance time that provides an equivalent level of safety may be approved by the Manager, Wichita Aircraft Certification Office (ACO), 1801 Airport Road, Room 100, Mid-Continent Airport, Wichita, Kansas 67209. The request shall be forwarded through an appropriate FAA Maintenance Inspector, who may add comments and then send it to the Manager, Wichita ACO.

NOTE 3: Information concerning the existence of approved alternative methods of compliance with this AD, if any, may be obtained from the Wichita ACO.

(d) The installation required by this AD shall be done in accordance with Raytheon Mandatory Service Bulletin SB 32-3073, Revision 1, Issued: March, 1998, Revised: July 1998. This incorporation by reference was approved by the Director of the Federal Register in accordance with 5 U.S.C. 552(a) and 1 CFR part 51. Copies may be obtained from the Raytheon Aircraft Company, P.O. Box 85, Wichita, Kansas 67201-0085. Copies may be inspected at the FAA, Central Region, Office of the Regional Counsel, Room 1558, 601 E. 12th Street, Kansas City, Missouri, or at the Office of the Federal Register, 800 North Capitol Street, NW, suite 700, Washington, DC.

(e) This amendment becomes effective on June 7, 1999.

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Airworthiness Directive

Federal Register Information

[Federal Register: August 31, 1999 (Volume 64, Number 168)]

[Page 47374]

Header Information

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39 [64 FR 47374 No. 168 08/31/99]

Docket No. 99-CE-56-AD; Amendment 39-11281; AD 99-18-15

RIN 2120-AA64

Airworthiness Directives; Raytheon Aircraft Company Beech Models C90A, B200, B300, and 1900D Airplanes

PDF Copy (If Available):

Preamble Information

AGENCY: Federal Aviation Administration, DOT

ACTION: Final rule; request for comments

SUMMARY: This amendment adopts a new airworthiness directive (AD) that applies to all Raytheon Aircraft Company (Raytheon) Beech Models C90A, B200, B300, and 1900D airplanes. This AD requires replacing the landing gear hand pump for airplanes that had a pump within a certain serial number range installed at manufacture; and prohibits the future installation of any of these pumps on all of the affected airplanes. This AD is the result of information from the manufacturer of improper machining of the pump housing on certain landing gear emergency hand pumps on the affected airplanes. This resulted in an insufficient groove depth to retain a snap ring, which retains the check valve in its proper position within the housing. The actions specified in this AD are intended to detect any improperly machined landing gear emergency hand pumps, which, if not removed from service, could result in the inability to properly lower and lock the landing gear in the event of failure of the primary retraction/extension system.

Comments for inclusion in the Rules Docket must be received on or before October 27, 1999.

DATES: Effective September 27, 1999.

ADDRESSES: Submit comments in triplicate to the Federal Aviation Administration (FAA), Central Region, Office of the Regional Counsel, Attention: Rules Docket No. 99-CE-56-AD, Room 1558, 601 E. 12th Street, Kansas City, Missouri 64106.

This information may be examined at the Federal Aviation Administration (FAA), Central Region, Office of the Regional Counsel, Attention: Rules Docket No. 99-CE-56-AD, Room 1558, 601 E. 12th Street, Kansas City, Missouri 64106.

FOR FURTHER INFORMATION CONTACT: Mr. Paul DeVore, Aerospace Engineer, FAA, Wichita Aircraft Certification Office, 1801 Airport Road, Mid-Continent Airport, Wichita, Kansas 67209; telephone: (316) 946-4142; facsimile: (316) 946-4407.

SUPPLEMENTARY INFORMATION:

Discussion

The FAA has received information from the Raytheon Aircraft Corporation (Raytheon) of improper machining of the pump housing on landing gear emergency hand pumps, part number 101-388007-3, serial numbers 2702 through 2833; that are installed on certain Raytheon Beech Models C90A, B200, B300, and 1900D airplanes. This resulted in an insufficient groove depth to retain a snap ring, which retains the check valve in its proper position within the housing. These landing gear emergency hand pumps may have been installed at manufacture on airplanes within the following serial number range:

Model	Serial Number
C90A	LJ-1526 through LJ-1550
B200	BB-1628 through BB-1659
B300	FL-213 through FL-237
1900D	UE-346 through UE-356, UE-358, and UE-367

Continuing to utilize these pumps in service could result in the inability to properly lower and lock the landing gear in the event of failure of the primary retraction/extension system.

The FAA's Determination

After examining the circumstances and reviewing all available information related to the incidents described above, the FAA has determined that:

- these improperly machined landing gear emergency hand pumps should be removed from service; and

- AD action should be taken to prevent the above-referenced condition from occurring.

Explanation of the Provisions of the AD

Since an unsafe condition has been identified that is likely to exist or develop in other Raytheon Beech Models C90A, B200, B300, and 1900D airplanes of the same type design, the FAA is taking AD action. This AD requires replacing the landing gear hand pump for airplanes that had a pump within a certain serial number range installed at manufacture; and prohibits the future installation of any of these pumps on all of the affected airplanes.

Determination of the Effective Date of the AD

Since a situation exists that requires the immediate adoption of this regulation, it is found that notice and opportunity for public prior 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 immediate flight safety and, thus, was not preceded by notice and opportunity to 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 above. 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 rule must submit a self-addressed, stamped postcard on which the following statement is made: "Comments to Docket No. 99-CE-56-AD." The postcard will be date stamped and returned to the commenter.

Regulatory Impact
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 (otherwise, an evaluation is not required). A copy of it, if filed, may be obtained from the Rules Docket.

List of Subjects in 14 CFR Part 39
Air transportation, Aircraft, Aviation safety, 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 (AD) to read as follows:

▼Regulatory Information

99-18-15 RAYTHEON AIRCRAFT COMPANY (All type certificates of the affected airplanes previously held by the Beech Aircraft Corporation): Amendment 39-11281; Docket No. 99-CE-56-AD. Issued August 23, 1999.
Applicability: The following Raytheon Beech airplane models and serial numbers, certificated in any category:

Replacement Requirements of Paragraph (a) of this AD:

Model	Serial Numbers
C90A	LJ-1526 through LJ-1550
B200	BB-1628 through BB-1659
B300	FL-213 through FL-237
1900D	UE-346 through UE-356, UE-358, and UE-367

Installation Requirements of Paragraph (b) of this AD:

Model	Serial Numbers
C90A	all serial numbers
B200	all serial numbers
B300	all serial numbers
1900D	all serial numbers

NOTE 1: This AD applies to each airplane 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 airplanes that have been modified, altered, or repaired so that the performance of the requirements of this AD is affected, the owner/operator must request approval for an alternative method of compliance in accordance with paragraph (e) of this AD. The request should include an assessment of the effect of the modification, alteration, or repair on the unsafe condition addressed by this AD; and, if the unsafe condition has not been eliminated, the request should include specific proposed actions to address it. Compliance: Required as indicated in the body of this AD, unless already accomplished.

To detect any improperly machined landing gear emergency hand pumps, which, if not removed from service, could result in the inability to properly lower and lock the landing gear in the event of failure of the primary retraction/extension system, accomplish the following:

(a) For the airplanes referenced in the Replacement Requirements of Paragraph (a) of this AD portion of the Applicability section of this AD: Within the next 25 hours time-in-service (TIS) after the effective date of this AD, replace any landing gear emergency hand pump, part number 101-388007-3, that incorporates a serial number in the range of 2702 through 2833.

NOTE 2: This AD allows the aircraft owner or pilot to check the maintenance records to determine whether the landing gear emergency hand pump, part number 101-388007-3, has been replaced with one outside the serial number range of 2702 through 2833. See paragraph (c) of this AD for authorization.

(b) For the airplanes referenced in the Installation Requirements of Paragraph (b) of this AD portion of the Applicability section of this AD: As of the effective date of this AD, no person may install a landing gear emergency hand pump, part number 101-388007-3, that incorporates a serial number in the range of 2702 through 2833.

(c) The owner/operator holding at least a private pilot certificate as authorized by section 43.7 of the Federal Aviation Regulations (14 CFR 43.7) may check the maintenance records to determine whether the landing gear emergency hand pump, part number 101-388007-3, that is installed incorporates a serial number outside the range of 2702 through 2833. If, by checking the maintenance records, it can be positively shown that an actuator with a serial number outside of the range of 2702

through 2833 is installed, the requirements of paragraph (a) of this AD do not apply and the owner/operator must make an entry into the aircraft records showing compliance with this portion of the AD in accordance with section 43.9 of the Federal Aviation Regulations (14 CFR 43.9).

(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.

(e) An alternative method of compliance or adjustment of the compliance times that provides an equivalent level of safety may be approved by the Manager, Wichita Aircraft Certification Office (ACO), 1801 Airport Road, Room 100, Mid-Continent Airport, Wichita, Kansas 67209. The request shall be forwarded through an appropriate FAA Maintenance Inspector, who may add comments and then send it to the Manager, Wichita ACO.

NOTE 3: Information concerning the existence of approved alternative methods of compliance with this AD, if any, may be obtained from the Wichita ACO.

(f) This amendment becomes effective on September 27, 1999.

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Airworthiness Directive

Federal Register Information

[Federal Register: June 6, 2001 (Volume 66, Number 109)]

[Page 30296-30300]

Header Information

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. 2000-CE-25-AD; Amendment 39-12244; AD 2001-11-03]

RIN 2120-AA64

Airworthiness Directives; Raytheon Aircraft Company Beech Models F33A, A36, B36TC, 58/58A, C90A, B200, and 1900D Airplanes

PDF Copy (If Available):

Preamble Information

AGENCY: Federal Aviation Administration, DOT.

ACTION: Final rule.

SUMMARY: This amendment adopts a new airworthiness directive (AD) that applies to certain Raytheon Aircraft Company (Raytheon) Beech Models F33A, A36, B36TC, 58/58A, C90A, B200, and 1900D airplanes equipped with a KA-33 cooling blower. This AD requires you to incorporate certain electrical parts to protect cooling blowers. This AD is the result of several reports of circuit breakers failing to protect cooling blowers on the affected airplanes. The actions specified by this AD are intended to protect the blower motor circuit and reduce the possibility of emission of smoke or a burning odor into the cockpit or passenger compartment as a result of a failed or seized blower motor.

DATES: This AD becomes effective on July 20, 2001.

The Director of the Federal Register approved the incorporation by reference of certain publications listed in the regulations as of July 20, 2001.

ADDRESSES: You may get the service information referenced in this AD from the Raytheon Aircraft Company, P.O. Box 85, Wichita, Kansas 67201-0085; telephone: (800) 429-5372 or (316) 676-3140. You may examine this information at the Federal Aviation Administration (FAA), Central Region, Office of the Regional Counsel,

Attention: Rules Docket No.
2000-CE-25-AD, 901 Locust, Room 506, Kansas City, Missouri 64106; or at the Office of the Federal Register, 800 North Capitol Street, NW., suite 700, Washington, DC.

FOR FURTHER INFORMATION CONTACT: Todd Dixon, Aerospace Engineer, FAA, Wichita Aircraft Certification Office, 1801 Airport Road, Mid-Continent Airport, Wichita, Kansas 67209; telephone: (316) 946-4152; facsimile:
(316) 946-4407.

SUPPLEMENTARY INFORMATION:

Discussion

What Events Have Caused This AD?

The FAA has received several reports of blower motors failing, seizing, smoking, and producing a burning odor that enters the cabin and passenger compartment. These events are the result of the blower motor having circuit protection of more than 1 ampere. This amount of circuit protection does not prevent the blower motor from smoking and creating a burning odor should it fail or seize.

What Are the Consequences if the Condition Is Not Corrected?

This condition could result in smoke or burning odor entering the cockpit or passenger compartments.

Has FAA Taken any Action to This Point?

We issued a proposal to amend part 39 of the Federal Aviation Regulations (14 CFR part 39) to include an AD that would apply to certain Raytheon Beech Models F33A, A36, B36TC, 58/58A, C90A, B200, and 1900D airplanes equipped with a KA-33 cooling blower. This proposal was published in the **Federal Register** as a notice of proposed rulemaking (NPRM) on February 14, 2001 (66 FR 10226). The NPRM proposed to require you to incorporate certain electrical parts to protect cooling blowers.

Was the Public Invited To Comment?

Interested persons were afforded an opportunity to participate in the making of this amendment. No comments were received on the proposed rule or the FAA's determination of the cost to the public.

FAA's Determination and Provisions of This AD

What Is FAA's Final Determination on This Issue?

After careful review of all available information related to the subject presented above, we have determined that air safety and the public interest require the adoption of the rule as proposed except for minor editorial corrections. We determined that these minor corrections:

--Will not change the meaning of the AD; and

--will not add any additional burden upon the public than was already proposed.

What Are the Differences Between the Service Bulletin and This AD?

Raytheon specifies in the service information that you are to do this modification at the next scheduled inspection or before 6 months or 600 hours time-in-service, whichever comes first. We require you do the modification within the next 6 calendar months or 600 hours time-in-service (TIS), whichever comes first, after the effective date of this AD. We cannot enforce a compliance time of "at the next scheduled inspection." We believe that 6 calendar months or 600 hours TIS will give the owners/operators of the affected airplanes enough time to have the required actions done without compromising the safety of the airplanes. This will allow the owners/operators to work this modification into regularly scheduled maintenance.

Cost Impact

How Many Airplanes Does This AD Impact?

We estimate that this AD affects 3,403 airplanes in the U.S. registry.

Models	Number of U.S. Airplanes Affected
F33A, A36, B36TC, and 58/58A	2,385
C90A	275
B200	343
1900D	400

What Is the Cost Impact of This AD on Owners/Operators of the Affected Airplanes?

We estimate the following costs to accomplish the inspection for Beech Models F33A, A36, B36TC, and 58/58A airplanes:

Labor cost	Parts cost	Total cost per airplane	Total cost on U.S. operators
1 workhour x $60 per hour = $60	No parts needed for inspection.	$60	2,385 x $60 = $143,100.

For Beech Models F33A, A36, B36TC, and 58/58A airplanes, we estimate the following costs to do any necessary circuit breaker installation that will be required based on the results of the inspection. We have no way of knowing the number of airplanes that will need the circuit breaker installation:

Labor cost	Parts cost	Total cost per circuit breaker installation
1 workhour x $60 per hour = $60 to do each circuit breaker installation.	$33	$60 + $33 = $93.

We estimate the following costs to do the installation for Beech Model C90A airplanes. We have no way of knowing how many airplanes will need the in-line fuse holder and 1 ampere slow-blow fuse installation:

Labor cost	Parts cost	Total cost per in-line fuse holder and 1-ampere fuse installation
1 workhour x $60 per hour =$60 to do each in-line fuse holder and 1-ampere slow-blow fuse installation.	$12	$60 + $12 = $72.

We estimate the following costs to do the installation for Beech Models B200 airplanes. We have no way of knowing how many airplanes may need the in-line fuse holder and 1 ampere slow-blow fuse installation:

Labor cost	Parts cost	Total cost per in-line fuse 1-ampere fuse holder, installation, and junction box re-work
2 workhours x $60 per hour = $120.	$19	$120 + $19 = $139.

We estimate the following costs to do the installation for Beech Models 1900D airplanes. We have no way of knowing the number of airplanes that will need the in-line fuse holder and 1 ampere slow-blow fuse installation:

Labor cost	Parts cost	Total cost per in-line fuse holder and 1-ampere fuse installation
1 workhour x $60 per hour = $60.	$12	$60 + $12 = $72.

The manufacturer will allow warranty credit for labor and parts to the extent noted in the service bulletin.

Regulatory Impact

Does this AD Impact Various Entities?

The regulations adopted herein 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. Therefore, it is determined that this final rule does not have federalism implications under Executive Order 13132.

Does This AD Involve a Significant Rule or Regulatory Action?

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 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 copy of the final 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, Incorporation by reference, Safety.

Adoption of the Amendment

Accordingly, under 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.

Sec. 39.13 [Amended]

2. FAA amends Sec. 39.13 by adding a new AD to read as follows:

▼Regulatory Information

2001-11-03 Raytheon Aircraft Company: Amendment 39-12244; Docket No. 2000-CE-25-AD.

(a) *What airplanes are affected by this AD?* This AD affects the following airplanes that are certificated in any category:

Model	Serial Nos.
Beech F33A	CE-1050 through CE-1791.
Beech A36	E-2205 through E-3217.
Beech B36TC	EA-443 through EA-628.
Beech 58/58A	TH-1436 through TH-1883.
Beech C90A.	Do not have the EFIS-84 System Installation equipped with factory installed KLN-88 LORAN: LJ-1278 LJ-1288, LJ-1293, LJ-1299, LJ-1314, and LJ-1315.
Beech C90A	Equipped with Collins EFIS-84 System: LJ-1306, LJ-1316, LJ-1318, LJ-1320 through LJ-1334, LJ-1340 through LJ-1592.
Beech B200	BB-1314, BB-1449 through BB-1692 equipped with Collins EFIS-84 System.
1900D	UE-1 through UE-401.

(b) *Who must comply with this AD?* Anyone who wishes to operate any of the above airplanes must comply with this AD.

(c) *What problem does this AD address?* The actions specified by this AD are intended to protect the blower motor circuit and reduce the possibility of the emission of smoke or a burning odor in the cockpit or passenger compartment as a result of a failed or seized blower motor.

(d) *What actions must I accomplish to address this problem for Beech Models F33A, A36, B36TC, and 58/58A airplanes?* To address this problem, you must accomplish the following actions:

Actions	Compliance	Procedures
(1) Inspect for an installed and properly working KA-33 cooling blower, unless already accomplished.	Within the next 600 hours time-in-service (TIS) after July 20, 2001 (the effective date of this AD) or within the next 6 calendar months after July 20, 2001 (the effective date of this AD), whichever comes first.	Do this action following Raytheon Mandatory Service Bulletin SB 34-3267, Issued: March, 1999.
(2) If the aircraft has a KA-33 cooling blower, install a 1 ampere circuit breaker, part number (P/N) 7277-2-	Before further flight after the inspection required in paragraph (d)(1) of this AD.	Do this action following Raytheon Mandatory Service Bulletin SB 34-3267, Issued: March, 1999.

1, in place of the factory installed 3 ampere/5 ampere circuit breakers.		
(3) Do not install, on any affected airplane, any 3 ampere/5 ampere circuit breakers to protect the KA-33 Cooling Blower.	As of July 20, 2001 (the effective date of this AD).	Not Applicable.

(e) *What actions must I accomplish to address this problem for Beech Model C90A airplanes?* To address this problem, you must accomplish the following actions:

Actions	Compliance	Procedures
(1) Install the in-line fuse holder, P/N HHJ-A, and install the 1-ampere slow-blow fuse, P/N MDL1, in the fuse holder, unless already accomplished.	Within the next 600 hours TIS after July 20, 2001 (the effective date of this AD) or within the next 6 calendar months after July 20, 2001 (the effective date of this AD), whichever comes first.	Do these actions following Raytheon Mandatory Service Bulletin SB 34-3269, Revision 1, Revised: October, 2000.
(2) Doing this action following Raytheon Mandatory Service Bulletin SB 34-3269, Issued: January 2000, is considered an alternative method of compliance with this AD.	Within the next 600 hours TIS after July 20, 2001 (the effective date of this AD) or within the next 6 calendar months after July 20, 2001 (the effective date of this AD), whichever comes first.	Use the procedures in Raytheon Mandatory Service Bulletin SB 34-3269, Issued: January 2000, if you use this alternative method of compliance.

(f)*What actions must I accomplish to address this problem for Beech Model B200 airplanes?* To address this problem, you must accomplish the following actions:

Actions	Compliance	Procedures
(1) Install the in-line fuse holder, P/N HHJ-A, and install the 1-ampere slow-blow fuse, P/N MDL1, in the fuse holder, unless already accomplished.	Within the next 600 hours TIS after July 20, 2001 (the effective date of this AD) or within the next 6 calendar months after July 20, 2001 (the effective date of this AD), whichever comes first.	Do these actions following Raytheon Mandatory Service Bulletin SB 34-3269, Revision 1, Revised: October, 2000.
(2) Remove the P/N GMW-1 fuse and install the new P/N GMW-3 fuse in the Avionics Junction Box, unless already accomplished.	Within the next 600 hours TIS after July 20, 2001 (the effective date of this AD) or within the next 6 calendar months after July 20, 2001 (the effective date of this AD), whichever comes first.	Do these actions following Raytheon Mandatory Service Bulletin SB 34-3269, Revision 1, Revised: October, 2000.
(3) Doing this action following Raytheon Mandatory Service Bulletin SB 34-3269, Issued: January 2000, is considered an alternative	Within the next 600 hours TIS after July 20, 2001 (the effective date of this AD) or within the next 6 calendar months after July 20, 2001	Use the procedures in Raytheon Mandatory Service Bulletin SB 34-3269, Issued January 2000, if you use this alternative method of compliance.

method of compliance with this AD.	(the effective date of this AD), whichever comes first.	

(g) *What actions must I accomplish to address this problem for Beech Model 1900D airplanes?* To address this problem, you must accomplish the following actions:

Actions	Compliance	Procedures
Install the in-line fuse holder, P/N HHJ-A, in wire J51500E-J039002, and install the 1-ampere slow-blow fuse, P/N MDA1, in the fuse holder, unless already accomplished.	Within the next 600 hours TIS after July 20, 2001 (the effective date of this AD), or within the next 6 calendar months after July 20, 2001 (the effective date of this AD), whichever comes first.	Do these actions following Raytheon Mandatory Service Bulletin SB 34-3268, Issued: April, 2000.

(h) *Can I comply with this AD in any other way?* You may use an alternative method of compliance or adjust the compliance time if:

(1) Your alternative method of compliance provides an equivalent level of safety; and

(2) The Manager, Wichita Aircraft Certification Office (ACO), approves your alternative. Submit your request through an FAA Principal Maintenance Inspector, who may add comments and then send it to the Manager, Wichita ACO.

Note: This AD applies to each airplane with a KA-33 cooling blower identified in paragraph (a) of this AD, regardless of whether it has been modified, altered, or repaired in the area subject to the requirements of this AD. For airplanes that have been modified, altered, or repaired so that the performance of the requirements of this AD is affected, the owner/operator must request approval for an alternative method of compliance in accordance with paragraph (h) of this AD. The request should include an assessment of the effect of the modification, alteration, or repair on the unsafe condition addressed by this AD; and, if you have not eliminated the unsafe condition, specific actions you propose to address it.

(i) *Where can I get information about any already-approved alternative methods of compliance?* Contact Todd Dixon, Aerospace Engineer, FAA, Wichita Aircraft Certification Office, 1801 Airport Road, Mid-Continent Airport, Wichita, Kansas 67209; telephone: (316) 946-4152; facsimile: (316) 946-4407.

(j) *What if I need to fly the airplane to another location to comply with this AD?* The FAA can issue a special flight permit under sections 21.197 and 21.199 of the Federal Aviation Regulations (14 CFR 21.197 and 21.199) to operate your airplane to a location where you can accomplish the requirements of this AD.

(k) *Are any service bulletins incorporated into this AD by reference?* Actions required by this AD must be done in accordance with Raytheon Mandatory Service Bulletin SB 34-3267, Issued: March, 1999, Raytheon Mandatory Service Bulletin SB 34-3268, Issued: April, 2000, Raytheon Mandatory Service Bulletin SB 34-3269, Issued: January 2000, and Raytheon Mandatory Service Bulletin SB 34-3269, Revision 1, Revised: October, 2000. The Director of the Federal Register approved this incorporation by reference under 5 U.S.C. 552(a) and 1 CFR part 51. You can get copies from the Raytheon Aircraft Company, P.O. Box 85, Wichita, Kansas 67201-0085. You can look at copies at the FAA, Central Region, Office of the Regional Counsel, 901 Locust, Room 506, Kansas City, Missouri, or at the Office of the Federal Register, 800 North Capitol Street, NW, suite 700, Washington, DC.

(l) *When does this amendment become effective?* This amendment becomes effective

on July 20, 2001.

Footer Information

Issued in Kansas City, Missouri, on May 21, 2001.
Michael Gallagher,
Manager, Small Airplane Directorate,
Aircraft Certification Service.
[FR Doc. 01-13581 Filed 6-5-01; 8:45 am]
BILLING CODE 4910-13-P

Comments

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Airworthiness Directive

Federal Register Information

[Federal Register: July 31, 2001 (Volume 66, Number 147)]

[Page 39431-39433]

Header Information

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. 2001-CE-22-AD; Amendment 39-12352; AD 2001-15-17]

RIN 2120-AA64

Airworthiness Directives; Rockwell Collins, Inc. CTL-92 Transponder Control Panels

PDF Copy (If Available):

Preamble Information

AGENCY: Federal Aviation Administration, DOT.

ACTION: Final rule; request for comments.

SUMMARY: This amendment adopts a new airworthiness directive (AD) that applies to certain Rockwell Collins, Inc. (Rockwell Collins) CTL-92 transponder control panels that are installed on aircraft. This AD requires you to modify the altitude encoder inputs of the CTL-92 transponder control panels. This AD is the result of reports of noise generation within the CTL-92 transponder control panels that the transponder can interpret and transmit as a random altitude. Air traffic control (ATC) and traffic alert and collision avoidance system (TCAS)-equipped aircraft can then interpret these erroneous random altitudes as valid altitudes. The actions specified by this AD are intended to prevent such erroneous altitude interpretations, which could result in reduced vertical separation or unsafe TCAS resolution advisories.

DATES: This AD becomes effective on August 20, 2001. The Director of the Federal Register approved the incorporation by reference of certain publications listed in the regulation as of August 20, 2001.

The Federal Aviation Administration (FAA) must receive any comments on this rule on or before September 7, 2001.

ADDRESSES: Submit comments in triplicate to FAA, Central Region, Office of the Regional Counsel, Attention: Rules Docket No. 2001-CE-22-AD, 901 Locust, Room 506, Kansas City, Missouri 64106.

You may get the service information referenced in this AD from Rockwell Collins Inc.,

Business and Regional Systems, 400 Collins Road Northeast, Cedar Rapids, Iowa 52498. You may examine this information at FAA, Central Region, Office of the Regional Counsel, Attention: Rules Docket No. 2001-CE-22-AD, 901 Locust, Room 506, Kansas City, Missouri 64106; or at the Office of the Federal Register, 800 North Capitol Street, NW, suite 700, Washington, DC.

FOR FURTHER INFORMATION CONTACT: Roger A. Souter, FAA, Wichita Aircraft Certification Office (ACO), 1801 Airport Road, Room 100, Wichita, Kansas 67209; telephone: (316) 946-4134; facsimile: (316) 946-4407; e-mail: roger.souter@faa.gov.

SUPPLEMENTARY INFORMATION:

Discussion

What Events Have Caused This AD?

The FAA has received reports of erroneous Mode C and Mode S random transponder transmissions from aircraft equipped with Gillham encoded altitude sources and certain Rockwell Collins CTL-92 transponder control panels. Rockwell Collins introduced new A6 circuit cards for these transponder control panels in September 2000.

These circuit cards exhibit reduced ground integrity in the area of the Gillham input processing. This results in noise generation within the CTL-92 transponder control panels that the transponder can interpret and transmit as a random altitude. Air traffic control (ATC) and traffic alert and collision avoidance system (TCAS)-equipped aircraft can then interpret these erroneous random altitudes as valid altitudes.

The following Rockwell Collins CTL-92 control unit part numbers are affected: 622-6523-204, 622-6523-205,
622-6523-206, 622-6523-207, and 622-6523-208.

These Rockwell Collins CTL-92 transponder control panels could be installed on, but not limited to, the following aircraft:

--Aerospatiale ATR42 and ATR72 series airplanes;
--Saab Aircraft Models 340B and SF340A airplanes;
--Embraer EMB-120 series airplanes;
--deHavilland DHC-8 series airplanes; and
--Raytheon Models C90A, B200, 350, and 1900D airplanes.

What Are the Consequences if the Condition Is Not Corrected?

Such erroneous altitude interpretations could result in reduced vertical separation or unsafe TCAS resolution advisories.

Is There Service Information That Applies to This Subject?

Rockwell Collins has issued Service Bulletin 33 (CTL-92-34-33), dated April 5, 2001. This service bulletin includes:

--Procedures for how to modify the altitude encoder inputs of these transponder control panels; and

--A list of part numbers and serial numbers of the affected CTL-92 transponder control panels.

The FAA's Determination and an Explanation of the Provisions of this AD What Has FAA Decided?

The FAA has reviewed all available information, including the service information referenced above, and determined that:

--The unsafe condition referenced in this document exists or could develop on type design aircraft that incorporate these Rockwell Collins CTL-92 transponder control panels;

--The actions specified in the previously-referenced service information should be accomplished on the affected Rockwell Collins CTL-92 transponder control panels; and

--AD action should be taken in order to correct this unsafe condition.

What Does This AD Require?

This AD requires you to modify the altitude encoder inputs of the CTL-92 transponder control panels. Rockwell Collins Service Bulletin 33 (CTL-92-34-33), dated April 5, 2001, specifies the exact part numbers and serial numbers that are affected and includes procedures on how to modify these transponder control panels.

Will I Have the Opportunity To Comment Prior to the Issuance of the Rule?

Because the unsafe condition described in this document could result in reduced vertical separation or unsafe TCAS resolution advisories, FAA finds that notice and opportunity for public prior comment are impracticable. Therefore, good cause exists for making this amendment effective in less than 30 days.

Comments Invited

How Do I Comment on This AD?

Although this action is in the form of a final rule and was not preceded by notice and opportunity for public comment, we invite your comments on the rule. You may submit whatever written data, views, or arguments you choose. You need to include the rule's docket number and submit your comments in triplicate to the address specified under the caption **ADDRESSES**. We will consider all comments received on or before the closing date specified above. We may amend this rule in light of comments received. Factual information that supports your ideas and suggestions is extremely helpful in evaluating the effectiveness of the AD action and determining whether we need to take additional rulemaking action.

Are There Any Specific Portions of the AD I Should Pay Attention to?

The FAA specifically invites comments on the overall regulatory, economic, environmental, and energy aspects of the rule that might suggest a need to modify the rule. You may examine all comments we receive before and after the closing date of the rule in the Rules Docket. We will file a report in the Rules Docket that summarizes each FAA contact with the public that concerns the substantive parts of this AD.

We are reviewing the writing style we currently use in regulatory documents, in response to the Presidential memorandum of June 1, 1998. That memorandum requires federal agencies to communicate more clearly with the public. We are interested in your comments on whether the style of this document is clear, and any other suggestions you might have to improve the clarity of FAA communications that affect you. You can get more information about the Presidential memorandum and the plain language initiative at http://frwebgate.access.gpo.gov/

cgi-bin/leaving.cgi?from=leavingFR.html&log=linklog&to=http://www.plainlanguage.gov.

How Can I Be Sure FAA Receives My Comment?

If you want us to acknowledge the receipt of your comments, you must include a self-addressed, stamped postcard. On the postcard, write "Comments to Docket No. 2001-CE-22-AD." We will date stamp and mail the postcard back to you.

Regulatory Impact

Does This AD Impact Various Entities?

These regulations 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. Therefore, FAA has determined that this final rule does not have federalism implications under Executive Order 13132.

Does This AD Involve a Significant Rule or Regulatory Action?

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 (otherwise, an evaluation is not required). A copy of it, if filed, may be obtained from the Rules Docket.

List of Subjects in 14 CFR Part 39

Air transportation, Aircraft, Aviation safety, Incorporation by Reference, Safety.

Adoption of the Amendment

Accordingly, under 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.

Sec. 39.13 [Amended]

2. FAA amends Sec. 39.13 by adding a new airworthiness directive (AD) to read as follows:

▼Regulatory Information
2001-15-17 Rockwell Collins, Inc.: Amendment 39-12352; Docket No. 2001-CE-22-AD.

(a) *What airplanes are affected by this AD?* This AD applies to CTL-92 transponder control panel part numbers 622-6523-204, 622-6523-205, 622-6523-206, 622-6523-207, and 622-6523-208 (serial numbers as specified in Rockwell Collins Service

condition addressed by this AD; and, if you have not eliminated the unsafe condition, specific actions you propose to address it.

(f) *Where can I get information about any already-approved alternative methods of compliance?* You can contact Roger A. Souter, FAA, Wichita Aircraft Certification Office (ACO), 1801 Airport Road, Room 100, Wichita, Kansas 67209; telephone: (316) 946-4134; facsimile: (316) 946-4407, e-mail: roger.souter@faa.gov.

(g) *What if I need to fly the airplane to another location to comply with this AD?* The FAA can issue a special flight permit under sections 21.197 and 21.199 of the Federal Aviation Regulations (14 CFR 21.197 and 21.199) to operate your airplane to a location where you can accomplish the requirements of this AD.

(h) *Are any service bulletins incorporated into this AD by reference?* Actions required by this AD must be done in accordance Rockwell Collins Service Bulletin 33 (CTL-92-34-33), dated April 5, 2001. The Director of the Federal Register approved this incorporation by reference under 5 U.S.C. 552(a) and 1 CFR part 51. You can get copies from Rockwell Collins, Business and Regional Systems, 400 Collins Road Northeast, Cedar Rapids, Iowa 52498. You can look at copies at FAA, Central Region, Office of the Regional Counsel, 901 Locust, Room 506, Kansas City, Missouri, or at the Office of the Federal Register, 800 North Capitol Street, NW., suite 700, Washington, DC.

(i) *When does this amendment become effective?* This amendment becomes effective on August 20, 2001.

▼Footer Information

Issued in Kansas City, Missouri, on July 19, 2001.
James E. Jackson,
Acting Manager, Small Airplane Directorate,
Aircraft Certification Service.
[FR Doc. 01-18707 Filed 7-30-01; 8:45 am]
BILLING CODE 4910-13-P

▼Comments

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Bulletin 33 (CTL-92-34-33), dated April 5, 2001), that are installed in aircraft. These CTL-92 transponder control panels are installed in, but not limited to, the following aircraft that are certificated in any category:

(1) Aerospatiale ATR42 and ATR72 series airplanes;

(2) Saab Aircraft Models 340B and SF340A airplanes;

(3) Embraer EMB-120 series airplanes;

(4) deHavilland DHC-8 series airplanes; and

(5) Raytheon Models C90A, B200, 350, and 1900D airplanes.

(b) *Who must comply with this AD?* Anyone who wishes to operate an aircraft equipped with one of the affected CTL-92 transponder control panels must comply with this AD.

(c) *What problem does this AD address?* The actions specified by this AD are intended to prevent erroneous altitude interpretations, which could result in reduced vertical separation or unsafe traffic alert and collision avoidance system (TCAS) resolution advisories.

(d) *What must I do to address this problem?* To address this problem, you must accomplish the following actions:

Action	Compliance time	Procedures
(1) Modify the altitude encoder inputs of the CTL-92 transponder control panels.	Within the next 10 hours time-in-service (TIS) after August 20, 2001(the effective date of this AD).	Modify in accordance with the Accomplishment Instructions section of Rockwell Collins Service Bulletin 33 (CTL-92-34-33), dated April 5, 2001.
(2) Do not install, on any aircraft, an affected CTL-92 transponder control panel that has not been modified as required by paragraph (d)(1) of this AD.	As of August 20, 2001 (the effective with of this AD).	Modify in accordance with the Accomplishment Instructions section of Rockwell Collins Service Bulletin 33 (CTL-92-34-33), dated April 5, 2001.

(e) *Can I comply with this AD in any other way?* You may use an alternative method of compliance or adjust the compliance time if:

(1) Your alternative method of compliance provides an equivalent level of safety; and

(2) The Manager, Wichita Aircraft Certification Office, approves your alternative. Send your request through an FAA Principal Maintenance Inspector, who may add comments and then send it to the Manager, Wichita Aircraft Certification Office.

Note: This AD applies to any aircraft with the equipment installed as identified in paragraph (a) of this AD, regardless of whether the aircraft has been modified, altered, or repaired in the area subject to the requirements of this AD. For aircraft that have been modified, altered, or repaired so that the performance of the requirements of this AD is affected, the owner/operator must request approval for an alternative method of compliance in accordance with paragraph (e) of this AD. The request should include an assessment of the effect of the modification, alteration, or repair on the unsafe

[Federal Register: July 15, 2002 (Volume 67, Number 135)]
[Rules and Regulations]
[Page 46372-46375]
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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. 2000-CE-14-AD; Amendment 39-12819; AD 2002-14-19]

RIN 2120-AA64

Airworthiness Directives; Rockwell Collins, Inc. ADC-85, ADC-85A, ADC-850D, and ADC-850F Air Data Computers

AGENCY: Federal Aviation Administration, DOT.

ACTION: Final rule.

SUMMARY: This amendment adopts a new airworthiness directive (AD) that applies to certain Rockwell Collins, Inc. (Rockwell Collins) ADC-85, ADC-85A, ADC-850D, and ADC-850F air data computers that are installed on airplanes. This AD requires you to replace any affected air data computer (ADC) with one that has a reprogrammed and tested central processing unit (CPU) circuit card and circuit card assembly. This AD is the result of a flight test that showed that these ADC's could display an unwarranted ADC flag in response to the airplane's "Normal/Alternate Air" static source selection capability. The actions specified by this AD are intended to prevent an unwarranted display of the ADC flag when switching static air sources. This could cause the flight crew to react to this incorrect flight information and possibly result in an unsafe operating condition.

DATES: This AD becomes effective on August 23, 2002.

The Director of the Federal Register approved the incorporation by reference of certain publications listed in the regulations as of August 23, 2002.

ADDRESSES: You may get the service information referenced in this AD from Rockwell Collins, Business and Regional Systems, 400 Collins Road Northeast, Cedar Rapids, Iowa 52498; telephone: (319) 295-2512; facsimile: (319) 295-5064. You may view this information at the Federal Aviation Administration (FAA), Central Region, Office of the Regional Counsel, Attention: Rules Docket No. 2000-CE-14-AD, 901 Locust, Room 506, Kansas City, Missouri 64106; or at the Office of the Federal Register, 800 North Capitol Street, NW., suite 700, Washington, DC.

FOR FURTHER INFORMATION CONTACT: Roger A. Souter, FAA, Wichita Aircraft Certification Office (ACO), 1801 Airport Road, Room 100, Wichita, Kansas 67209; telephone: (316) 946-4134; facsimile: (316) 946-4407. E-mail address: Roger.Souter@faa.gov.

SUPPLEMENTARY INFORMATION:

Discussion

What Events Have Caused This AD?

The air data computer (ADC), as part of its monitoring process, tests for errant sensor behavior such as unreasonable jumps in altitude and unreasonably high vertical speed. When the ADC detects an errant sensor behavior, the ADC displays a flag for 5.5 seconds plus the time it takes for the sensor to settle within the limits for another 5.5-second period. This results in a minimum ADC flag display of 11 seconds.

Testing of certain Rockwell Collins ADCs reveals the ADC could display unwarranted flags on aircraft where you can select the "Normal/Alternate Air" static source. When there is a significant difference between normal and alternate/revisionary static air sources, you can exceed the ADC monitor thresholds and the ADC would display flags.

If the flight crew used the undesirable ADC flag displays to deselect the alternate static air source before the initial 11-second display period, a valid air source may have been deselected. Confusion could result when the previously unflagged normal static air source is reselected. This may also result in the ADC displaying a flag for the first 11 seconds. The affected ADC's include:

Unit	Part No.	Applicable to Serial No.
ADC–85 (Incorporating Rockwell Collins Service Bulletin No. 58)	622–8051–002 622–8051–003	All units.
ADC–85A (Incorporating Rockwell Collins Service Bulletin No. 58)	822–0370–113 822–0370–123 822–0370–139 822–0370–404 822–0370–408	All units.
ADC–850D (Incorporating Rockwell Collins Service Bulletin No. 58) ...	822–0389–133	All up to and including 3DGW (except for 1P6D, 22RC–22RF, and 23WK–3DGP).
ADC–850F	822–1036–406 822–1036–418	All Units.

What Is the Potential Impact If FAA Took No action?

If these situations were to occur while the flight crew was making critical flight decisions, this unwarranted ADC flag could distract the crew and the lack of attention to the critical actions could result in an unsafe operating condition.

Has FAA Taken Any Action to This Point?

We issued a proposal to amend part 39 of the Federal Aviation Regulations (14 CFR part 39) to include an AD that would apply to certain Rockwell Collins ADC-85, ADC-85A, ADC-850D, and ADC-850F air data computers that are installed on airplanes. This proposal was published in the Federal Register as a supplemental notice of proposed rulemaking (NPRM) on March 30, 2002 (67 FR 12910). The supplemental NPRM proposed to require you to replace any affected ADC with one that has a reprogrammed and tested CPU circuit card and circuit card assembly.

Was the Public Invited to Comment?

The FAA encouraged interested persons to participate in the making of this amendment. The following presents the comment received on the proposal and FAA's response to the comment:

Comment Issue: Remove Saab Model 340 from the Applicable Airplane Model List

What Is the Commenter's Concern?

A commenter states that, even though fitted with the subject ADC, the Saab 340 is not designed with the ability to use alternate static sources.

What Is FAA's Response to the Concern?

We concur that the airplane is not designed with the ability to use alternate static sources. Therefore, we are removing the Saab 340 from the applicable airplane model list.

FAA's Determination

What Is FAA's Final Determination on This Issue?

After careful review of all available information related to the subject presented above, we have determined that air safety and the public interest require the adoption of the rule as proposed except for minor editorial corrections. We have determined that these minor corrections:

–Provide the intent that was proposed in the supplemental NPRM for correcting the unsafe condition; and
–Do not add any additional burden upon the public than was already proposed in the supplemental NPRM.

Cost Impact

How Many Airplanes Does This AD Impact?

We estimate that this AD affects more than 329 airplanes in the U.S. registry.

What Is the Cost Impact of This AD on Owners/operators of the Affected Airplanes?

We estimate the following costs to accomplish the removal, installation, reprogramming, and testing of the ADC in each airplane:

Labor cost	Parts cost	Total cost per airplane
6 workhours x $60 per hour = $360	$680	$1040

For units that are still under warranty, Rockwell Collins will provide the parts and labor at no charge.

Regulatory Impact

Does This AD Impact Various Entities?

The regulations adopted herein 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. Therefore, it is determined that this final rule does not have federalism implications under Executive Order 13132.

Does This AD Involve a Significant Rule or Regulatory Action?

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 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 copy of the final 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, Incorporation by reference, Safety.

Adoption of the Amendment

Accordingly, under 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.

Sec. 39.13 [Amended]

2. FAA amends Sec. 39.13 by adding a new AD to read as follows:

AIRWORTHINESS DIRECTIVE

Aircraft Certification Service
Washington, DC

U.S. Department
of Transportation
**Federal Aviation
Administration**

We post ADs on the internet at "www.airweb.faa.gov/rgl"

The following Airworthiness Directive issued by the Federal Aviation Administration in accordance with the provisions of Title 14 of the Code of Federal Regulations (14 CFR) part 39, applies to an aircraft model of which our records indicate you may be the registered owner. Airworthiness Directives affect aviation safety and are regulations which require immediate attention. You are cautioned that no person may operate an aircraft to which an Airworthiness Directive applies, except in accordance with the requirements of the Airworthiness Directive (reference 14 CFR part 39, subpart 39.3).

2002-14-19 Rockwell Collins, Inc.: Amendment 39-12819; Docket No. 2000-CE-14-AD.

(a) *What airplanes are affected by this AD?* This AD affects the following Rockwell Collins air data computers (ADC) that are installed in, but not limited to the airplanes that are listed below:

(1) Affected ADC's:

Unit	Collins part no. (CPN)	Applicable to serial no.
ADC–85 (Incorporating Rockwell Collins Service Bulletin No. 58)	622–8051–002 622–8051–003	All units.
ADC–85A (Incorporating Rockwell Collins Service Bulletin No. 58)	822–0370–113 822–0370–123 822–0370–139 822–0370–404 822–0370–408	All units.
ADC–850D (Incorporating Rockwell Collins Service Bulletin No. 58) ...	822–0389–133	All up to and including 3DGW (except for 1P6D, 22RC–22RF, and 23WK–3DGP).
ADC–850F	822–1036–406 822–1036–418	All Units.

(2) List of airplanes where the affected ADC could be installed. This is not a comprehensive list and airplanes not on this list that have the ADC installed through field approval or other methods are still affected by this AD:

Unit	Airplane model
ADC-85/ADC-85A	Astra AIA.
	Chinese Y7 and Y8.
	Czech LET-610.
	DC-8.
	Falcon 20F.
	Piaggio P-180.
	Raytheon B200, B300, C90A and 1900D.
ADC-850D	Lear 60.
ADC-850F	Falcon 20, 50, and 50EX.

(b) *Who must comply with this AD?* Anyone who wishes to operate any airplane that uses one of the above referenced Rockwell Collins air data computers must comply with this AD.

(c) *What problem does this AD address?* The actions specified by this AD are intended to prevent an unwarranted display of the ADC flag when switching static air sources. This could cause the flight crew to react to this incorrect flight information and possibly result in an unsafe operating condition.

(d) *What actions must I accomplish to address this problem?* To address this problem, you must accomplish the following:

Actions	Compliance	Procedures
(1) Perform the following, unless already accomplished: (i) Remove any affected ADC from the airplanes. (ii) As applicable, replace or reprogram parts or circuit card assemblies on central processing unit (CPU) circuit cards. (iii) Test the ADC. (iv) Install the modified ADC in the airplanes.	Within the next 12 calendar months after August 23, 2002 (the effective date of this AD).	In accordance with Rockwell Collins Service Bulletin No. 62, Revision No. 2, ADC–85/85A/850C/850D/850E/850F–34–62), Revision No. 2, dated March 7, 2000, or Service Bulletin No. 62, dated October 25, 1999, as applicable, the applicable Collins Computer Component Maintenance Manual, and Collins Avionics Standard Shop Practices Instruction Manual.
(2) Do not install on any airplane one of the affected ADCs unless the modification and test required by paragraphs (d)(1)(ii) and (d)(1)(iii) of this AD are accomplished	As of August 23, 2002 (the Service date of this AD).	In accordance with Rockwell Collins Service Bulletin No. 62, Revision No. 2, ADC–85/85A/850C/850D/850E/850F–34–62, dated arch 7, 2000, or Service Bulletin No. 62, dated October 25, 1999, as applicable.

Note 1: Rockwell Collins Operator Bulletin 99-7, dated August 1999, contains information about an operational placard to install until accomplishment of the actions of this AD. While not necessary to address the unsafe condition in this AD, FAA highly recommends that you incorporate this placard.

(e) *Can I comply with this AD in any other way?* You may use an alternative method of compliance or adjust the compliance time if:

(1) Your alternative method of compliance provides an equivalent level of safety; and

(2) The Manager, Wichita Aircraft Certification Office (ACO), approves your alternative. Submit your request through an FAA Principal Maintenance Inspector, who may add comments and then send it to the Manager, Wichita ACO.

Note 2: This AD applies to each airplane identified in paragraph (a) of this AD, regardless of whether it has been modified, altered, or repaired in the area subject to the requirements of this AD. For airplanes that have been modified, altered, or repaired so that the performance of the requirements of this AD is affected, the owner/operator must request approval for an alternative method of compliance in accordance with paragraph (e) of this AD. The request should include an assessment of the effect of the modification, alteration, or repair on the unsafe condition addressed by this AD; and, if you have not eliminated the unsafe condition, specific actions you propose to address it.

(f) *Where can I get information about any already-approved alternative methods of compliance?* Contact Roger A. Souter, FAA, Wichita Aircraft Certification Office (ACO), 1801 Airport Road, Room 100, Wichita, Kansas 67209; telephone: (316) 946-4134; facsimile: (316) 946-4407, E-mail: Roger.Souter@faa.gov.

(g) *What if I need to fly the airplane to another location to comply with this AD?* The FAA can issue a special flight permit under sections 21.197 and 21.199 of the Federal Aviation Regulations (14 CFR 21.197 and 21.199) to operate your airplane to a location where you can accomplish the requirements of this AD.

(h) *Are any service bulletins incorporated into this AD by reference?* Actions required by this AD must be done in accordance with Rockwell Collins Service Bulletin No. 62, Revision No. 2, ADC-85/85A/850C/850D/850E/850F-34-62, dated March 7, 2000, or Rockwell Collins Service Bulletin No. 62, ADC-85/85A/850C/850F-34-62, dated October 25, 1999. The Director of the Federal Register approved this incorporation by reference under 5 U.S.C. 552(a) and 1 CFR part 51. You may get copies from Rockwell Collins, Business and Regional Systems, 400 Collins Road Northeast, Cedar Rapids, Iowa 52498. You may view copies at the FAA, Central Region, Office of the Regional Counsel, 901 Locust, Room 506, Kansas City, Missouri, or at the Office of the Federal Register, 800 North Capitol Street, NW., suite 700, Washington, DC.

(i) *When does this amendment become effective ?* This amendment becomes effective on August 23, 2002.

Issued in Kansas City, Missouri, on July 3, 2002.
Dorenda D. Baker,
Acting Manager, Small Airplane Directorate, Aircraft Certification Service.
[FR Doc. 02-17306 Filed 7-12-02; 8:45 am]
BILLING CODE 4910-13-P

[Federal Register: November 20, 2002 (Volume 67, Number 224)]
[Rules and Regulations]
[Page 69996-69999]
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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. 2001-CE-21-AD; Amendment 39-12955; AD 2002-23-11]

RIN 2120-AA64

Airworthiness Directives; Raytheon Aircraft Company 200, 300, and 1900 Series, and Models F90 and A100-1 Airplanes

AGENCY: Federal Aviation Administration, DOT.

ACTION: Final rule.

SUMMARY: This amendment adopts a new airworthiness directive (AD) that applies to certain Raytheon Aircraft Company (Raytheon) 200, 300, and 1900 series, and Models F90 and A100-1 airplanes. This AD requires you to check the airplane logbook to determine if the elevator(s) has/have been removed from the airplane. If the elevator(s) has/have been removed, this AD also requires you to inspect the elevator balance weight attachment screws for correct length, and, if necessary, install new bolts that are of improved design and rebalance the elevator, depending on the results of the inspection. This AD is the result of the elevator balance weight attachment screws and balance weights being improperly installed when balancing the elevator after it had been removed for repair or repainting. The actions specified by this AD are intended to prevent the balance weight attachment screws from becoming loose. Loose screws could come into contact and interfere with the horizontal stabilizer. This interference could restrict elevator movement and result in loss of elevator pitch control.

DATES: This AD becomes effective on January 10, 2003.

The Director of the Federal Register approved the incorporation by reference of certain publications listed in the regulations as of January 10, 2003.

ADDRESSES: You may get the service information referenced in this AD from Raytheon Aircraft Company, P.O. 9709 E. Central, Kansas 67201-0085; telephone: (800) 429-5372 or (316) 676-3140. You may view this information at the Federal Aviation Administration (FAA), Central Region, Office of the Regional Counsel, Attention: Rules Docket No. 2001-CE-21-AD, 901 Locust, Room 506, Kansas City, Missouri 64106; or at the Office of the Federal Register, 800 North Capitol Street, NW., suite 700, Washington, DC.

FOR FURTHER INFORMATION CONTACT: Paul DeVore, Aerospace Engineer, FAA, Wichita Aircraft Certification Office, 1801 Airport Road, Mid-Continent Airport, Wichita, Kansas 67209; telephone: (316) 946-4142; facsimile: (316) 946-4407.

SUPPLEMENTARY INFORMATION:

Discussion

What Events Have Caused This AD?

Raytheon notified FAA of three incidents in which the elevator jammed during takeoff and landing on Models 200, B300, and 1900C airplanes. Investigations showed the cause for the elevator to jam was that the attachment screws and balance weights were not properly installed when the elevators were balanced after they were removed for repair or repainting.

Improperly installed balance weight attachment screws could result in the screws becoming loose and contacting and interfering with the horizontal stabilizer. Interference with the horizontal stabilizer could result in restricted elevator movement.

What Is the Potential Impact if FAA Took no Action?

If this condition is not detected and corrected, loose screws could interfere with the horizontal stabilizer, which could cause restricted elevator movement. This condition could result in loss of elevator pitch control.

Has FAA Taken Any Action to This Point?

We issued a proposal to amend part 39 of the Federal Aviation Regulations (14 CFR part 39) to include an AD that would apply to certain Raytheon 200, 300, and 1900 series, and Models F90 and A100-1 airplanes. This proposal was published in the Federal Register as a notice of proposed rulemaking (NPRM) on July 17, 2002 (67 FR 46928). The NPRM proposed to require you to check the airplane logbook to determine if the elevator(s) has/have been removed from the airplane. If the elevator(s) has/have been removed, the NPRM would also require you to inspect the elevator balance weight attachment screws for correct length, and, if necessary, install new bolts that are of improved design and rebalance the elevator, depending on the results of the inspection.

Was the Public Invited To Comment?

The FAA encouraged interested persons to participate in the making of this amendment. The following presents the comment received on the proposal and FAA's response to comment:

Comment Issue: Replace All Elevator Balance Weight Attachment Screws

What Is the Commenter's Concern?

The commenter states that if the purpose of the proposed AD is to prevent the elevator balance weight attachment screws from becoming loose, then all elevator balance weight attachment screws should be replaced with the new bolts, or at the very least, when the elevators are removed for any reason.

What Is FAA's Response to the Concern?

We do not concur with the commenter. According to reports and service history, only elevators that were removed and rebalanced (such as would occur after repainting) were reinstalled with incorrect length screws. We have not received any reports of elevator balance weight attachment screws becoming loose on airplanes in which an elevator had not been removed and rebalanced.

Unless an elevator has been removed and rebalancing is necessary, we have no justification for replacing the elevator balance weight attachment screws with the new bolts when an elevator is removed and reinstalled and rebalancing is not necessary.

In paragraph (d)(5) of the proposed AD, we address installing the new balance weight attachment bolts any time an elevator is removed and rebalancing is necessary.

We have not changed the final rule AD based on this comment.

FAA's Determination

What Is FAA's Final Determination on This Issue?

After careful review of all available information related to the subject presented above, we have determined that air safety and the public interest require the adoption of the rule as proposed except for minor editorial corrections. We have determined that these minor corrections:

–Provide the intent that was proposed in the NPRM for correcting the unsafe condition; and
–Do not add any additional burden upon the public than was already proposed in the NPRM.

Cost Impact

How Many Airplanes Does This AD Impact?

We estimate that this AD affects 2,334 airplanes in the U.S. registry.

What Is the Cost Impact of This AD on Owners/operators of the Affected Airplanes?

We estimate the following costs to accomplish the check of the airplane logbook:

Labor cost	Parts cost	Total cost per airplane	Total cost on U.S. operators
1 workhour x $60 = $60	None required	$60	$140,040

We estimate the following costs to accomplish the inspection of the elevator balance weight attachment screws that will be required based on the results of the logbook check. We have no way of determining the number of airplanes that will need such inspection:

Labor cost	Parts cost	Total cost per airplane
2 workhours x $60 = $120	None required	$120

We estimate the following costs to accomplish the replacement of the elevator balance weight attachment screws that will be required based on the results of the inspection for airplanes in which the logbook check reveals that further inspection is necessary. We have no way of determining the number of airplanes that will need such replacements:

Labor cost	Parts cost	Total cost per airplane
1 workhour x $60 = $60	$16 per bolt x 2 bolts per elevator = $32.	$92

Regulatory Impact

Does This AD Impact Various Entities?

The regulations adopted herein 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. Therefore, it is determined that this final rule does not have federalism implications under Executive Order 13132.

Does This AD Involve a Significant Rule or Regulatory Action?

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 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 copy of the final 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, Incorporation by reference, Safety.

Adoption of the Amendment

Accordingly, under 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. FAA amends § 39.13 by adding a new AD to read as follows:

AIRWORTHINESS DIRECTIVE

Aircraft Certification Service
Washington, DC

U.S. Department
of Transportation
Federal Aviation
Administration

We post ADs on the internet at "www.airweb.faa.gov/rgl"

The following Airworthiness Directive issued by the Federal Aviation Administration in accordance with the provisions of Title 14 of the Code of Federal Regulations (14 CFR) part 39, applies to an aircraft model of which our records indicate you may be the registered owner. Airworthiness Directives affect aviation safety and are regulations which require immediate attention. You are cautioned that no person may operate an aircraft to which an Airworthiness Directive applies, except in accordance with the requirements of the Airworthiness Directive (reference 14 CFR part 39, subpart 39.3).

2002-23-11 Raytheon Aircraft Company: Amendment 39-12955; Docket No. 2001-CE-21-AD.

(a) *What airplanes are affected by this AD?* This AD affects the following airplane models and serial numbers that are certificated in any category:

Model	Serial Nos.
(1) F90	LA–2 through LA–236
(2) A100–1 (U–21J)	BB–3 through BB–5
(3) A200 (C–12C)	BC–1 through BC–75 and BD–1 through BD–30
(4) A200C (UC–12B)	BJ–1 through BJ–66
(5) A200CT (C–12D), (C–12F), (RC–12D), (FWC–12D), (RC–12G), (RC–12H), (RC–12K), or (RC–12P).	BP–1, BP–7 through BP–11, BP–22, BP–24 through BP–63, FC–1 through FC–3, GR–1 through GR–19, FE–1 through FE–9, FE–25 through FE–36
(6) B200	BB–734, BB–793, BB–829, BB–854 through BB–870, BB–874 through BB–891, BB–894, BB–896 through BB–911, and BB–913 through BB–1652
(7) B200C	BL–37 through BL–57, BL–61 through BL–72, BL–124 through BL–140
(8) B200C (C–12F), (C–12R), (UC–12M), or (UC–12F)	BL–73 through BL–112, BL–118 through BL–123, BP–64 through BP–71, BU–1 through BU–12, BV–1 through BV–12, and BW–1 through BW–29
(9) B200CT	BN–2 through BN–4, FG–1 and FG–2
(10) B200T and 200T	BT–1 through BT–38
(11) 200	BB–2, BB–6 through BB–733, BB–735 through BB–792, BB–794 through BB–828, BB–830 through BB–853, BB–872, BB–873, BB–892, BB–893, and BB–912
(12) 200C	BL–1 through BL–23 and BL–25 through BL–36
(13) 200CT	BN–1
(14) 300 and 300LW	FA–1 through FA–230 and FF–1 through FF–19
(15) B300	FL–1 through FL–241
(16) B300C	FM–1 through FM–9 and FN–1
(17) 1900	UA–2 and UA–3
(18) 1900C	UB–1 through UB–74 and UC–1 through UC–174
(19) 1900C(C–12J)	UD–1 through UD–6
(20) 1900D	UE–1 through UE–358

(b) *Who must comply with this AD?* Anyone who wishes to operate any of the airplanes identified in paragraph (a) of this AD must comply with this AD.

(c) *What problem does this AD address?* The actions specified by this AD are intended to prevent the balance weight attachment screws from becoming loose. Loose screws could come into contact and interfere with the horizontal stabilizer. This interference could restrict elevator movement and result in loss of elevator pitch control.

(d) *What actions must I accomplish to address this problem?* To address this problem, you must accomplish the following:

Actions	Compliance	Procedures
(1) Check the airplane logbook to determine whether the elevator(s) has/have been removed. The owner/operator holding at least a private pilot certificate as authorized by section 43.7 of the Federal Aviation Regulations (14 CFR 43.7) may check the airplane logbook.	Within the next 200 hours time-inservice (TIS) after January 10, 2003 (the effective date of this AD).	No special procedures required to check the logbook. Raytheon Mandatory Service Bulletin SB 27–3187, Rev. 1, Revised: September, 2001, references this airplane logbook check.
(2) If, by checking the airplane logbook: (i) the pilot can positively show that both elevators have never been removed, then the requirements of paragraphs (d)(2)(ii) and (d)(3) of this AD do not apply. You must make an entry into the aircraft records that shows compliance with this portion of the AD, in accordance with section 43.9 of the Federal Aviation Regulations (14 CFR 43.9). (ii) the pilot identifies that the elevator(s) has/have been removed, or if complete records of elevator(s) do not exist, inspect the elevator balance weight attachment screws to determine if they are the correct length.	Within the next 200 hours time-inservice (TIS) after January 10, 2003, (the effective date of this AD).	In accordance with the Accomplishment Instructions section of Raytheon Mandatory Service Bulletin SB 27–3187, Rev. 1, Revised: September, 2001.
(3) If, during the inspection required in paragraph (d)(2)(ii) of this AD, the elevator balance weight attachment screws are found to be the correct length, paragraph (d)(4) of this AD does not apply.	Not applicable	In accordance with the Accomplishment Instructions section of Raytheon Mandatory Service Bulletin SB 27–3187, Rev. 1 Revised: September, 2001.
(4) If, during the inspection required in paragraph (d)(2)(ii) of this AD, the elevator balance weight attachment screw(s) is/are found to be the incorrect length, remove and rebalance the elevator(s) by installing the balance weights with the appropriate new elevator balance weight attachment bolts, part number (P/N) in the range of NAS6703HU12 through NAS6703HU22, that have drilled head and are secured with safety wire, and re-install the elevator.	Prior to further flight after the inspection required in paragraph (d)(2)(ii) of this AD.	In accordance with the Accomplishment Instructions section of Raytheon Mandatory Service Bulletin SB 27–3187, Rev. 1, Revised: September, 2001, and the applicable maintenance manual.

(5) Do not install, on any affected airplane, an elevator that has been rebalanced unless it has been rebalanced by installing the balance weights with the appropriate new elevator balance weight attachment bolts, P/N in the range of NAS6703HU12 through NAS6703HU22, that have drilled heads and are secured with safety wire.	As of January 10, 2003 (the effective date of this AD).	Not applicable.

Note 1: The compliance times specified in Raytheon Mandatory Service Bulletin SB 27-3187, Rev. 1, Revised: September, 2001, are different from those required by this AD. The compliance times in this AD take precedence over those in the service bulletin.

(e) *Can I comply with this AD in any other way?* You may use an alternative method of compliance or adjust the compliance time if:

(1) Your alternative method of compliance provides an equivalent level of safety; and

(2) The Manager, Wichita Aircraft Certification Office (ACO), approves your alternative. Submit your request through an FAA Principal Maintenance Inspector, who may add comments and then send it to the Manager, Wichita ACO.

Note 2: This AD applies to each airplane identified in paragraph (a) of this AD, regardless of whether it has been modified, altered, or repaired in the area subject to the requirements of this AD. For airplanes that have been modified, altered, or repaired so that the performance of the requirements of this AD is affected, the owner/operator must request approval for an alternative method of compliance in accordance with paragraph (e) of this AD. The request should include an assessment of the effect of the modification, alteration, or repair on the unsafe condition addressed by this AD; and, if you have not eliminated the unsafe condition, specific actions you propose to address it.

(f) *Where can I get information about any already-approved alternative methods of compliance?* Contact Paul DeVore, Aerospace Engineer, FAA, Wichita Aircraft Certification Office, 1801 Airport Road, Mid-Continent Airport, Wichita, Kansas 67209; telephone: (316) 946-4142; facsimile: (316) 946-4407.

(g) *What if I need to fly the airplane to another location to comply with this AD?* The FAA can issue a special flight permit under §§ 21.197 and 21.199 of the Federal Aviation Regulations (14 CFR 21.197 and 21.199) to operate your airplane to a location where you can accomplish the requirements of this AD.

(h) *Are any service bulletins incorporated into this AD by reference?* Actions required by this AD must be done in accordance with Raytheon Mandatory Service Bulletin SB 27-3187, Rev. 1, Revised: September, 2001. The Director of the Federal Register approved this incorporation by reference under 5 U.S.C. 552(a) and 1 CFR part 51. You may get copies from Raytheon Aircraft Company, P.O. Box 85, Wichita, Kansas 67201-0085; telephone: (800) 429-5372 or (316) 676-3140. You may view copies at the FAA, Central Region, Office of the Regional Counsel, 901 Locust, Room 506, Kansas City, Missouri, or at the Office of the Federal Register, 800 North Capitol Street, NW, suite 700, Washington, DC.

(i) *When does this amendment become effective?* This amendment becomes effective on January 10, 2003.

Issued in Kansas City, Missouri, on November 12, 2002.
Dorenda D. Baker,
Acting Manager, Small Airplane Directorate, Aircraft Certification Service.
[FR Doc. 02-29132 Filed 11-19-02; 8:45 am]
BILLING CODE 4910-13-P

[Federal Register: January 22, 2003 (Volume 68, Number 14)]
[Rules and Regulations]
[Page 2872-2875]
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[DOCID:fr22ja03-2]

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. 2000-CE-80-AD; Amendment 39-13019; AD 2003-02-03]

RIN 2120-AA64

Airworthiness Directives; Raytheon Aircraft Company 65, 90, 99, 100, 200, and 300 Series, and Model 2000 Airplanes

AGENCY: Federal Aviation Administration, DOT.

ACTION: Final rule.

SUMMARY: This amendment adopts a new airworthiness directive (AD) that applies to certain Raytheon Aircraft Company (Raytheon) 65, 90, 99, 100, 200, and 300 series, and Model 2000 airplanes. This AD requires you to install new exterior operating instruction placards for the airstair door and emergency exits. This AD is the result of Raytheon improving the visibility and understandability of the door operating instruction placards. This was done as a result of difficulty opening the emergency exits of a similar type design airplane. The actions specified by this AD are intended to assure that clear and complete operating instructions are visible for opening the airstair door and emergency exits. If the operating instructions are not visible or understandable, this could result in the inability to open the airstair door or emergency exits during an emergency situation.

DATES: This AD becomes effective on March 7, 2003.

The Director of the Federal Register approved the incorporation by reference of certain publications listed in the regulations as of March 7, 2003.

ADDRESSES: You may get the service information referenced in this AD from Raytheon Aircraft Company, 9709 E. Central, Wichita, Kansas 67201-0085; telephone: (800) 429-5372 or (316) 676-3140. You may view this information at the Federal Aviation Administration (FAA), Central Region, Office of the Regional Counsel, Attention: Rules Docket No. 2000-CE-80-AD, 901 Locust, Room 506, Kansas City, Missouri 64106; or at the Office of the Federal Register, 800 North Capitol Street, NW., Suite 700, Washington, DC.

FOR FURTHER INFORMATION CONTACT: Mr. Steven E. Potter, Aerospace Engineer, Wichita Aircraft Certification Office, FAA, 1801 Airport Road, Wichita, Kansas 67209; telephone: (316) 946-4124; facsimile: (316) 946-4407.

SUPPLEMENTARY INFORMATION:

Discussion

What events have caused this AD? FAA believes that the instructions for opening the airstair door and emergency exits are either not visible or not easy to understand on Raytheon 65, 90, 99, 100, 200, and 300 series, and Model 2000 airplanes. This is based on an accident that resulted in the issuance of AD 97-04-02. AD 97-04-02 was later superseded by AD 98-21-20 to incorporate more visible and understandable instructions.

What is the potential impact if FAA took no action? If the exterior door operating instruction placards are not visible or understandable, this could result in the inability to open the airstair door or emergency exits during an emergency situation.

Has FAA taken any action to this point? We issued a proposal to amend part 39 of the Federal Aviation Regulations (14 CFR part 39) to include an AD that would apply to certain Raytheon 65, 90, 99, 100, 200, and 300 series, and Model 2000 airplanes. This proposal was published in the Federal Register as a notice of proposed rulemaking (NPRM) on August 9, 2002 (67 FR 51791). The NPRM proposed to require you to install new exterior operating instruction placards for the airstair door and emergency exits.

Was the public invited to comment? The FAA encouraged interested persons to participate in the making of this amendment. The following presents the comments received on the proposal and FAA's response to each comment:

Comment Issue No. 1: AD Is Unjustified

What is the commenter's concern? The commenter believes that in the accident that resulted in the earlier ADs, the damage to the airplane prevented the doors from opening. Therefore, the commenter believes that if the new placards had been present in this situation, they still would not have prevented injuries or loss of life. We infer that the commenter wants the NPRM withdrawn based on no compelling evidence that the presence of the placards addresses the unsafe condition.

What Is FAA's response to the concern? We do not concur. In an emergency situation, exiting the airplane is of the utmost importance, especially if the postcrash scenario includes a cabin fire. The cabin crew and/or passengers may become incapacitated. Therefore, the exterior emergency exit door operating instructions must be extremely clear and complete so that any person will be able to open the exit door.

We are not changing the final rule AD action based on this comment.

Comment Issue No. 2: Placards Are Not Durable

What is the commenter's concern? The commenter states that the placards supplied by Raytheon do not adhere to the airplane surface properly. The placards often begin to peel-off either in flight or while washing the airplane. We infer that the commenter wants the NPRM withdrawn because the placards will eventually come off on their own.

What is FAA's response to the concern? We are aware that durability and adherence of the placards to the airplane surface may be a problem. However, it is not a valid reason for withdrawing the NPRM. The owners/operators of the affected airplanes may choose to apply one or two coats of clear coating to seal the edges of the placard.

We are not changing the final rule AD action based on this comment.

Comment Issue No. 3: Placards Degrade the Airplane's Appearance

What is the commenter's concern? The commenter states that the affected airplanes are chiefly used in private, charter, and corporate service where appearance is especially important to the owners/operators. The commenter states that the placards are out of proportion to the size of the airplanes, look very ugly, and the contrasting colors of the placards cause a problem because of stripe locations on the airplane's paint job. We infer that the commenter wants the NPRM withdrawn because the placards degrade the airplane's appearance.

What is FAA's response to the concern? We understand that appearance of the aircraft is a key element for owners/operators. However, cosmetic issues cannot be given higher priority than addressing the unsafe condition and exiting the airplane in an emergency situation.

We are not changing the final rule AD action based on this comment.

FAA's Determination

What is FAA's final determination on this issue? After careful review of all available information related to the subject presented above, we have determined that air safety and the public interest require the adoption of the rule as proposed except for minor editorial corrections. We have determined that these minor corrections:

–Provide the intent that was proposed in the NPRM for correcting the unsafe condition; and
–Do not add any additional burden upon the public than was already proposed in the NPRM.

Cost Impact

How many airplanes does this AD impact? We estimate that this AD affects 3,587 airplanes in the U.S. registry.

What is the cost impact of this AD on owners/operators of the affected airplanes? We estimate the following costs to accomplish the modification:

Labor cost	Parts cost	Total cost per airplane	Total cost on U.S. operators
2 workhours x $60 per hour = $120	Approximately $190 per airplane.	$120 + $190 = $310	$310 x 3,587 = $1,111,970.

The manufacturer will provide warranty credit for labor and parts to the extent noted under MANPOWER and MATERIAL in Raytheon Mandatory Service Bulletin SB 52-3096, Rev. 1, Revised: June, 2002.

Compliance Time of This AD

What is the compliance time of this AD? The compliance time of this AD is "within the next 200 hours time-in-service (TIS) after the effective date of this AD or within the next 12 months after the effective date of this AD, whichever occurs first."

Why is the compliance time of this AD presented in both hours TIS and calendar time? The unsafe condition on these airplanes is not a result of the number of times the airplane is operated. Airplane operation varies among operators. For example, one operator may operate the airplane 50 hours TIS in 3 months while it may take another operator 12 months or more to accumulate 50 hours TIS. For this reason, the FAA has determined that the compliance time of this AD should be specified

(30) B200C (UC–12F)	BU–1 through BU–10.
(31) B200C (UC–12M)	BV–1 through BV–10.
(32) 200CT and B200CT	BN–1 through BN–4.
(33) 200T and B200T	BT–1 through BT–38, and BB–1314.
(34) 300	FA–1 through FA–230, and FF–1 through FF–19.
(35) B300	FL–1 through FL–252.
(36) B300C	FM–1 through FM–9, and FN–1.
(37) 2000	NC–4 through NC–53.

(b) *Who must comply with this AD?* Anyone who wishes to operate any of the airplanes identified in paragraph (a) of this AD must comply with this AD.

(c) *What problem does this AD address?* The actions specified by this AD are intended to assure that clear and complete operating instructions are visible for opening the airstair door and emergency exits. If the operating instructions are not visible or understandable, this could result in the inability to open the airstair door or emergency exits during an emergency situation.

(d) *What actions must I accomplish to address this problem?* To address this problem, you must accomplish the following:

Actions	Compliance	Procedures
Modify the exterior door operating procedures by incorporating the applicable kit as specified in the service bulletin.	Within the next 200 hours time-in-service (TIS) after March 7, 2003 (the effective date of this AD) or within the next 12 calendar months after the effective date of this AD, whichever occurs first.	In accordance with the applicable kit instructions as specified in the Accomplishment Instructions section in Raytheon Mandatory Service Bulletin SB 52–3096, Rev. 1, Revised: June, 2002. Use Paragraph (7) of the Accomplishment Instructions section in Raytheon Mandatory Service Bulletin SB 52–3096, Rev. 1, Revised: June, 2002, to accomplish this action on the Model 2000 airplanes.

(e) *Can I comply with this AD in any other way?* You may use an alternative method of compliance or adjust the compliance time if:

(1) Your alternative method of compliance provides an equivalent level of safety; and

(2) The Manager, Wichita Aircraft Certification Office (ACO), approves your alternative. Submit your request through an FAA Principal Maintenance Inspector, who may add comments and then send it to the Manager, Wichita ACO.

Note: This AD applies to each airplane identified in paragraph (a) of this AD, regardless of whether it has been modified, altered, or repaired in the area subject to the requirements of this AD. For airplanes that have been modified, altered, or repaired so that the performance of the requirements of this AD is affected, the owner/operator must request approval for an alternative method of compliance in accordance with paragraph (e) of this AD. The request should include an assessment of the effect of the modification, alteration, or repair on the unsafe condition addressed by this AD; and, if you have not eliminated the unsafe condition, specific actions you propose to address it.

(f) *Where can I get information about any already-approved alternative methods of compliance?* Contact Mr. Steven E. Potter, Aerospace Engineer, Wichita Aircraft Certification Office, FAA, 1801 Airport Road, Mid-Continent Airport, Wichita, Kansas 67209; telephone: (316) 946-4124; facsimile: (316) 946-4407.

(g) *What if I need to fly the airplane to another location to comply with this AD?* The FAA can issue a special flight permit under sections 21.197 and 21.199 of the Federal Aviation Regulations (14 CFR 21.197 and 21.199) to operate your airplane to a location where you can accomplish the requirements of this AD.

(h) *Are any service bulletins incorporated into this AD by reference?* Actions required by this AD must be done in accordance with Raytheon Mandatory Service Bulletin SB 52-3096, Rev. 1, Revised: June, 2002, including Accomplishment Kit Nos. 101-4080-1, 101-4310-1, 101-4310-3, 90-4119-1, and 99-4032-1. The Director of the Federal Register approved this incorporation by reference under 5 U.S.C. 552(a) and 1 CFR part 51. You may get copies from Raytheon Aircraft Company, 9709 E. Central, Wichita, Kansas 67201-0085; telephone: (800) 429-5372 or (316) 676-3140. You may view copies at the FAA, Central Region, Office of the Regional Counsel, 901 Locust, Room 506, Kansas City, Missouri, or at the Office of the Federal Register, 800 North Capitol Street, NW., suite 700, Washington, DC.

(i) *When does this amendment become effective?* This amendment becomes effective on March 7, 2003.

Issued in Kansas City, Missouri, on January 8, 2003.
Dorenda D. Baker,
Acting Manager, Small Airplane Directorate, Aircraft Certification Service.
[FR Doc. 03-676 Filed 1-21-03; 8:45 am]
BILLING CODE 4910-13-U

[Federal Register: July 8, 2003 (Volume 68, Number 130)]
[Rules and Regulations]
[Page 40484-40487]
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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. 2002-CE-45-AD; Amendment 39-13218; AD 2003-13-16]

RIN 2120-AA64

Airworthiness Directives; Raytheon Aircraft Company 90, 100, and 200 Series Airplanes

AGENCY: Federal Aviation Administration, DOT.

ACTION: Final rule.

SUMMARY: This amendment adopts a new airworthiness directive (AD) that applies to certain Raytheon Aircraft Company (Raytheon) 90, 100, and 200 series airplanes. This AD requires you to inspect the forward side of the aft pressure bulkhead for scoring damage and repair, if necessary. This AD is the result of reports of the aft pressure bulkhead being damaged by scoring during manufacture. The actions specified by this AD are intended to detect and correct damage to the aft pressure bulkhead of the fuselage. Such damage could lead to fatigue failure of the bulkhead.

DATES: This AD becomes effective on August 25, 2003.

The Director of the Federal Register approved the incorporation by reference of certain publications listed in the regulations as of August 25, 2003.

ADDRESSES: You may get the service information referenced in this AD from Raytheon Aircraft Company, 9709 E. Central, Wichita, Kansas 67201-0085; telephone: (800) 429-5372 or (316) 676-3140. You may view this information at the Federal Aviation Administration (FAA), Central Region, Office of the Regional Counsel, Attention: Rules Docket No. 2002-CE-45-AD, 901 Locust, Room 506, Kansas City, Missouri 64106; or at the Office of the Federal Register, 800 North Capitol Street, NW., suite 700, Washington, DC.

FOR FURTHER INFORMATION CONTACT: Mr. Steven E. Potter, Aerospace Engineer, Wichita Aircraft Certification Office, FAA, 1801 Airport Road, Wichita, Kansas 67209; telephone: (316) 946-4124; facsimile: (316) 946-4107.

SUPPLEMENTARY INFORMATION:

Discussion

What Events Have Caused This AD?

The FAA has received reports that during manufacturing, nine aft pressure bulkheads of Raytheon 90, 100, and 200 series airplanes may have been damaged by scribing or knife marks (scoring).

What Is the Potential Impact if FAA Took No Action?

The damage to the aft pressure bulkhead may cause fatigue failure of the bulkhead.

Has FAA Taken Any Action to This Point?

We issued a proposal to amend part 39 of the Federal Aviation Regulations (14 CFR part 39) to include an AD that would apply to certain Raytheon 90, 100, and 200 series airplanes. This proposal was published in the Federal Register as a notice of proposed rulemaking (NPRM) on February 14, 2003 (68 FR 7449). The NPRM proposed to require you to inspect the forward side of the aft pressure bulkhead for scoring damage and repair, if damage is found.

Was the Public Invited to Comment?

The FAA encouraged interested persons to participate in the making of this amendment. The following presents the comment received on the proposal and FAA's response to the comment:

Comment Issue:

AD Applicability to Model B200 Range of Serial Numbers.

What Is the Commenter's Concern?

The commenter states that there is a typographical error in the range of serial numbers for the Model B200 applicability.

What Is FAA's Response to the Concern?

We concur. The last serial number for the Model B200 applicability is incorrectly stated as BB-14443. The correct serial number is BB-1443. We will change the final rule AD action to incorporate the correct serial number.

FAA's Determination

What Is FAA's Final Determination on This Issue?

After careful review of all available information related to the subject presented above, we have determined that air safety and the public interest require the adoption of the rule as proposed except for minor editorial corrections. We have determined that these minor corrections:
–Provide the intent that was proposed in the NPRM for correcting the unsafe condition; and
–Do not add any additional burden upon the public than was already proposed in the NPRM.

How Does the Revision to 14 CFR Part 39 Affect This AD?

On July 10, 2002, FAA published a new version of 14 CFR part 39 (67 FR 47997, July 22, 2002), which governs FAA's AD system. This regulation now includes material that relates to special flight permits, alternative methods of compliance, and altered products. This material previously was included in each individual AD. Since this material is included in 14 CFR part 39, we will not include it in future AD actions.

Cost Impact

How Many Airplanes Does This AD Impact?

We estimate that this AD affects 3,223 airplanes in the U.S. registry.

What Is the Cost Impact of This AD on Owners/Operators of the Affected Airplanes?

We estimate the following costs to accomplish the inspection of the forward side of the aft pressure bulkhead:

Labor cost	Parts cost	Total cost per airplane	Total cost on U.S. operators
8 workhours x $60 per hour = $480	Not applicable	$480	$1,547,040

We estimate the following costs to accomplish any necessary repairs that will be required based on the results of the inspection. We have no way of determining the number of airplanes that may need such repair of the forward side of the aft pressure bulkhead:

Labor cost	Parts cost	Total cost per airplane
16 workhours x $60 per hour = $960	$25	$985

Compliance Time of This AD

What Will Be the Compliance Time of This AD?

The compliance time of this AD is within the next 6 calendar months after the effective date of this AD.

Why Is the Compliance Time Presented in Calendar Time Instead of Hours Time-in-Service (TIS)?

This unsafe condition is not a result of the number of times the airplane is operated. The chance of this situation occurring is the same for an airplane with 10 hours TIS as it would be for an airplane with 500 hours TIS. For this reason, FAA has determined that a compliance based on calendar time will be utilized in this AD in order to ensure that the unsafe condition is addressed on all airplanes in a reasonable time period.

Regulatory Impact

Does This AD Impact Various Entities?

The regulations adopted herein 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. Therefore, it is determined that this final rule does not have federalism implications under Executive Order 13132.

Does This AD Involve a Significant Rule or Regulatory Action?

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 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 copy of the final 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, Incorporation by reference, Safety.

Adoption of the Amendment

Accordingly, under 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. FAA amends § 39.13 by adding a new AD to read as follows:

AIRWORTHINESS DIRECTIVE

Aircraft Certification Service
Washington, DC

U.S. Department
of Transportation
Federal Aviation
Administration

We post ADs on the internet at "www.faa.gov"

The following Airworthiness Directive issued by the Federal Aviation Administration in accordance with the provisions of Title 14 of the Code of Federal Regulations (14 CFR) part 39, applies to an aircraft model of which our records indicate you may be the registered owner. Airworthiness Directives affect aviation safety and are regulations which require immediate attention. You are cautioned that no person may operate an aircraft to which an Airworthiness Directive applies, except in accordance with the requirements of the Airworthiness Directive (reference 14 CFR part 39, subpart 39.3).

2003-13-16 Raytheon Aircraft Company: Amendment 39-13218; Docket No. 2002-CE-45-AD.

(a) *What airplanes are affected by this AD?* This AD affects the following airplane models and serial numbers that are certificated in any category:

Model	Serial numbers
(1) 65–90, 65–A90, B90, C90, and C90A	LJ–1 through LJ–1287, LJ–1289 through LJ–1294, and LJ–1296 through LJ–1299.
(2) E90	LW–1 through LW–347.
(3) F90	LA–2 through LA–236.
(4) H90 (T–44A)	LL–1 through LL–61.
(5) 100 and A100	B–2 through B–89, B–93, and B–100 through B–247.
(6) A100 (U–21F)	B1, B–90 through B–92, and B–94 through B–99.
(7) A100–1 (U–21J)	BB–3 through BB–5.
(8) A200 (C–12A) and (C–12C)	BC–1 through BC–61, BC–62 through BC–75, and BD–1 through BD–30.
(9) A200C (UC–12B)	BJ–1 through BJ–66
(10) A200CT (C–12D)	BP–1, BP–19, and BP–24 through BP–51.
(11) A200CT (C–12F)	BP–52 through BP–63.
(12) B200C (C–12F)	BP–64 through BP–71, BL–73 through BL–112, and BL–118 through BL–123.
(13) A200CT (FWC–12D)	BP–7 through BP–11.
(14) A200CT (RC–12D)	GR–1 through GR–12.
(15) A200CT (RC–12G)	FC–1 through FC–3.
(16) A200CT (RC–12H)	GR–14 through GR–19.
(17) A200CT (RC–12K)	FE–1 through FE–9.
(18) A200CT (RC–12P)	FE–25 through FE–31, FE–33, and FE–35.
(19) A200CT (RC–12Q)	FE–32, F–34, and FE–36.
(20) B100	BE–1 through BE–137.
(21) B200C	BL–37 through BL–57, BL–61 through BL–72, and BL–124 through BL–138.
(22) 200C	BL–1 through BL–23, BL–26 through BL–36.
(23) B200C (C–12F)	BP–64 through BP–71, BL–73 through BL–112, and BL–118 through BL–123.
(24) B200C (C–12R)	BW–1 through BW–29.
(25) B200C (UC–12F)	BU 1 through BU10.
(26) B200C (UC–12M)	BV–1 through BV–10.

(27) B200CT and 200CT	BN–1 through BN–4.
(28) B200T and 200T	BT–1 through BT–34, and BB–1314.
(29) 200	BB–2, BB–6 through BB–185, BB–187 through BB–202, BB–204 through BB–269, BB–271 through BB–407, BB–409 through BB–468, BB–470 through BB–488, BB–490 through BB–509, BB–511 through BB–529, BB–531 through BB–550, BB–552 through BB–562, BB–564 through BB–572, BB–574 through BB–590, BB–592 through BB–608, BB–610 through BB–626, BB–628 through BB–646, BB–648 through BB–664, BB–666 through BB–694, BB–696 through BB–733, BB–735 through BB–792, BB–794 through BB–797, BB–799 through BB–822, BB–825 through BB–828, BB–830 through BB–853, BB–872, BB–873, BB–892, BB–893, and BB–912.
(30) B200	BB–734, BB–793, BB–829, BB–854 through BB–870, BB–874 through BB–891, BB–894, BB–896 though BB–911, BB–913 through BB–990, BB–992 through BB–1051, BB–1053 through BB–1092, BB–1094, BB–1099 through BB–1104, BB–1106 through BB–1116, BB–1118 through BB–1184, BB–1186 through BB–1263, BB–1265 through BB–1288, BB–1290 through BB–1300, BB–1302 through BB–1313, BB–1315 through BB–1384, BB–1389 through BB–1425, BB–1427 through BB–1438, and BB–1440 through BB–1443.

(b) *Who must comply with this AD?* Anyone who wishes to operate any of the airplanes identified in paragraph (a) of this AD must comply with this AD.

(c) *What problem does this AD address?* The actions specified by this AD are intended to detect and correct damage to the aft pressure bulkhead of the fuselage. Such damage could lead to fatigue failure of the bulkhead.

(d) *What actions must I accomplish to address this problem?* To address this problem, you must accomplish the following:

Actions	Compliance	Procedures
(1) Inspect the forward side of the aft pressure bulkhead for scoring damage.	Within the next 6 calendar months after August 25, 2003 (the effective date of this AD), unless already accomplished.	In accordance with the Accomplishment Instructions of Raytheon Aircraft Mandatory Service Bulletin No.: SB 53–3513, Rev. 1, dated: October 2002.
(2) If scoring damage is found, repair as specified in the Raytheon Aircraft Mandatory Service Bulletin No.: SB 53–3513, Rev. 1, dated: October 2002. As applicable, obtain a repair plan from Raytheon Aircraft Company through FAA at the address specified in paragraph (e) of this AD and incorporate this repair scheme.	Prior to further flight after the inspection required in paragraph (d)(1) of this AD, unless already accomplished.	In accordance with the Accomplishment Instructions of Raytheon Aircraft Mandatory Service Bulletin No.: SB 53–3513, Rev. 1, dated: October 2002. As applicable, repair in accordance with a repair scheme obtained from Raytheon Aircraft Company. Obtain this repair scheme through FAA at the address specified in paragraph (e) of this AD.

(e) *Can I comply with this AD in any other way?* To use an alternative method of compliance or adjust the compliance time, use the procedures in 14 CFR 39.19. Send these requests to the Manager, Wichita Aircraft Certification Office (ACO). For information on any already approved alternative methods of compliance, contact Mr. Steven E. Potter, Aerospace Engineer, Wichita Aircraft Certification Office, FAA, 1801 Airport Road, Wichita, Kansas 67209; telephone: (316) 946-4124; facsimile: (316) 946-4107.

(f) *Are any service bulletins incorporated into this AD by reference?* Actions required by this AD must be done in accordance with Raytheon Aircraft Mandatory Service Bulletin No.: SB 53-3513, Rev. 1, dated: October 2002. The Director of the Federal Register approved this incorporation by reference under 5 U.S.C. 552(a) and 1 CFR part 51. You may get copies from Raytheon Aircraft Company, 9709 E. Central, Wichita, Kansas 67201-0085; telephone: (800) 429-5372 or (316) 676-3140. You may view copies at the FAA, Central Region, Office of the Regional Counsel, 901 Locust, Room 506, Kansas City, Missouri, or at the Office of the Federal Register, 800 North Capitol Street, NW., suite 700, Washington, DC.

(g) *When does this amendment become effective?* This amendment becomes effective on August 25, 2003.

Issued in Kansas City, Missouri, on June 25, 2003.
Dorenda D. Baker,
Acting Manager, Small Airplane Directorate, Aircraft Certification Service.
[FR Doc. 03-16691 Filed 7-7-03; 8:45 am]
BILLING CODE 4910-13-P

[Federal Register: August 20, 2004 (Volume 69, Number 161)]
[Rules and Regulations]
[Page 51549-51552]
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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. 2004-CE-04-AD; Amendment 39-13774; AD 2004-17-02]

RIN 2120-AA64

Airworthiness Directives; Raytheon Aircraft Company 65, 90, 99, 100, 200, 300, and 1900 Series Airplanes

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Final rule.

SUMMARY: The FAA adopts a new airworthiness directive (AD) for certain Raytheon Aircraft Company (Raytheon) 65, 90, 99, 100, 200, 300, and 1900 series airplanes. This AD requires you to repetitively inspect the engine controls/cross shaft/pedestal for proper installation and torque, re-torque the cross shaft attach bolt, modify the pedestal, and replace the engine controls cross shaft hardware. Modification of the pedestal and replacement of the engine controls cross shaft hardware is terminating action for the repetitive inspection requirements. This AD is the result of numerous reports of loose bolts on the pedestal attachment of the throttle/prop cross shaft assembly. We are issuing this AD to detect and correct loose bolts not securing the pedestal cross shaft, which could result in limited effectiveness of the control levers. This failure could lead to an aborted takeoff.

DATES: This AD becomes effective on October 4, 2004.

As of October 4, 2004, the Director of the Federal Register approved the incorporation by reference of certain publications listed in the regulation.

ADDRESSES: You may get the service information identified in this AD from Raytheon Aircraft Company, 9709 E. Central, Wichita, Kansas 67201-0085; telephone: (800) 429-5372 or (316) 676-3140.

You may view the AD docket at FAA, Central Region, Office of the Regional Counsel, Attention: Rules Docket No. 2004-CE-04-AD, 901 Locust, Room 506, Kansas City, Missouri 64106. Office hours are 8 a.m. to 4 p.m., Monday through Friday, except Federal holidays.

FOR FURTHER INFORMATION CONTACT: Jeff Pretz, Aerospace Engineer, Wichita Aircraft Certification Office, FAA, 1801 Airport Road, Wichita, Kansas 67209; telephone: (316) 946-4153; facsimile: (316) 946-4407.

SUPPLEMENTARY INFORMATION:

Discussion

What events have caused this AD? The FAA has received numerous reports of loose bolts not securing the pedestal cross shaft on Raytheon Models B300, C90A, and 1900 series airplanes. Investigation revealed that the bolt securing the pedestal cross shaft can loosen in time and fall out. When the bolt backs out, the cross shaft will flex with throttle or propeller control application. This flexing of the cross shaft limits the effectiveness of the control levers and the operation of the landing gear warning, prop reverse not ready, autofeather, and ground idle micro switches (on models with switches at this location).

The 65, 90, 99, 100, 200, 300, and 1900 Series airplanes all have a similar type design in the area affected by this AD.

What is the potential impact if FAA took no action? This failure could limit the effectiveness of the engine control levers and result in an aborted takeoff due to failure to make takeoff power.

Has FAA taken any action to this point? We issued a proposal to amend part 39 of the Federal Aviation Regulations (14 CFR part 39) to include an AD that would apply to certain Raytheon 65, 90, 99, 100, 200, 300, and 1900 series airplanes. This proposal was published in the Federal Register as a notice of proposed rulemaking (NPRM) on April 26, 2004 (69 FR 22392). The NPRM proposed to require you to repetitively inspect the engine controls/cross shaft/pedestal for proper installation and torque, re-torque the cross shaft attach bolt, modify the pedestal, and replace the engine controls cross shaft hardware.

Comments

Was the public invited to comment? We provided the public the opportunity to participate in developing this AD. The following presents the comment received on the proposal and FAA's response to the comment:

Comment Issue: The AD Is Not Needed

What is the commenter's concern? The commenter is responsible for a large fleet (Models 99, 200, and 1900) of 62 airplanes that are affected by this AD. The fleet has accumulated more than 450,000 flight hours. The commenter states that the company has never experienced the problem in the fleet, and that regular inspection in the subject area and check of the subject bolts for tightness eliminates the problem. Therefore, the AD is not necessary.

What is FAA's response to the concern? The FAA disagrees with the commenter's statement that, since the company has not experienced the problem in the fleet, that an AD is not necessary. The AD action was prompted by several reports of loose bolts not securing the pedestal cross shaft on Raytheon Models B300, C90A, and 1900 series airplanes. After issuance of a manufacturer's safety notice, FAA received more reports of loose bolts. Our decision to issue an AD action is based on reports from the field, the likelihood that the condition is likely to exist or develop on other products of this same type design, and the potential impact to an aircraft with the subject condition if no action was taken.

Therefore, to ensure that all affected airplanes do not have the unsafe condition, we are not changing the final rule AD action based on this comment.

Conclusion

What is FAA's final determination on this issue? We have carefully reviewed the available data and determined that air safety and the public interest require adopting the AD as proposed except for minor editorial corrections. We have determined that these minor corrections:

–Are consistent with the intent that was proposed in the NPRM for correcting the unsafe condition; and
–Do not add any additional burden upon the public than was already proposed in the NPRM.

Changes to 14 CFR Part 39–Effect on the AD

How does the revision to 14 CFR part 39 affect this AD? On July 10, 2002, the FAA published a new version of 14 CFR part 39 (67 FR 47997, July 22, 2002), which governs the FAA's AD system. This regulation now includes material that relates to altered products, special flight permits, and alternative methods of compliance. This material previously was included in each individual AD. Since this material is included in 14 CFR part 39, we will not include it in future AD actions.

Costs of Compliance

How many airplanes does this AD impact? We estimate that this AD affects 5,025 airplanes in the U.S. registry.

What is the cost impact of this AD on owners/operators of the affected airplanes? We estimate the following costs to do the inspection and re-torque of the cross attach bolt:

Labor cost	Parts cost	Total cost per airplane	Total cost on U.S. operators
1 workhour × $65 per hour = $65	Not Applicable	$65	$65 × $5,025 = $326,625

We estimate the following costs to do the modification of the pedestal and replacement of the engine controls cross shaft hardware:

Labor cost	Parts cost	Total cost per airplane	Total cost on U.S. operators
2 workhours × $65 per hour = $130	$10	$140	$140 × 5,025 = $703,500.

Regulatory Findings

Will this AD impact various entities? 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.

Will this AD involve a significant rule or regulatory action? 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 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.

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. 2004-CE-04-AD" in your request.

List of Subjects in 14 CFR Part 39

Air transportation, Aircraft, Aviation safety, Incorporation by reference, Safety.

Adoption of the Amendment

Accordingly, under 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. FAA amends § 39.13 by adding a new AD to read as follows:

AIRWORTHINESS DIRECTIVE

Aircraft Certification Service
Washington, DC

U.S. Department
of Transportation
Federal Aviation
Administration

We post ADs on the internet at "www.faa.gov"

The following Airworthiness Directive issued by the Federal Aviation Administration in accordance with the provisions of Title 14 of the Code of Federal Regulations (14 CFR) part 39, applies to an aircraft model of which our records indicate you may be the registered owner. Airworthiness Directives affect aviation safety and are regulations which require immediate attention. You are cautioned that no person may operate an aircraft to which an Airworthiness Directive applies, except in accordance with the requirements of the Airworthiness Directive (reference 14 CFR part 39, subpart 39.3).

2004-17-02 Raytheon Aircraft Company: Amendment 39-13774; Docket No. 2004-CE-04-AD.

When Does This AD Become Effective?

(a) This AD becomes effective on October 4, 2004.

What Other ADs Are Affected by This Action?

(b) None.

What Airplanes Are Affected by This AD?

(c) This AD affects the following airplane models and serial numbers that are certificated in any category:

Model	Serial Nos.
(1) 65–A90, B90, C90, and C90A	LJ–76, LJ–114 through LJ–1691.
(2) E90	LW–1 through LW–347.
(3) F90	LA–2 through LA–236.
(4) 99, 99A, A99A, B99 and C99	U–1 through U–239.
(5) 100 and A100	B–1 through B–94, B–100 through B–204, and B–206 through B–247.
(6) B100	BE–1 through BE–137.

(7) 200 and B200	BB–2, BB–6 through BB–185, BB–187 through BB–202, BB–204 through BB–269, BB–271 through BB–407, BB–409 through BB–468, BB–470 through BB–488, BB–490 through BB–509, BB–511 through BB–529, BB–531 through BB–550, BB–552 through BB–562, BB–564 through BB–572, BB–574 through BB–590, BB–592 through BB–608, BB–610 through BB–626, BB–628 through BB–646, BB–648 through BB–664, BB–666 through BB–694, BB–696 through BB–797, BB–799 through BB–822, BB–824 through BB–870, BB–872 through BB–894,BB–896 through BB–990, BB–992 through BB–1051, BB–1053 through BB–1092, BB–1094, BB–1095, BB–1099 through BB–1104, BB–1106 through BB–1116, BB–1118 through BB–1184, BB–1186 through BB–1263, BB–1265 through BB–1288, BB–1290 through BB–1300, BB–1302 through BB–1313, BB–1315 through BB–1384, BB–1389 through BB–1425, BB–1427 through BB–1447, BB–1449, BB–1450, BB–1452, BB–1453, BB–1455, BB–1456, BB–1458 through BB–1683, BB–1685 through BB–1716, BB–1718 through BB–1720, BB–1722, BB–1723, BB–1725, BB–1726, BB–1728 through BB–1826.
(8) 200C and B200C	BL–1 through BL–23, BL–25 through BL–57, BL–61 through BL–72, and BL–124 through BL–147.
(9) 200CT and B200CT	BN–1 through BN–4.
(10) 200T and B200T	BT–1 through BT–38, and BB–1314.
(11) 300 and 300LW	FA–1 through FA–230; and FF–1 through FF–19.
(12) B300	FL–1 through FL–379.
(13) B300C	FM–1 through FM–10; and FN–1.
(14) 1900	UA–3.
(15) 1900C	UB–1 through UB–74 and UC–1 through UC–174.
(16) 1900D	UE–1 through UE–439.
(17) 65–A90–1 (U–21A or U–21G)	LM–1 through LM–141.
(18) 65–A90–2 (RU–21B)	LS–1 through LS–3.
(19) 65–A90–3 (U–21 Series)	LT–1 and LT–2.
(20) 65–A90–4 (U–21 Series)	LU–1 through LU–16.
(21) H90 (T–44A)	LL–1 through LL–61.
(22) A100–1 (U–21J)	BB–3 through BB–5.
(23) A100 (U–21F)	B–95 through B–99.
(24) A200 (C–12A and C–12C)	BC–1 through BC–75 and BD–1 through BD–30.
(25) A200C (UC–12B)	BJ–1 through BJ–66.
(26) A200CT (C–12D, FWC–12D, C–12F)	BP–1, BP–7 through BP–11, BP–19, BP–22, and BP–24 through BP–63.
(27) A200CT (RC–12D, RC–12H)	GR–1 through GR–12, and GR–14 through GR–19.
(28) A200CT (RC–12G)	FC–1 through FC–3.
(29) A200CT (RC–12K, RC–12P and RC–12Q)	FE–1 through FE–9, and FE–25 through FE–36.
(30) B200C (C–12F)	BL–73 through BL–112, and BL–118 through BL–123; BP–64 through BP–71.
(31) B200C (C–12R)	BW–1 through BW–29.
(32) B200C (UC–12M)	BV–1 through BV–10.
(33) B200C (UC–12F)	BU–1 through BU–10.
(34) 1900C (C–12J)	UD–1 through UD–6.

What Is the Unsafe Condition Presented in This AD?

(d) This AD is the result of numerous reports of loose bolts on the pedestal attachment of the throttle/prop cross shaft assembly. The actions specified in this AD are intended to detect and correct loose bolts not securing the pedestal cross shaft, which could result in limited effectiveness of the control levers. This failure could lead to an aborted takeoff.

What Must I Do To Address This Problem?

(e) To address this problem, you must do the following:

Actions	Compliance	Procedures
(1) Inspection and torque:. (i) inspect the engine controls/cross shaft/pedestal for proper installation and torque; and. (ii) re-torque the cross attach bolt.	Initially inspect within the next 50 hours time-in-service (TIS) after October 4, 2004 (the effective date of this AD), unless already done within the last 50 hours TIS, and thereafter at intervals not to exceed 100 hours TIS until the modification in paragraph (e)(3) of this AD is done.	Follow Part I, Accomplishment Instructions of Raytheon Aircraft Company Mandatory Service Bulletin No. SB 73–3634, dated September 2003. The applicable airplane maintenance manual also addresses this issue.
(2) If any improper installation or wrong torque is found during any inspection required by paragraph (e)(1) of this AD, correct the installation or torque.	Before further flight after the inspection in which any improper installation or wrong torque is found.	Follow Part I, Accomplishment Instructions of Raytheon Aircraft Company Mandatory Service Bulletin No. SB 73–3634, dated September 2003. The applicable airplane maintenance manual also addresses this issue.
(3) Modify the pedestal and replace the engine controls cross shaft hardware. Modification of the pedestal and replacement of the engine controls cross shaft hardware is the terminating action for the repetitive inspection and re-torque requirements specified in paragraph (e)(1) of this AD.	At the next scheduled maintenance/inspection interval or 12 calendar months after October 4, 2004 (the effective date of this AD), whichever occurs later. You may do this modification before this time as terminating action for the repetitive inspection and retorque requirements.	Follow Part II, Accomplishment Instructions of Raytheon Aircraft Company Mandatory Service Bulletin No. SB 73–3634, dated September 2003. The applicable airplane maintenance manual also addresses this issue.

May I Request an Alternative Method of Compliance?

(f) You may request a different method of compliance or a different compliance time for this AD by following the procedures in 14 CFR 39.19. Unless FAA authorizes otherwise, send your request to your principal inspector. The principal inspector may add comments and will send your request to the Manager, Wichita Aircraft Certification Office (ACO), FAA. For information on any already approved alternative methods of compliance, contact Jeff Pretz, Aerospace Engineer, Wichita ACO, FAA, 1801 Airport Road, Mid-Continent Airport, Wichita, Kansas 67209; telephone: (316) 946-4153; facsimile: (316) 946-4107.

Does This AD Incorporate Any Material by Reference?

(g) You must do the actions required by this AD following the instructions in Raytheon Aircraft Company Mandatory Service Bulletin No. SB 73-3634, dated September, 2003. The Director of the Federal Register approved the incorporation by reference of this service bulletin in accordance with 5 U.S.C. 552(a) and 1 CFR part 51. You may get a copy from Raytheon Aircraft Company, 9709 E. Central, Wichita, Kansas 67201-0085; telephone: (800) 429-5372 or (316) 676-3140. You may review copies at FAA, Central Region, Office of the Regional Counsel, 901 Locust, Room 506, Kansas City, Missouri 64106; or at the National Archives and Records Administration (NARA). For information on the availability of this material at NARA, call (202) 741-6030, or go to: *http://www.archives.gov/federal_register/code_of_federal_regulations/ibr_locations.html.*

Issued in Kansas City, Missouri, on August 12, 2004.
John R. Colomy,
Acting Manager, Small Airplane Directorate, Aircraft Certification Service.
[FR Doc. 04-18923 Filed 8-19-04; 8:45 am]
BILLING CODE 4910-13-P

[Federal Register: January 19, 2005 (Volume 70, Number 12)]
[Rules and Regulations]
[Page 2937-2941]
From the Federal Register Online via GPO Access [wais.access.gpo.gov]
[DOCID:fr19ja05-3]

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. FAA-2004-18743; Directorate Identifier 2004-CE-23-AD; Amendment 39-13944; AD 2005-01-19]

RIN 2120-AA64

Airworthiness Directives; GARMIN International Inc. GTX 33, GTX 33D, GTX 330, and GTX 330D Mode S Transponders

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Final rule.

SUMMARY: The FAA is adopting a new airworthiness directive (AD) to supersede Airworthiness Directive 2004-10-15, which applies to certain GTX 330 and GTX 330D Mode S transponders that are installed on airplanes. AD 2004-10-15 currently requires you to install GTX 330/330D Software Upgrade Version 3.03, 3.04, or 3.05. This AD applies to certain GTX 33, GTX 33D, GTX 330, and GTX 330D Mode S transponders that are installed on airplanes and is the result of observations that the GTX 33/33D/330/330D may detect, from other airplanes, the S1 (suppression) interrogating pulse below the minimum trigger level (MTL) and, in some circumstances, not reply. The GTX 33/33D/330/330D should still reply even if it detects S1 interrogating pulses below the MTL. Consequently, this AD would require you to install a GTX 33/33D/330/330D Software Upgrade to at least Version 3.06. No additional action is necessary for those airplanes that have transponders Software Upgrade 3.03 installed. Software Upgrade Versions 3.03 and 3.06 correct a TAS, TCAD, and TCAS I system "whisper-shout" problem that could potentially lead to the aircraft not being visible at certain ranges. TCAS II systems are not affected. We are issuing this AD to prevent interrogating aircraft from possibly receiving inaccurate replies due to suppression from aircraft equipped with the GTX 33/33D/330/330D Mode S transponders when the pulses are below the MTL. The inaccurate replies could result in reduced vertical separation.

DATES: This AD becomes effective on February 23, 2005.

As of February 23, 2005, the Director of the Federal Register approved the incorporation by reference of certain publications listed in the regulation.

ADDRESSES: To get the service information identified in this AD, contact GARMIN International Inc., 1200 East 151st Street, Olathe, KS 66062; telephone: 913-397-8200. To review this service

(34) Piaggio Aero Industries S.p.A	P–180.
(35) Pilatus Aircraft Ltd	PILATUS PC–12, PILATUS PC–12/45, PC–6, PC–6–H1, PC–6–H2, PC–6/350, PC–6/350–H1, PC–6/350–H2, PC–6/A, PC–6/A–H1, PA–6/A–H2, PC–6/B–H2, PC–6/B1–H2, PC–6/B2–H2, PC–6/B2–H4, PC–6/C–H2, PC–6/C1–H2, PC–7.
(36) Prop-Jets, Inc	200, 200A, 200B, 200C, 200D, 400.
(37) Panstwowe Zakladv Lotnicze (PZL)	PZL–104 WILGA 80, PZL–104M WILGA 2000, PZL–WARSZAWA, PZL–KOLIBER 150A, PZL–KOLIBER 160A.
(38) PZL WSK/Mielec Obrsk	PZL M20 03, PZL M26 01.
(39) Raytheon	35–33, 35–A33, 35–B33, 35–C33, 35–C33A, E33, E33A, E33C, F33, F33A, F33C, G33, H35, J35, K35, M35, N35, P35, S35, V35, V35A, V35B, 36, A36, A36TC, B36TC, 35, A35, B35, C35, D35, E35, F35, G35, 35R, F90, 76, 200, 200C, 200CT, 200T, A200, B200, B200C, B200CT, B200T, 300, 300LW, B300, B300C, 1900, 1900C, 1900D, A100–1 (U–21J), A200 (C–12A), A200 (C–12C), A200C (UC–12B), A200CT (C–12D), A200CT (FWC–12D), A200CT (RC–12D), A200CT (C–12F), A200CT (RC–12G), A200CT (RC–12H), A200CT (RC–12K), A200CT (RC–12P), A200CT (RC–12Q), B200C (C–12F), B200C (UC–12F), B200C (UC–12M), B200C (C–12R), 1900C (C–12J), 65, A65, A65–8200, 65–80, 65–A80, 65–A80–8800, 65–B80, 65–88, 65–A90, 70, B90, C90, C90A, E90, H90, 65–A90–1, 65–A90–2, 65–A90–3, 65–A90–4, 95, B95, B95A, D95A, E95, 95–55, 95–A55, 95–B55, 95–B55A, 95–B55B (T–42A), 95–C55, 95–C55A, D55, D55A, E55, E55A, 56TC, A56TC, 58, 58A, 58P, 58PA, 58TC, 58TCA, 99, 99A, 99A (FACH), A99, A99A, B99, C99, 100, A100 (U–21F), A100A, A100C, B100, 2000, 3000, 390, 19A, B19, M19A, 23, A23, A23A, A23–19, A23–24, B23, C23, A24, A24R, B24R, C24R, 60, A60, B60, 18D, A18A, A18D, S18D, SA18A, SA18D, 3N, 3NM, 3TM, JRB–6, D18C, D18S, E18S, RC–45J (SNB–5P), E18S–9700, G18S, H18, C–45G, TC–45G, C–45H, TC–45H, TC–45J, UC–45J (SNB–5), 50 (L–23A), B50 (L–23B), C50, D50 (L–23E), D50A, D50B, D50C, D50E–5990, E50 (L–23D, RL–23D), F50, G50, H50, J50, 45 (YT–34), A45 (T–34A or B–45), D45 (T–34B).
(40) Rockwell International Corporation	BC–1A, AT–6 (SNJ–2), AT–6A (SNJ–3), AT–6B, AT–6C (SNJ–4), AT–6D (SNJ–5), AT–6F (SNF–6), SNJ–7, T–6G, NOMAD NA–260.
(41) Short Brothers & Harland Ltd	SC–7 Series 2, SC–7 Series 3.
(42) Slingsby Aviation Ltd	T67M260, T67M260–T3A.
(43) SOCATA—Group Aerospatiale	TB9, TB10, TB20, TB21, TB200, TBM 700, M.S. 760, M.S. 760 A, M.S. 760 B, Rallye 100S, Rallye 150ST, Rallye 150T, Rallye 235E, Rallye 235C, MS 880B, MS 885, MS 894A, MS 893A, MS 892A–150, MS 892E–150, MS 893E, MS 894E, GA–7.
(44) Tiger Aircraft LLC	AA–1, AA–1A, AA–1B, AA–1C, AA–5, AA–5A, AA–5B, AG–5B.

(45) Twin Commander Aircraft Corporation	500, 500–A, 500–B, 500–U, 500–S, 520, 560, 560–A, 560–E, 560F, 680, 680E, 680F, 680FL, 680FL(P), 680T, 680V, 680W, 681, 685, 690, 690A, 690B, 690C, 690D, 695, 695A, 695B, 720, 700.
(46) Univair Aircraft Corporation	108, 108–1, 108–2, 108–3, 108–5.
(47) Vulcanair S.p.A	P68, P68B, P68C, P68C–TC, P68 ''Observer,'' P68 ''Observer 2,'' P68TC ''Observer,'' AP68TP300 ''Spartacus,'' AP68TP 600 ''Viator''.
(48) Zenair Ltd.	CH2000.

What Is the Unsafe Condition Presented in This AD?

(d) This AD is the result of observations that the GTX 33/33D/330/330D may detect, from other airplanes, the S1 (suppression) interrogating pulse below the minimum trigger level (MTL) and, in some circumstances, not reply. The GTX 33/33D/330/330D should still reply even if it detects S1 interrogating pulses below the MTL. The actions specified in this AD are intended to prevent interrogating aircraft from possibly receiving inaccurate replies, due to suppression, from aircraft equipped with the GTX 33/33D/330/330D Mode S transponders when the pulses are below the minimum trigger level (MTL). Software Upgrade Versions 3.03 and 3.06 correct a TAS, TCAD, and TCAS I system "whisper-shout" problem that could potentially lead to the aircraft not being visible at certain ranges. TCAS II systems are not affected. The inaccurate replies could result in reduced vertical separation.

What Must I Do To Address This Problem?

(e) To address this problem, you must do the following:

Actions	Compliance	Procedures
Install GTX 33/33D/330/330D Software Upgrade for transponders with software version 3.00, 3.01, 3.02, 3.04, 3.05 to at least version 3.06. If version 3.03 is already installed, no further action is required. This version is no longer available from Garmin. This AD does not apply to software versions past 3.05.	Install the software upgrade within 180 daysafter February 23, 2005 (the effective date of this AD), unless already accomplished.	Follow GARMIN Mandatory Software Service Bulletin No.: 0304, Rev B, dated June 12, 2003 accomplished. (Software Upgrade 3.03) or GARMIN Mandatory Software Service Bulletin No.: 0409, dated July 19, 2004 (Software Upgrade 3.06).

May I Request an Alternative Method of Compliance?

(f) You may request a different method of compliance or a different compliance time for this AD by following the procedures in 14 CFR 39.19. Unless FAA authorizes otherwise, send your request to your principal inspector. The principal inspector may add comments and will send your request to the Manager, Wichita Aircraft Certification Office (ACO), FAA. For information on any already approved alternative methods of compliance, contact Roger A. Souter, FAA, Wichita Aircraft Certification Office (ACO), 1801 Airport Road, Room 100, Wichita, Kansas 67209; telephone: 316-946-4134; facsimile: 316-946-4107; email address: roger.souter@faa.gov.

Does This AD Incorporate Any Material by Reference?

(g) You must do the actions required by this AD following the instructions in GARMIN Mandatory Software Service Bulletin No.: 0304, Rev B, dated June 12, 2003 (Software Upgrade 3.03) or GARMIN Mandatory Software Service Bulletin No.: 0409, dated July 19, 2004 (Software Upgrade 3.06). The Director of the Federal Register approved the incorporation by reference of this service bulletin in accordance with 5 U.S.C. 552(a) and 1 CFR part 51. To get a copy of this service information, contact GARMIN International Inc. 1200 East 151st Street, Olathe, KS 66062; telephone: 913-397-8200. To review copies of this service information, go to the National Archives and Records Administration (NARA). For information on the availability of this material at NARA, go to: *http://www.archives.gov/federal_register/code_of_federal_regulations/ibr_locations.html* or call (202) 741-6030. To view the AD docket, go to the Docket Management Facility; U.S. Department of Transportation, 400 Seventh Street, SW., Nassif Building, Room PL-401, Washington, DC 20590-001 or on the Internet at *http://dms.dot.gov*. The docket number is FAA-2004-18743.

Issued in Kansas City, Missouri, on January 7, 2005.
James E. Jackson,
Acting Manager, Small Airplane Directorate, Aircraft Certification Service.
[FR Doc. 05-832 Filed 1-18-05; 8:45 am]
BILLING CODE 4910-13-P

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[CORRECTIONS]
[Page 5515]
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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. 2004-CE-01-AD; Amendment 39-13943; AD 2005-01-18]

RIN 2120-AA64

Airworthiness Directives; Raytheon Aircraft Company Beech 100, 200, and 300 Series Airplanes

Correction

In rule document 05-716 beginning on page 2941 in the issue of Wednesday, January 19, 2005 make the following correction:

§39.13 [Corrected]

On page 2942, in the third column, § 39.13(c), the table should appear as follows:

Model	Serial Nos.
(1) A100–1 (U–21J)	BB–3 through BB–5
(2) 200 and B200	BB–2 and BB–6 through BB–1462.
(3) A200 (C–12A) and A200 (C–12C).	BC–1 through BC–75 and BD–1 through BD–30.
(4) A200C (UC–12B)	BJ–1 through BJ–66.
(5) A200CT (C–12D).	BP–1, BP–22, and BP–24 through BP–51.
(6) A200CT (FWC–12D).	BP–7 through BP–11.
(7) A200CT (RC–12D).	GR–1 through GR–13.
(8) A200CT (C–12F)	BP–52 through BP–63.
(9) A200CT (RC–12G).	FC–1 and FC–3.
(10) A200CT (RC–12H).	GR–14 through GR–19.
(11) A200CT (RC–12K).	FE–1 through FE–9.
(12) A200CT (RC–12P).	FE–10 through FE–24.
(13) A200CT (RC–12K).	FE–25 through FE–31.
(14) 200C and B200C	BL–1 through BL–72 and BL–124 through BL–138.
(15) 200CT and B200CT.	BN–1 through BN–4.
(16) 200T and B200T	BT–1 through BT–38.
(17) B200C (C–12F)	BL–73 through BL–112 and BL–118 through BL–123.
(18) B200C (C–12F)	BP–64 through BP–71.
(19) B200C (UC–12F)	BU–1 through BU–10.
(20) B200C (UC–12M).	BV–1 through BV–12.
(21) B200CT	FG–1 and FG–2.

(22) 300	FA–1 through FA–228.
(23) 300	FF–1 through FF–19.
(24) B300	FL–1 through FL–103.
(25) B300C	FM–1 through FM–8.
(26) B300C	FN–1.

[FR Doc. C5-716 Filed 2-1-05; 8:45 am]
BILLING CODE 1505-01-D

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[CORRECTIONS]
[Page 4191]
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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. 2004-CE-01-AD; Amendment 39-13943; AD 2005-01-18]
RIN 2120-AA64

Airworthiness Directives; Raytheon Aircraft Company Beech 100, 200, and 300 Series Airplanes

Correction

In rule document 05-716 beginning on page 2941 in the issue of Wednesday, January 19, 2005 make the following corrections:

§39.13 [Corrected]

1. On page 2943, in §39.13(e), in the table, under the second column, in the first entry, in the 10th line, "AD 93-35-07" should read "AD 93-25-07".

2. On the same page, in the same section, in the same table, in the same column, in the second entry, in the third line, "AD 93-35-07" should read "AD 93-25-07".

3. On the same page in the same section, in the same table, in the same column, in the same entry, in the eighth line, "AD 93-25-0-7" should read "AD 93-25-07".

[FR Doc. C5-716 Filed 1-27-05; 8:45 am]
BILLING CODE 1505-01-D

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. 2004-CE-01-AD; Amendment 39-13943; AD 2005-01-18]

RIN 2120-AA64

Airworthiness Directives; Raytheon Aircraft Company Beech 100, 200, and 300 Series Airplanes

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Final rule.

SUMMARY: The FAA adopts a new airworthiness directive (AD) to supersede AD 93-25-07, which applies to Raytheon Aircraft Company (Raytheon) Beech 100, 200, and 300 series airplanes. AD 93-25-07 currently requires you to repetitively inspect the fuselage stringers for cracks and modify at certain times depending on the number of cracked stringers. This AD is the result of FAA's policy (since 1996) to not allow airplane operation when known cracks exist in primary structure. The fuselage structure is considered primary structure and operation is currently allowed for a certain period of time if less than five fuselage stringers are cracked. Consequently, this AD retains the inspection and modification requirements of AD 93-25-07, but requires you to repair any cracked fuselage stringers. We are issuing this AD to detect and correct any cracked fuselage stringers in the rear pressure bulkhead area, which could result in structural damage to the fuselage. This damage could lead to failure of the fuselage with potential loss of control of the airplane.

DATES: This AD becomes effective on March 1, 2005.

As of March 1, 2005, the Director of the Federal Register approved the incorporation by reference of certain publications listed in the regulation.

ADDRESSES: You may get the service information identified in this AD from Raytheon Aircraft Company, 9709 E. Central, Wichita, Kansas 67201-0085; telephone: (800) 429-5372 or (316) 676-3140.

You may view the AD docket at FAA, Central Region, Office of the Regional Counsel, Attention: Rules Docket No. 2004-CE-01-AD, 901 Locust, Room 506, Kansas City, Missouri 64106. Office hours are 8 a.m. to 4 p.m., Monday through Friday, except Federal holidays.

FOR FURTHER INFORMATION CONTACT: Steven E. Potter, Aerospace Engineer, Wichita Aircraft Certification Office (ACO), FAA, 1801 Airport Road, Wichita, Kansas 67209; telephone: (316) 946-4124; facsimile: (316) 946-4107.

SUPPLEMENTARY INFORMATION:

Discussion

What events have caused this AD? Reports of cracks on the fuselage stringers in the rear pressure bulkhead area on Raytheon Beech 100, 200, and 300 series airplanes caused us to issue AD 93-25-07, Amendment 39-8773. AD 93-25-07 currently requires the following on Raytheon Beech Models 200, A200, B200, A100-1, 200C, A200C, B200C, 200CT, A200CT, B200CT, 200T, B200T, 300, B300, and B300C airplanes:

–Repetitive inspections of the fuselage stringers for cracks; and
–Modification at certain times depending on the number of cracked stringers.

What has happened since AD 93-25-07 to initiate this action? As currently written, AD 93-25-07 allows continued flight if cracks are found in less than five fuselage stringers in the area of the rear pressure bulkhead. In 1996, FAA developed policy to not allow airplane operation when known cracks exist in primary structure, unless the ability to sustain limit and ultimate load with these cracks is proven. The fuselage stringers in the area of the rear pressure bulkhead are considered primary structure.

This AD brings the actions of AD 93-25-07 in compliance with FAA policy. Therefore, FAA has determined:

–That airplane operation on the affected airplanes should not be allowed for more than 25 hours time-in-service (TIS) if less than five fuselage stringers (Stringer Nos. 5 through 11) in the rear pressure bulkhead are cracked; and
–That no operation should be allowed until modification for any airplane with five or more cracked fuselage stringers (Stringer Nos. 5 through 11) in the rear pressure bulkhead.

The FAA has also identified other airplanes that should be affected by this action.

What is the potential impact if FAA took no action? Cracked fuselage stringers in the rear pressure bulkhead area, if not detected and corrected, could result in structural damage to the fuselage. This damage could lead to failure of the fuselage with potential loss of control of the airplane.

Has FAA taken any action to this point? We issued a proposal to amend part 39 of the Federal Aviation Regulations (14 CFR part 39) to include an AD that would apply to certain Raytheon Beech 100, 200, and 300 series airplanes. This proposal was published in the Federal Register as a notice of proposed rulemaking (NPRM) on September 14, 2004 (69 FR 55369). The NPRM proposed to supersede AD 93-25-07 with a new AD that would retain the requirement of repetitively inspecting the fuselage stringers for cracks, but would require the repair of any cracked fuselage stringers. We also proposed a grace period of 25 cycles for all airplanes with less than five cracked fuselage stringers. The repetitive inspections would no longer be required when all fuselage stringers (Nos. 5 though 11) in the rear pressure bulkhead are modified.

Comments

Was the public invited to comment? We provided the public the opportunity to participate in developing this AD. We received no comments on the proposal or on the determination of the cost to the public.

Conclusion

What is FAA's final determination on this issue? We have carefully reviewed the available data and determined that air safety and the public interest require adopting the AD as proposed except for minor editorial corrections. We have determined that these minor corrections:

–Are consistent with the intent that was proposed in the NPRM for correcting the unsafe condition; and
–Do not add any additional burden upon the public than was already proposed in the NPRM.

Changes to 14 CFR Part 39–Effect on the AD

How does the revision to 14 CFR part 39 affect this AD? On July 10, 2002, the FAA published a new version of 14 CFR part 39 (67 FR 47997, July 22, 2002), which governs the FAA's AD system. This regulation now includes material that relates to altered products, special flight permits, and alternative methods of compliance. This material previously was included in each individual AD. Since this material is included in 14 CFR part 39, we will not include it in future AD actions.

Costs of Compliance

How many airplanes does this AD impact? We estimate that this AD affects 2,300 airplanes in the U.S. registry.

What is the cost impact of this AD on owners/operators of the affected airplanes? We estimate the following costs to accomplish each inspection:

Labor cost	Parts cost	Total cost per airplane	Total cost on U.S. operators
2 workhours × $65 per hour = $130	No special parts necessary to do the inspection.	$130	$130 × 2,300 = $299,000

We estimate the following costs to incorporate the fuselage stringer repair kit that will be required based on the results of each inspection. We have no way to determine the number of airplanes that may need this repair kit:

Labor cost	Parts cost	Total cost per airplane
11 workhours × $65 per hour $715	Approximately $200 per repair kit with one to three kits necessary depending on the extent of the cracks (possible total of $600 per airplane).	Ranging from $915 per airplane to $1,315 per airplane.

Regulatory Findings

Will this AD impact various entities? 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.

Will this AD involve a significant rule or regulatory action? 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 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.

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. 2004-CE-01-AD" in your request.

List of Subjects in 14 CFR Part 39

Air transportation, Aircraft, Aviation safety, Incorporation by reference, Safety.

Adoption of the Amendment

Accordingly, under 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. The FAA amends § 39.13 by removing Airworthiness Directive (AD) 93-25-07, Amendment 39-8773, and by adding a new AD to read as follows:

AIRWORTHINESS DIRECTIVE

Aircraft Certification Service
Washington, DC

U.S. Department
of Transportation
Federal Aviation
Administration

We post ADs on the internet at "www.faa.gov"

The following Airworthiness Directive issued by the Federal Aviation Administration in accordance with the provisions of Title 14 of the Code of Federal Regulations (14 CFR) part 39, applies to an aircraft model of which our records indicate you may be the registered owner. Airworthiness Directives affect aviation safety and are regulations which require immediate attention. You are cautioned that no person may operate an aircraft to which an Airworthiness Directive applies, except in accordance with the requirements of the Airworthiness Directive (reference 14 CFR part 39, subpart 39.3).

CORRECTION:
[*Federal Register: January 28, 2005 (Volume 70, Number 18); Page 4191*]
[*Federal Register: February 2, 2005 (Volume 70, Number 21); Page 5515*]
[*www.access.gpo.gov/su_docs/aces/aces140.html*]

2005-01-18 Raytheon Aircraft Company: Amendment 39-13943; Docket No. 2004-CE-01-AD.

When Does This AD Become Effective?

(a) This AD becomes effective on March 1, 2005.

What Other ADs Are Affected by This Action?

(b) This AD supersedes AD 93-25-07, Amendment 39-8773.

What Airplanes Are Affected by This AD?

(c) This AD affects the following Beech airplane models and serial numbers that are certificated in any category:

Model	Serial Nos.
(1) A100–1 (U–21J)	BB–3 through BB–5
(2) 200 and B200	BB–2 and BB–6 through BB–1462.
(3) A200 (C–12A) and A200 (C–12C).	BC–1 through BC–75 and BD–1 through BD–30.
(4) A200C (UC–12B)	BJ–1 through BJ–66.
(5) A200CT (C–12D).	BP–1, BP–22, and BP–24 through BP–51.
(6) A200CT (FWC–12D).	BP–7 through BP–11.
(7) A200CT (RC–12D).	GR–1 through GR–13.
(8) A200CT (C–12F)	BP–52 through BP–63.
(9) A200CT (RC–12G).	FC–1 and FC–3.
(10) A200CT (RC–12H).	GR–14 through GR–19.
(11) A200CT (RC–12K).	FE–1 through FE–9.
(12) A200CT (RC–12P).	FE–10 through FE–24.
(13) A200CT (RC–12K).	FE–25 through FE–31.
(14) 200C and B200C	BL–1 through BL–72 and BL–124 through BL–138.
(15) 200CT and B200CT.	BN–1 through BN–4.
(16) 200T and B200T	BT–1 through BT–38.
(17) B200C (C–12F)	BL–73 through BL–112 and BL–118 through BL–123.

(18) B200C (C–12F)	BP–64 through BP–71.
(19) B200C (UC–12F)	BU–1 through BU–10.
(20) B200C (UC–12M).	BV–1 through BV–12.
(21) B200CT	FG–1 and FG–2.
(22) 300	FA–1 through FA–228.
(23) 300	FF–1 through FF–19.
(24) B300	FL–1 through FL–103.
(25) B300C	FM–1 through FM–8.
(26) B300C	FN–1.

What Is the Unsafe Condition Presented in This AD?

(d) As currently written, AD 93-25-07 allows continued flight if cracks are found in less than five fuselage stringers in the area of the rear pressure bulkhead. In 1996, FAA developed policy to not allow airplane operation when known cracks exist in primary structure, unless the ability to sustain limit and ultimate load with these cracks is proven. The fuselage stringers in the area of the rear pressure bulkhead are considered primary structure. This AD will bring the actions of AD 93-25-07 in compliance with current FAA policy. The actions specified in this AD are intended to detect and correct any cracked fuselage stringers in the rear pressure bulkhead area, which could result in structural damage to the fuselage. This damage could lead to failure of the fuselage with potential loss of control of the airplane.

What Must I Do To Address This Problem?

(e) To address this problem, you must do the following:

Actions	Compliance	Procedures
(1) For *airplanes that have been known cracks that exist in any of the aft fuselage stringer locations (No. 5 through No. 11 on both the left-hand and right-hand sides).* Either modify or incorporate repairs as specified below. These cracks could have been detected through compliance with AD 93–25–07 and/or Raytheon Mandatory Service Bulletin SB 53–2472, any revision level: (i) Incorporate the applicable modification kit or kits as specified in Raytheon Mandatory Service Bulletin SB 53–2472, Rev. 4, Issued: June, 1993, Revised: July, 2003; or (ii) Incorporate external doubler repairs on all aft fuselage stringer locations (No. 5 through No. 11 on both the left-hand and right-hand sides)	*If airplane has less than five known cracked stringers:* Within 25 cycles after March 1, 2005 (the effective date of this AD), unless already done. If cycles are unknown, then you may divide hours time-in-service (TIS) by .75 (18.75 hours TIS ÷ .75 = 25 cycles). *If airplane has five or more known cracked stringers:* Before further flight after March 1, 2005 (the effective date of this AD), unless already done. AD 93–25–07 already required this.	Incorporate the modification kit(s) following The procedures in Raytheon Mandatory Service Bulletin SB 53–2472, Rev. 4, Issued: June, 1993, Revised: July, 2003. Incorporate the external doubler repairs following the procedures in the maintenance manual.

(2) *For all airplanes that do not have either themodifications or repairs specified in paragraphs (e)(1)(i) and (e)(1)(ii) of this AD incorporated in all aft fuselage stringer locations (No. 5 through No. 11 on both the left-hand and right-hand sides):* Inspect these aft fuselage stringers. If sealant covers the stringers, you must remove it to facilitate the required inspections and then reapplied. You may terminate the repetitive inspections when all aft fuselage stringer locations (No. 5 through No. 11 on both the left-hand and right-hand sides) are modified.	*For airplanes affected by AD 93–25–07:* Initially inspect at the next inspection interval required by AD 93–25–07. Repetitively inspect thereafter at intervals not to exceed 500 cycles. If cycles are unknown, then you may divide TIS by .75 (375 hours TIS ÷ .75 = 500 cycles). *For airplanes not affected by AD 93–25–07:* Initially inspect upon accumulating 2,500 cycles on the fuselage or within the next 25 cycles after March 1, 2005 (the effective date of this AD), whichever occurs later, unless already done. Repetitively inspect thereafter at intervals not to exceed 500 cycles. If cycles are unknown, then you may divide hours TIS by .75 (1,875 hours TIS ÷ .75 = 2,500 cycles; 375 hours TIS ÷.75 = 500 cycles; and 18.75 hours TIS ÷ .75 = 25 cycles).	Inspect following the procedures in Raytheon Mandatory Service Bulletin SB 53–2472. Rev. 4, Issued: June, 1993, Revised: July, 2003.
(3) If any cracks are found during any inspection required by this AD, do one of the following: (i) Incorporate the applicable modification kit or kits as specified in Raytheon Mandatory Service Bulletin SB 53–2472, Rev. 4, Issued: June, 1993, Revised: July, 2003; or (ii) Incorporate external doubler repairs on all aft fuselage stringer locations (No. 5 through No. 22 on both the left-hand and right-hand sides)	*If less than five cracked stringers are found:* Within 25 cycles after March 1, 2005 (the effective date of this AD), unless already done. If cycles are unknown, then you may divide hours TIS by .75 (18.75 hours TIS ÷ .75 = 25 cycles). *If five or more cracked stringers are found:* Before further flight after any inspection where five cracked stringers are found, unless already done.	Incorporate the modification kit(s) following The procedures in Raytheon Mandatory Service Bulletin SB 53–2472, Rev. 4, Issued: June, 1993, Revised: July, 2003. Incorporate the external doubler repairs following the procedures in the maintenance manual.

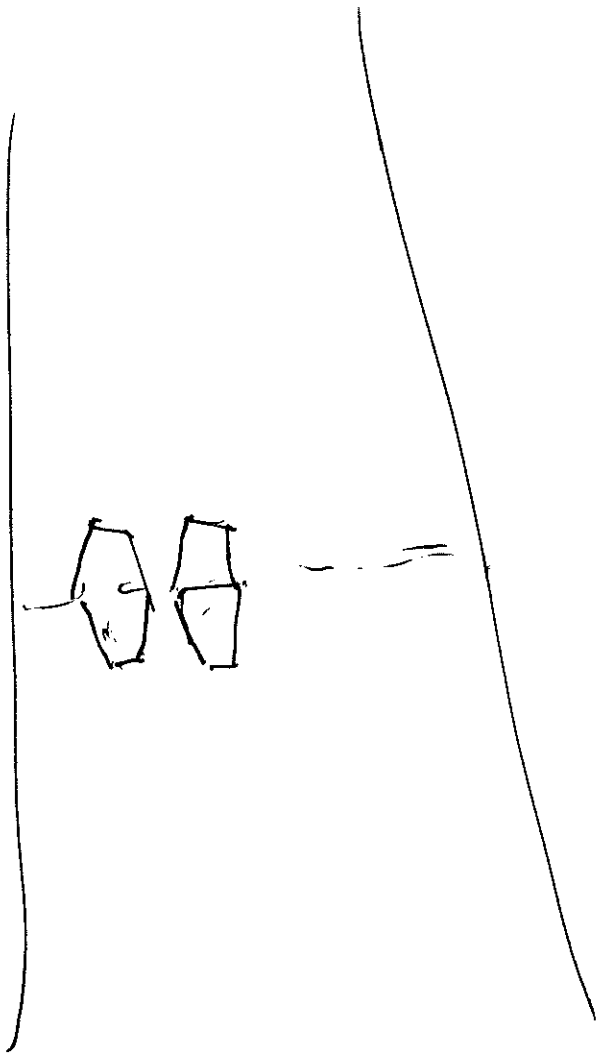
May I Request an Alternative Method of Compliance?

(f) You may request a different method of compliance or a different compliance time for this AD by following the procedures in 14 CFR 39.19. Unless FAA authorizes otherwise, send your request to your principal inspector. The principal inspector may add comments and will send your request to the Manager, Wichita Aircraft Certification Office (ACO), FAA. For information on any already approved alternative methods of compliance, contact Steven E. Potter, Aerospace Engineer, Wichita Aircraft Certification Office (ACO), FAA, 1801 Airport Road, Wichita, Kansas 67209; telephone: (316) 946-4124; facsimile: (316) 946-4107.

Does This AD Incorporate Any Material by Reference?

(g) You must do the actions required by this AD following the instructions in Raytheon Mandatory Service Bulletin SB 53-2472, Rev. 4, Issued: June, 1993, Revised: July, 2003. The Director of the Federal Register approved the incorporation by reference of this service bulletin in accordance with 5 U.S.C. 552(a) and 1 CFR part 51. You may get a copy from Raytheon Aircraft Company, 9709 E. Central, Wichita, Kansas 67201-0085; telephone: (800) 429-5372 or (316) 676-3140. You may review copies at FAA, Central Region, Office of the Regional Counsel, 901 Locust, Room 506, Kansas City, Missouri 64106; or at the National Archives and Records Administration (NARA). For information on the availability of this material at *http://www.archives.gov/federal_register/code_of_federal_regulations/ibr_locations.html.*

Issued in Kansas City, Missouri, on January 7, 2005.
James E. Jackson,
Acting Manager, Small Airplane Directorate, Aircraft Certification Service.
[FR Doc. 05-716 Filed 1-18-05; 8:45 am]
BILLING CODE 4910-13-P



[Federal Register: February 10, 2005 (Volume 70, Number 27)]
[Rules and Regulations]
[Page 7017-7019]
From the Federal Register Online via GPO Access [wais.access.gpo.gov]
[DOCID:fr10fe05-8]

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. 2000-CE-38-AD; Amendment 39-13928; AD 2005-01-04]

RIN 2120-AA64

Airworthiness Directives; Raytheon Aircraft Company 90, 99, 100, 200, and 300 Series Airplanes

AGENCY: Federal Aviation Administration, DOT.

ACTION: Final rule; correction.

SUMMARY: This document incorporates corrections to Airworthiness Directive (AD) 2005-01-04, which was published in the Federal Register on January 6, 2005 (70 FR 1169) with regulatory corrections published on January 27, 2005 (70 FR 3871). AD 2005-01-04 applies to certain Raytheon Aircraft Company 90, 99, 100, 200, and 300 series airplanes. This action incorporates the corrections into one document to help eliminate any confusion. We are re-issuing the AD in its entirety.

EFFECTIVE DATE: The effective date of this AD remains February 22, 2005.

ADDRESSES: To get the service information identified in this AD, contact Raytheon Aircraft Company, PO Box 85, Wichita, Kansas 67201-0085; telephone: (800) 625-7043. To review this service information, go to the National Archives and Records Administration (NARA). For information on the availability of this material at NARA, go to: *http://www.archives.gov/federal_register/code_of_federal_regulations/ibr_locations.html* or call (202) 741-6030.

To view the AD docket, go to the Docket Management Facility; U.S. Department of Transportation, 400 Seventh Street, SW., Nassif Building, Room PL-401, Washington, DC 20590-001 or on the Internet at *http://dms.dot.gov*. The docket number is FAA-2004-19089.

FOR FURTHER INFORMATION CONTACT: Jeffrey A. Pretz, Aerospace Engineer, ACE-116W, 1801 Airport Road, Room 100, Wichita, Kansas 67209; telephone: (316) 946-4153; facsimile: (316) 946-4407.

SUPPLEMENTARY INFORMATION:

Discussion

On December 27, 2004, FAA issued AD 2005-01-04, Amendment 39-13928 (70 FR 1169, January 6, 2005), which applies to certain Raytheon Aircraft Company 90, 99, 100, 200, and 300 series airplanes. That AD requires you to check the airplane maintenance records from January 1, 1994, up to and including the effective date of that AD, for any MIL-H-6000B fuel hose replacements on the affected airplanes.

On January 20, 2005, FAA made corrections to that AD through Federal Register publication (70 FR 3871). That AD correction changed the model number C90B in the applicability section to C90A.

Need for This Action

For clarity purposes, FAA is incorporating the original AD publication and the correction into one document to help eliminate any confusion. Consequently, we are re-issuing the AD in its entirety.

List of Subjects in 14 CFR Part 39

Air transportation, Aircraft, Aviation safety, Incorporation by reference, Safety.

Adoption of the Amendment

Accordingly, under 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. FAA amends § 39.13 by removing Airworthiness Directive (AD) 98-15-13, Amendment 39-10664 (63 FR 38295-98, July 16, 1998), and by adding a new AD to read as follows:

AIRWORTHINESS DIRECTIVE

Aircraft Certification Service
Washington, DC

U.S. Department
of Transportation
Federal Aviation
Administration

We post ADs on the internet at "www.faa.gov"

The following Airworthiness Directive issued by the Federal Aviation Administration in accordance with the provisions of Title 14 of the Code of Federal Regulations (14 CFR) part 39, applies to an aircraft model of which our records indicate you may be the registered owner. Airworthiness Directives affect aviation safety and are regulations which require immediate attention. You are cautioned that no person may operate an aircraft to which an Airworthiness Directive applies, except in accordance with the requirements of the Airworthiness Directive (reference 14 CFR part 39, subpart 39.3).

CORRECTION: [*Federal Register: February 10, 2005 (Volume 70, Number 27); Page 7017-7019; www.access.gpo.gov/su_docs/aces/aces140.html*]

2005-01-04 Raytheon Aircraft Company: Amendment 39-13928; Docket No.

FAA-2004-19089; Directorate Identifier 2000-CE-38-AD.

When Does This AD Become Effective?

(a) The effective date of this AD (2005-01-04) remains February 22, 2005.

What Other ADs Are Affected by This Action?

(b) This AD supersedes AD 98-15-13, Amendment 39-10664.

What Airplanes Are Affected by This AD?

(c) This AD affects the following airplane models and serial numbers that are certificated in any category:

Model	Series
(1) 65–90	LJ–1 through LJ–75, and LJ–77 through LJ–113.
(2) 65–A90	LJ–76, LJ–114 through LJ–317, and LJ–178A.
(3) B90	LJ–318 through LJ–501.
(4) C90	LJ–502 through LJ–1062.
(5) C90A	LJ–1063 through LJ–1287, LJ–1289 through LJ–1294, and LJ–1296 through LJ–1299.
(6) C90A	LJ–1288, LJ–1295, and LJ–1300 through LJ–1445.
(7) E90	LW–1 through LW–347.
(8) F90	LA–2 through LA–236.
(9) H90	LL–1 through LL–61.
(10) 100	B–2 through B–89, and B–93.
(11) A100	B–1, B–90 through B–92, B–94 through B–204, and B–206 through B–247.
(12) A100–1 (RU–21J)	BB–3 through BB–5.
(13) B100	BE–1 through BE–137.

(14) 200	BB–2, BB–6 through BB–185, BB–187 through BB–202, BB–204 through BB–269, BB–271 through BB–407, BB–409 through BB–468, BB–470 through BB–488, BB–490 through BB–509, BB–511 through BB–529, BB–531 through BB–550, BB–552 through BB–562, BB–564 through BB–572, BB–574 through BB–590, BB–592 through BB–608, BB–610 through BB–626, BB–628 through BB–646, BB–648 through BB–664, BB–735 through BB–792, BB–794 through BB–797, BB–799 through BB–822, BB–824 through BB–828, BB–830 through BB–853, BB–872, BB–873, BB–892, BB–893, and BB–912.
(15) 200C	BL–1 through BL–23, and BL–25 through BL–36.
(16) 200CT	BN–1.
(17) 200T	BT–1 through BT–22, and BT–28.
(18) A200	BC–1 through BC–75, and BD–1 through BD–30.
(19) A200C	BJ–1 through BJ–66.
(20) A200CT	BP–1, BP–7 through BP–11, BP–22, BP–24 through BP–63, FC–1 through FC–3, FE–1 through FE–36, and GR–1 through GR–19.
(21) B200	BB–829, BB–854 through BB–870, BB–874 through BB–891, BB–894, BB–896 through BB–911, BB–913 through BB–990, BB–992 through BB–1051, BB–1053 through BB–1092, BB–1094, BB–1095, BB–1099 through BB–1104, BB–1106 through BB–1116, BB–1118 through BB–1184, BB–1186 through BB–1263, BB–1265 through BB–1288, BB–1290 through BB–1300, BB–1302 through BB–1425, BB–1427 through BB–1447, BB–1449, BB–1450, BB–1452, BB–1453, BB–1455, BB–1456, and BB–1458 through BB–1536.
(22) B200C	BL–37 through BL–57, BL–61 through BL–140, BU–1 through BU–10, BV–1 through BV–12, and BW–1 through BW–21.
(23) B200CT	BN–2 through BN–4, BU–11, BU–12, FG–1, and FG–2.
(24) B200T	BT–23 through BT–27, and BT–29 through BT–38.
(25) 300	FA–1 through BA–230, and FF–1 through FF–19.
(26) B300	FL–1 through FL–141.
(27) B300C	FM–1 through FM–9, and FN–1.
(28) 99, 99A, A99, A99A	U–1 through U–49, U–51 through U–145, and U–147.
(29) B99	U–146, and U–148 through U–164.
(30) C99	U–50, and U–165 through U–239.

What Is the Unsafe Condition Presented in This AD?

(d) This AD is the result of blockage of fuel hose due to hose delamination. The actions specified in this AD are intended to prevent fuel flow interruption, which could lead to uncommanded loss of engine power and loss of control of the airplane.

What Must I Do To Address This Problem?

(e) To address this problem, you must do the following:

Actions	Compliance	Procedures
(1) For airplanes manufactured prior to January 1, 1994, check airplane maintenance records for any MIL-H–6000B fuel hose replacement from January 1, 1994, up to and including the effective date of this AD.	For all affected airplanes other than Models 99, 99A, A99, A99A, B99, and C99: Within 200 hours time-in-service (TIS) after August 28, 1998 (the effective date of AD 98–15–13). For all affected Models 99, 99A, A99, A99A, B99, and C99 airplanes: Within the next 200 hours TIS after February 22, 2005 (the effective date of this AD).	Documented compliance with AD 98–15–13 or follow PART II of the ACCOMPLISHMENT INSTRUCTIONS section in Raytheon Aircraft Mandatory Service Bulletin SB 2718, Revision 1, dated June 1997; or Revision 2, dated April 2000. An owner/operator holding at least a private pilot certificate as authorized by section 43.7 of the Federal Aviation Regulations 914 CFR 43.7), and must be entered into the aircraft records showing compliance with this AD in accordance with section 43.7 of the Federal Aviation Regulations (14 CFR 43.9) can accomplish paragraph (e)(1) required by this AD.
(2) If the airplane records show that a MIL–H–6000B fuel hose has been replaced, inspect the airplane fuel hoses for a $^{3}/_{8}$-inch-wide red or orange-red, length-wise stripe, with manufacturer's code, 94519, printed periodically along the line in red letters on one side. The hoses have a spiral or diagonal outer wrap with a fabric-type texture on the rubber surface.	For all affected airplanes other than the Models 99, 99A, A99, A99A, B99, and C99: Within 200 hours TIS after August 28, 1998 (the effective date of AD 98–15–13). For all affected Models 99, 99A, A99, A99A, B99, and C99 airplanes: Within the next 200 hours TIS after February 22, 2005 (the effective date of this AD).	Documented compliance with AD 98–15–13 or follow PART II of the ACCOMPLISHMENT INSTRUCTIONS Section in Raytheon Aircraft Mandatory Service Bulletin SB 2718, Revision 1, dated June 1997; or Revision 2, dated April 2000.
(3) Replace any fuel hose that matches the description in paragraph (e)(2) of this AD with an FAA-approved MIL–H–6000B fuel hose that has a criss-cross or braided external wrap.	For all affected airplanes other than the Models 99, 99A, A99, A99A, B99, and C99: Within 200 hours TIS after August 28, 1998 (the effective date of AD 98–15–13). For all affected Models 99, 99A, A99, A99A, B99, and C99 airplanes: Within the next 200 hours TIS after February 22, 2005 (the effective date of this AD).	Documented compliance with AD 98–15–13 or follow PART II of the ACCOMPLISHMENT INSTRUCTIONS Section in Raytheon Aircraft Mandatory Service Bulletin SB 2718, Revision 1, dated June 1997; or Revision 2, dated April 2000.

(4) For Raytheon Models C90A, B200, and B300 airplanes that were manufactured on January 1, 1994, and after, replace the MIL–H–6000B fuel hoses.	Within 200 hours TIS after August 28, 1998 (the effective date of AD 98–15–13).	Documented compliance with AD 98–15–13 or follow PART I of the ACCOMPLISHMENT INSTRUCTIONS Section in Raytheon Aircraft Mandatory Service Bulletin SB 2718, Revision 1, dated June 1997; or Revision 2, dated April 2000.
(5) Do not install a rubber fuel hose having spiral or diagonal external wrap with a $^{3}/_{8}$-inch-wide red or orange-red, length-wise stripe running down the side of the hose, with the manufacturer's code, 94519, printed periodically along the line in red letters on any of the affected airplanes.	As of February 22, 2005 (the effective date of this AD).	Not applicable.

May I Request an Alternative Method of Compliance?

(f) You may request a different method of compliance or a different compliance time for this AD by following the procedures in 14 CFR 39.19. Unless FAA authorizes otherwise, send your request to your principal inspector. The principal inspector may add comments and will send your request to the Manager, Standards Office, Small Airplane Directorate, FAA. For information on any already approved alternative methods of compliance, contact Jeffrey A. Pretz, Aerospace Engineer, ACE-116W, 1801 Airport Road, Room 100, Wichita, Kansas 67209; telephone: (316) 946-4153; facsimile: (316) 946-4407.

Does This AD Incorporate Any Material by Reference?

(g) You must do the actions required by this AD following the instructions in Raytheon Aircraft Mandatory Service Bulletin SB 2718, Revision 1, dated June 1997; or Revision 2, dated April 2000. The Director of the Federal Register approved the incorporation by reference of this service bulletin in accordance with 5 U.S.C. 552(a) and 1 CFR part 51. To get a copy of this service information, contact Raytheon Aircraft Company, P.O. Box 85, Wichita, Kansas 67201-0085; telephone: (800) 625-7043. To review copies of this service information, go to the National Archives and Records Administration (NARA). For information on the availability of this material at NARA, go to: *http://www.archives.gov/federal_register/code_of_federal_regulations/ibr_locations.html* or call (202) 741-6030. To view the AD docket, go to the Docket Management Facility; U.S. Department of Transportation, 400 Seventh Street, SW., Nassif Building, Room PL-401, Washington, DC 20590-0001 or on the Internet at *http://dms.dot.gov*. The docket number is FAA-2004-19089.

Issued in Kansas City, Missouri, on February 4, 2005.
Nancy C. Lane,
Acting Manager, Small Airplane Directorate, Aircraft Certification Service.
[FR Doc. 05-2604 Filed 2-9-05; 8:45 am]
BILLING CODE 4910-13-P

[Federal Register: January 27, 2005 (Volume 70, Number 17)]
[Rules and Regulations]
[Page 3871]
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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. 2000-CE-38-AD; Amendment 39-13928; AD 2005-01-04]

RIN 2120-AA64

Airworthiness Directives; Raytheon Aircraft Company 90, 99, 100, 200, and 300 Series Airplanes

AGENCY: Federal Aviation Administration, DOT.

ACTION: Final rule; correction.

SUMMARY: This document makes a correction to Airworthiness Directive (AD) 2005-01-04, which was published in the Federal Register on January 6, 2005 (70 FR 1169) and applies to certain Raytheon Aircraft Company 90, 99, 100, 200, and 300 series airplanes. We incorrectly referenced an airplane model number in the applicability section of this AD. This action corrects the applicability section of AD 2005-01-04, Amendment 39-13928.

EFFECTIVE DATE: The effective date of this AD remains January 6, 2005.

FOR FURTHER INFORMATION CONTACT: Jeffrey A. Pretz, Aerospace Engineer, ACE-116W, 1801 Airport Road, Room 100, Wichita, Kansas 67209; telephone: (316) 946-4153; facsimile: (316) 946-4407.

SUPPLEMENTARY INFORMATION:

Discussion

On December 27, 2004, FAA issued AD 2005-01-04, Amendment 39-13928 (70 FR 1169, January 6, 2005), which applies to certain Raytheon Aircraft Company 90, 99, 100, 200, and 300 series airplanes. That AD requires you to check the airplane maintenance records from January 1, 1994, up to and including the effective date of that AD, for any MIL-H-6000B fuel hose replacements on the affected airplanes; inspecting any replaced rubber fuel hose for a spiral or diagonal external wrap with a red or orange-red stripe along the length of the hose with 94519 printed along the stripe; and replacing any MIL-H-6000B rubber fuel hose matching this description with an FAA-approved hose having a criss-cross or braided external wrap.

Need for the Correction

The FAA incorrectly referenced airplane model number C90B in the applicability section of the original AD. Model C90B should be changed to read C90A. This correction is needed to prevent confusion in the field regarding the applicability of this AD.

Correction of Publication

Accordingly, the publication of January 6, 2005 (70 FR 1169), of Amendment 39-13928; AD 2005-01-04, which was the subject of FR Doc. 05-35, is corrected as follows:

§ 39.13 [Corrected]

On page 1171, in section 39.13 [Amended], 2., paragraph (c) (6) of the AD, change reference from C90B to C90A.

Action is taken herein to correct this reference in AD 2005-01-04 and to add this AD correction to section 39.13 of the Federal Aviation Regulations (14 CFR 39.13).

The effective date remains January 6, 2005.

Issued in Kansas City, Missouri, on January 20, 2005.

David A. Downey,

Acting Manager, Small Airplane Directorate, Aircraft Certification Service.

[FR Doc. 05-1513 Filed 1-26-05; 8:45 am]

BILLING CODE 4910-13-P

[Federal Register: January 6, 2005 (Volume 70, Number 4)]
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[Page 1169-1172]
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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. FAA-2004-19089; Directorate Identifier 2000-CE-38-AD; Amendment 39-13928; AD 2005-01-04]

RIN 2120-AA64

Airworthiness Directives; Raytheon Aircraft Company 90, 99, 100, 200, and 300 Series Airplanes

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Final rule.

SUMMARY: The FAA is adopting a new airworthiness directive (AD) to supersede (AD) 98-15-13, which applies to certain Raytheon Aircraft Company 90, 100, 200, and 300 series airplanes. This AD adds the Raytheon Beech 99 series to the applicability listed in AD 98-15-13. The compliance actions remain the same for those aircraft originally affected by AD 98-15-13. AD 98-15-13 currently requires you to check the airplane maintenance records from January 1, 1994, up to and including the effective date of that AD, for any MIL-H-6000B fuel hose replacements on the affected airplanes; inspecting any replaced rubber fuel hose for a spiral or diagonal external wrap with a red or orange-red stripe along the length of the hose with 94519 printed along the stripe; and replacing any MIL-H-6000B rubber fuel hose matching this description with an FAA-approved hose having a criss-cross or braided external wrap. We are issuing this AD to prevent fuel flow interruption, which could lead to uncommanded loss of engine power and loss of control of the airplane.

DATES: This AD becomes effective on February 22, 2005.

As of February 22, 2005, the Director of the Federal Register approved the incorporation by reference of certain publications listed in the regulation.

ADDRESSES: To get the service information identified in this AD, contact Raytheon Aircraft Company, P.O. Box 85, Wichita, Kansas 67201-0085; telephone: (800) 625-7043. To review this service information, go to the National Archives and Records Administration (NARA). For information on the availability of this material at NARA, go to: *http://www.archives.gov/federal_register/code_of_federal_regulations/ibr_locations.html* or call (202) 741-6030.

To view the AD docket, go to the Docket Management Facility; U.S. Department of Transportation, 400 Seventh Street, SW., Nassif Building, Room PL-401, Washington, DC 20590-001 or on the Internet at *http://dms.dot.gov*. The docket number is FAA-2004-19089.

FOR FURTHER INFORMATION CONTACT: Jeffrey A. Pretz, Aerospace Engineer, ACE-116W, 1801 Airport Road, Room 100, Wichita, Kansas 67209; telephone: (316) 946-4153; facsimile: (316) 946-4407.

SUPPLEMENTARY INFORMATION:

Discussion

What events have caused this AD? Blockage of fuel hoses due to hose delamination on certain Raytheon Aircraft Company 90, 100, 200, and 300 series airplanes caused us to issue AD 98-15-13, Amendment 39-10664 (63 FR 38295-98, July 16, 1998). AD 98-15-13 currently requires the following on the affected airplanes:

–Checking the airplane maintenance records from January 1, 1994, up to and including the effective date of the AD, for any MIL-H-6000B fuel hose replacements on the affected airplanes;

–Inspecting any replaced rubber fuel hose for a spiral or diagonal external wrap with a red or orange-red stripe along the length of the hose with 94519 printed along the stripe; and

–Replacing any MIL-H-6000B rubber fuel hose matching this description with an FAA-approved hose having a criss-cross or braided external wrap.

What has happened since AD 98-15-13 to initiate this action? The FAA has evaluated the design of the Raytheon Beech 99 series airplanes and determined that they could incorporate the same fuel hoses. Therefore, we have determined that the 99 series airplanes should be added to the applicability of these actions.

What is the potential impact if FAA took no action? Fuel flow interruption could lead to uncommanded loss of engine power and loss of control of the airplane.

Has FAA taken any action to this point? We issued a proposal to amend part 39 of the Federal Aviation Regulations (14 CFR part 39) to include an AD that would apply to certain Raytheon Aircraft Company 90, 99, 100, 200, and 300 series airplanes. This proposal was published in the Federal Register as a notice of proposed rulemaking (NPRM) on October 14, 2004 (69 FR 60971).

The NPRM proposed to supersede AD 98-15-13, which applies to certain Raytheon Aircraft Company 90, 100, 200, and 300 series airplanes. AD 98-15-13 currently requires you to check the airplane maintenance records from January 1, 1994, up to and including the effective date of that AD, for any MIL-H-6000B fuel hose replacements on the affected airplanes; inspecting any replaced rubber fuel hose for a spiral or diagonal external wrap with a red or orange-red stripe along the length of the hose with 94519 printed along the stripe; and replacing any MIL-H-6000B rubber fuel hose matching this description with an FAA-approved hose having a criss-cross or braided external wrap; and the NPRM proposed to add the Raytheon Beech 99 series to the applicability listed in AD 98-15-13.

Comments

Was the public invited to comment? We provided the public the opportunity to participate in developing this AD. We received no comments on the proposal or on the determination of the cost to the public.

Conclusion

What is FAA's final determination on this issue? We have carefully reviewed the available data and determined that air safety and the public interest require adopting the AD as proposed except for minor editorial corrections. We have determined that these minor corrections:

–Are consistent with the intent that was proposed in the NPRM for correcting the unsafe condition; and
–Do not add any additional burden upon the public than was already proposed in the NPRM.

Changes to 14 CFR Part 39–Effect on the AD

How does the revision to 14 CFR part 39 affect this AD? On July 10, 2002, the FAA published a new version of 14 CFR part 39 (67 FR 47997, July 22, 2002), which governs the FAA's AD system. This regulation now includes material that relates to altered products, special flight permits, and alternative methods of compliance. This material previously was included in each individual AD. Since this material is included in 14 CFR part 39, we will not include it in future AD actions.

Costs of Compliance

How many airplanes will this AD impact? We estimate that this AD affects 5,107 airplanes in the U.S. registry. AD 98-15-13 affected an estimated 4,868 airplanes; this AD will add an estimated 239 airplanes to the number of affected airplanes.

What will be the cost impact of this AD on owners/operators of the affected airplanes? We estimate the following costs to accomplish this inspection:

Labor cost	Total cost per airplane	Total cost on U.S. operators
1 work hour × $65 = $65	$65	$331,955

What is the difference between the cost impact of this AD and the cost impact of AD 98-15-13? We estimate the following costs to accomplish this inspection for the Raytheon Beech 99 Series airplanes:

Labor cost	Total cost per airplane	Total cost on U.S. operators
1 work hour × $65 = $65	$65	$15,535

Raytheon Aircraft Company will provide warranty credit for parts and replacement as specified in the service information.

Authority for This Rulemaking

What authority does FAA have for issuing this rulemaking action? Title 49 of the United States Code specifies the FAA's authority to issue rules on aviation safety. Subtitle I, Section 106 describes the authority of the FAA Administrator. Subtitle VII, Aviation Programs, describes in more detail the scope of the agency's authority.

We are issuing this rulemaking under the authority described in Subtitle VII, Part A, Subpart III, Section 44701, "General requirements." Under that section, Congress charges the FAA with promoting safe flight of civil aircraft in air commerce by prescribing regulations for practices, methods, and procedures the Administrator finds necessary for safety in air commerce. This regulation is within the scope of that authority because it addresses an unsafe condition that is likely to exist or develop on products identified in this AD.

Regulatory Findings

Will this AD impact various entities? 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.

Will this AD involve a significant rule or regulatory action? 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 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.

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 "Docket No. FAA-2004-19089; Directorate Identifier 2000-CE-38-AD" in your request.

List of Subjects in 14 CFR Part 39

Air transportation, Aircraft, Aviation safety, Incorporation by reference, Safety.

Adoption of the Amendment

Accordingly, under 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. FAA amends § 39.13 by removing Airworthiness Directive (AD) 98-15-13, Amendment 39-10664 (63 FR 38295-98, July 16, 1998), and by adding a new AD to read as follows:

AIRWORTHINESS DIRECTIVE

Aircraft Certification Service
Washington, DC

U.S. Department
of Transportation
Federal Aviation
Administration

We post ADs on the internet at "www.faa.gov"

The following Airworthiness Directive issued by the Federal Aviation Administration in accordance with the provisions of Title 14 of the Code of Federal Regulations (14 CFR) part 39, applies to an aircraft model of which our records indicate you may be the registered owner. Airworthiness Directives affect aviation safety and are regulations which require immediate attention. You are cautioned that no person may operate an aircraft to which an Airworthiness Directive applies, except in accordance with the requirements of the Airworthiness Directive (reference 14 CFR part 39, subpart 39.3).

CORRECTION: [*Federal Register: January 27, 2005 (Volume 70, Number 17); Page 3871; www.access.gpo.gov/su_docs/aces/aces140.html*]

2005-01-04 Raytheon Aircraft Company: Amendment 39-13928; Docket No. FAA-2004-19089; Directorate Identifier 2000-CE-38-AD.

When Does This AD Become Effective?

(a) This AD becomes effective on February 22, 2005.

What Other ADs Are Affected by This Action?

(b) This AD supersedes AD 98-15-13, Amendment 39-10664.

What Airplanes Are Affected by This AD?

(c) This AD affects the following airplane models and serial numbers that are certificated in any category:

Model	Series
(1) 65–90	LJ–1 through LJ–75, and LJ–77 through LJ–113.
(2) 65–A90	LJ–76, LJ–114 through LJ–317, and LJ–178A.
(3) B90	LJ–318 through LJ–501.
(4) C90	LJ–502 through LJ–1062.
(5) C90A	LJ–1063 through LJ–1287, LJ–1289 through LJ–1294, and LJ–1296 through LJ–1299.
(6) C90A	LJ–1288, LJ–1295, and LJ–1300 through LJ–1445.
(7) E90	LW–1 through LW–347.
(8) F90	LA–2 through LA–236.
(9) H90	LL–1 through LL–61.
(10) 100	B–2 through B–89, and B–93.
(11) A100	B–1, B–90 through B–92, B–94 through B–204, and B–206 through B–247.
(12) A100–1 (RU–21J)	BB–3 through BB–5.
(13) B100	BE–1 through BE–137.

(14) 200	BB–2, BB–6 through BB–185, BB–187 through BB–202, BB–204 through BB–269, BB–271 through BB–407, BB–409 through BB–468, BB–470 through BB–488, BB–490 through BB–509, BB–511 through BB–529, BB–531 through BB–550, BB–552 through BB–562, BB–564 through BB–572, BB–574 through BB–590, BB–592 through BB–608, BB–610 through BB–626, BB–628 through BB–646, BB–648 through BB–664, BB–735 through BB–792, BB–794 through BB–797, BB–799 through BB–822, BB–824 through BB–828, BB–830 through BB–853, BB–872, BB–873, BB–892, BB–893, and BB–912.
(15) 200C	BL–1 through BL–23, and BL–25 through BL–36.
(16) 200CT	BN–1.
(17) 200T	BT–1 through BT–22, and BT–28.
(18) A200	BC–1 through BC–75, and BD–1 through BD–30.
(19) A200C	BJ–1 through BJ–66.
(20) A200CT	BP–1, BP–7 through BP–11, BP–22, BP–24 through BP–63, FC–1 through FC–3, FE–1 through FE–36, and GR–1 through GR–19.
(21) B200	BB–829, BB–854 through BB–870, BB–874 through BB–891, BB–894, BB–896 through BB–911, BB–913 through BB–990, BB–992 through BB–1051, BB–1053 through BB–1092, BB–1094, BB–1095, BB–1099 through BB–1104, BB–1106 through BB–1116, BB–1118 through BB–1184, BB–1186 through BB–1263, BB–1265 through BB–1288, BB–1290 through BB–1300, BB–1302 through BB–1425, BB–1427 through BB–1447, BB–1449, BB–1450, BB–1452, BB–1453, BB–1455, BB–1456, and BB–1458 through BB–1536.
(22) B200C	BL–37 through BL–57, BL–61 through BL–140, BU–1 through BU–10, BV–1 through BV–12, and BW–1 through BW–21.
(23) B200CT	BN–2 through BN–4, BU–11, BU–12, FG–1, and FG–2.
(24) B200T	BT–23 through BT–27, and BT–29 through BT–38.
(25) 300	FA–1 through BA–230, and FF–1 through FF–19.
(26) B300	FL–1 through FL–141.
(27) B300C	FM–1 through FM–9, and FN–1.
(28) 99, 99A, A99, A99A	U–1 through U–49, U–51 through U–145, and U–147.
(29) B99	U–146, and U–148 through U–164.
(30) C99	U–50, and U–165 through U–239.

What Is the Unsafe Condition Presented in This AD?

(d) This AD is the result of blockage of fuel hose due to hose delamination. The actions specified in this AD are intended to prevent fuel flow interruption, which could lead to uncommanded loss of engine power and loss of control of the airplane.

What Must I Do To Address This Problem?

(e) To address this problem, you must do the following:

Actions	Compliance	Procedures
(1) For airplanes manufactured prior to January 1, 1994, check airplane maintenance records for any MIL-H–6000B fuel hose replacement from January 1, 1994, up to and including the effective date of this AD.	For all affected airplanes other than Models 99, 99A, A99, A99A, B99, and C99: Within 200 hours time-in-service (TIS) after August 28, 1998 (the effective date of AD 98–15–13). For all affected Models 99, 99A, A99, A99A, B99, and C99 airplanes: Within the next 200 hours TIS after February 22, 2005 (the effective date of this AD).	Documented compliance with AD 98–15–13 or follow PART II of the ACCOMPLISHMENT INSTRUCTIONS section in Raytheon Aircraft Mandatory Service Bulletin SB 2718, Revision 1, dated June 1997; or Revision 2, dated April 2000. An owner/operator holding at least a private pilot certificate as authorized by section 43.7 of the Federal Aviation Regulations 914 CFR 43.7), and must be entered into the aircraft records showing compliance with this AD in accordance with section 43.7 of the Federal Aviation Regulations (14 CFR 43.9) can accomplish paragraph (e)(1) required by this AD.
(2) If the airplane records show that a MIL–H–6000B fuel hose has been replaced, inspect the airplane fuel hoses for a $^{3}/_{8}$-inch-wide red or orange-red, length-wise stripe, with manufacturer's code, 94519, printed periodically along the line in red letters on one side. The hoses have a spiral or diagonal outer wrap with a fabric-type texture on the rubber surface.	For all affected airplanes other than the Models 99, 99A, A99, A99A, B99, and C99: Within 200 hours TIS after August 28, 1998 (the effective date of AD 98–15–13). For all affected Models 99, 99A, A99, A99A, B99, and C99 airplanes: Within the next 200 hours TIS after February 22, 2005 (the effective date of this AD).	Documented compliance with AD 98–15–13 or follow PART II of the ACCOMPLISHMENT INSTRUCTIONS Section in Raytheon Aircraft Mandatory Service Bulletin SB 2718, Revision 1, dated June 1997; or Revision 2, dated April 2000.
(3) Replace any fuel hose that matches the description in paragraph (e)(2) of this AD with an FAA-approved MIL–H–6000B fuel hose that has a criss-cross or braided external wrap.	For all affected airplanes other than the Models 99, 99A, A99, A99A, B99, and C99: Within 200 hours TIS after August 28, 1998 (the effective date of AD 98–15–13). For all affected Models 99, 99A, A99, A99A, B99, and C99 airplanes: Within the next 200 hours TIS after February 22, 2005 (the effective date of this AD).	Documented compliance with AD 98–15–13 or follow PART II of the ACCOMPLISHMENT INSTRUCTIONS Section in Raytheon Aircraft Mandatory Service Bulletin SB 2718, Revision 1, dated June 1997; or Revision 2, dated April 2000.
(4) For Raytheon Models C90A, B200, and B300 airplanes that were manufactured on January 1, 1994, and after, replace the MIL–H–6000B fuel hoses.	Within 200 hours TIS after August 28, 1998 (the effective date of AD 98–15–13).	Documented compliance with AD 98–15–13 or follow PART I of the ACCOMPLISHMENT INSTRUCTIONS Section in Raytheon Aircraft Mandatory Service Bulletin SB 2718, Revision

		1, dated June 1997; or Revision 2, dated April 2000.
(5) Do not install a rubber fuel hose having spiral or diagonal external wrap with a $^{3}/_{8}$-inch-wide red or orange-red, length-wise stripe running down the side of the hose, with the manufacturer's code, 94519, printed periodically along the line in red letters on any of the affected airplanes.	As of February 22, 2005 (the effective date of this AD).	Not applicable.

May I Request an Alternative Method of Compliance?

(f) You may request a different method of compliance or a different compliance time for this AD by following the procedures in 14 CFR 39.19. Unless FAA authorizes otherwise, send your request to your principal inspector. The principal inspector may add comments and will send your request to the Manager, Standards Office, Small Airplane Directorate, FAA. For information on any already approved alternative methods of compliance, contact Jeffrey A. Pretz, Aerospace Engineer, ACE-116W, 1801 Airport Road, Room 100, Wichita, Kansas 67209; telephone: (316) 946-4153; facsimile: (316) 946-4407.

Does This AD Incorporate Any Material by Reference?

(g) You must do the actions required by this AD following the instructions in Raytheon Aircraft Mandatory Service Bulletin SB 2718, Revision 1, dated June 1997; or Revision 2, dated April 2000. The Director of the Federal Register approved the incorporation by reference of this service bulletin in accordance with 5 U.S.C. 552(a) and 1 CFR part 51. To get a copy of this service information, contact Raytheon Aircraft Company, P.O. Box 85, Wichita, Kansas 67201-0085; telephone: (800) 625-7043. To review copies of this service information, go to the National Archives and Records Administration (NARA). For information on the availability of this material at NARA, go to: *http://www.archives.gov/federal_register/code_of_federal_regulations/ibr_locations.html* or call (202) 741-6030. To view the AD docket, go to the Docket Management Facility; U.S. Department of Transportation, 400 Seventh Street, SW., Nassif Building, Room PL-401, Washington, DC 20590-001 or on the Internet at *http://dms.dot.gov*. The docket number is FAA-2004-19089.

Issued in Kansas City, Missouri, on December 27, 2004.
William J. Timberlake,
Acting Manager, Small Airplane Directorate, Aircraft Certification Service.
[FR Doc. 05-35 Filed 1-5-05; 8:45 am]
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[Page 53550-53554]
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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. FAA-2005-20847; Directorate Identifier 2004-NE-35-AD; Amendment 39-14261; AD 2005-18-20]

RIN 2120-AA64

Airworthiness Directives; Goodrich De-icing and Specialty Systems "FASTprop" Propeller De-icers

AGENCY: Federal Aviation Administration (FAA), Department of Transportation (DOT).

ACTION: Final rule.

SUMMARY: The FAA is adopting a new airworthiness directive (AD) for Goodrich De-icing and Specialty Systems "FASTprop" propeller de-icers, part numbers P4E1188 series, P4E1601 series, P4E2200 series, P4E2271-10, P4E2575-7, P4E2575-10, P4E2598-10, P5855BSW, P6199SW, P6592SW, P6662SW, and P6975-11, installed. This AD requires inspection, repair, or replacement of those "FASTprop" propeller de-icers that fail daily visual checks. This AD results from reports of Goodrich "FASTprop" propeller de-icers becoming loose or debonded, and detaching from propeller blades during operation.

DATES: This AD becomes effective October 14, 2005. The Director of the Federal Register approved the incorporation by reference of certain publications listed in the regulations as of October 14, 2005.

ADDRESSES: Contact Goodrich De-icing and Specialty Systems, 1555 Corporate Woods Parkway, Uniontown, Ohio 44685, telephone (330) 374-3743, for the service information referenced in this AD.

You may examine the AD docket on the Internet at *http://dms.dot.gov* or in Room PL-401 on the plaza level of the Nassif Building, 400 Seventh Street, SW., Washington, DC.

FOR FURTHER INFORMATION CONTACT: Melissa T. Bradley, Aerospace Engineer, Chicago Aircraft Certification Office, FAA, 2300 East Devon Avenue, Des Plaines, IL 60018-4696; telephone (847) 294-8110; fax (847) 294-7834.

SUPPLEMENTARY INFORMATION: The FAA proposed to amend 14 CFR part 39 with a proposed airworthiness directive (AD). The proposed AD applies to Goodrich De-icing and Specialty

Systems "FASTprop" propeller de-icers, part numbers P4E1188 series, P4E1601 series, P4E2200 series, P4E2271-10, P4E2575-7, P4E2575-10, P4E2598-10, P5855BSW, P6199SW, P6592SW, P6662SW, and P6975-11. We published the proposed AD in the Federal Register on April 6, 2005 (70 FR 17361). That action proposed to require inspection, repair, or replacement of those "FASTprop" propeller de-icers that fail visual checks before the first flight each day.

Examining the AD Docket

You may examine the docket that contains the AD, any comments received, and any final disposition in person at the Docket Management System (DMS) Docket Office between 9 a.m. and 5 p.m., Monday through Friday, except Federal holidays. The Docket Office (telephone (800) 647-5227) is located on the plaza level of the Department of Transportation Nassif Building at the street address stated in ADDRESSES. Comments will be available in the AD docket shortly after the DMS receives them.

Comments

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

The commenter states that we need to clarify the compliance section, and requests that any pilot be able to make required logbook entries after the visual check of propeller de-icers regardless of how the airplane is operated, whether under 14 CFR part 91, part 135, or part 121. The commenter interprets Goodrich De-icing and Specialty Systems Alert Service Bulletin (ASB) No. 30-60-00-1, dated November 15, 2004, as only allowing private pilots operating under 14 CFR part 91 to make the required logbook entries.

We agree that we need to clarify the compliance section. Accordingly, we added the following statement to the compliance section of this AD: "Properly certificated maintenance personnel must perform the initial inspection required in this AD. Thereafter, the pilot or properly certificated maintenance personnel may perform the repetitive visual check."

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 3,400 Goodrich propeller de-icers are installed on airplanes of U.S. registry and will be affected by this AD. We also estimate that it will take about:

- Two minutes per propeller blade to perform the preflight visual check; and
- Five minutes per propeller blade to perform the inspection of de-icers that fail the visual check; and
- One-half work hour to replace a propeller de-icer.

The average labor rate is $65 per work hour. Required parts will cost about $110.00 per replacement propeller de-icer. The manufacturer has advised us that replacement de-icers will be provided at no cost to the operators. Based on these figures, not including free de-icer hardware supplied by the manufacturer, we estimate the total cost of the AD to U.S. operators to be $510,240.

Authority for This Rulemaking

Title 49 of the United States Code specifies the FAA's authority to issue rules on aviation safety. Subtitle I, section 106, describes the authority of the FAA Administrator. Subtitle VII, Aviation Programs, describes in more detail the scope of the Agency's authority.

We are issuing this rulemaking under the authority described in subtitle VII, part A, subpart III, section 44701, "General requirements." Under that section, Congress charges the FAA with promoting safe flight of civil aircraft in air commerce by prescribing regulations for practices, methods, and procedures the Administrator finds necessary for safety in air commerce. This regulation is within the scope of that authority because it addresses an unsafe condition that is likely to exist or develop on products identified in this rulemaking action.

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 at the address listed under ADDRESSES.

List of Subjects in 14 CFR Part 39

Air transportation, Aircraft, Aviation safety, Incorporation by reference, 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:

AIRWORTHINESS DIRECTIVE

Aircraft Certification Service
Washington, DC

U.S. Department
of Transportation
Federal Aviation
Administration

We post ADs on the internet at www.faa.gov/aircraft/safety/alerts/

The following Airworthiness Directive issued by the Federal Aviation Administration in accordance with the provisions of Title 14 of the Code of Federal Regulations (14 CFR) part 39, applies to an aircraft model of which our records indicate you may be the registered owner. Airworthiness Directives affect aviation safety and are regulations which require immediate attention. You are cautioned that no person may operate an aircraft to which an Airworthiness Directive applies, except in accordance with the requirements of the Airworthiness Directive (reference 14 CFR part 39, subpart 39.3).

2005-18-20 Goodrich De-icing and Specialty Systems: Amendment 39-14261. Docket No. FAA-2005-20847; Directorate Identifier. 2004-NE-35-AD.

Effective Date

(a) This airworthiness directive (AD) becomes effective October 14, 2005.

Affected ADs

(b) None.

Applicability

(c) This AD applies to Goodrich De-icing and Specialty Systems "FASTprop" propeller de-icers, part numbers (P/Ns) P4E1188 series, P4E1601 series, P4E2200 series, P4E2271-10, P4E2575-7, P4E2575-10, P4E2598-10, P5855BSW, P6199SW, P6592SW, P6662SW, and P6975-11, installed. These propeller de-icers are installed on, but not limited to, the airplanes listed in Table 1 of this AD.

TABLE 1.—GOODRICH "FASTPROP" PROPELLER DE-ICERS

De-icer P/N	Installed on, but not limited to
P4E1188–2	*Metal propellers operated up to 2,900 rpm on:*
	Cessna 210E, 210F, 210G, 210H, 210J, 210K, 210L, T210F, T210G, T210H, T210J, T210K, and T210L.
	With Supplemental Type Certificate (STC) SA1–502 on Raytheon (Beech) D18C, D18S, E18S, G18S, H18, C45G, C45H, TC45G, and TC45H.
P4E1188–3	*Metal propellers operated up to 2,900 rpm on:*
	Raytheon (Beech) D18C, D18S, E18S, E18S–9700, G18S, H18, C–45G, C–45H, C–45J, TC–45G. TC–45H, TC–45J (SNB–5), and JRB–6.
	With STC SA1–503 on Raytheon (Beech), E50, F50, G50, H50, J50, and 65.
	With STC SA15EA on Raytheon (Beech) E50, F50, G50, H50, J50, 65, and 65–80.
	Raytheon (Beech) 55, B55, D55, D55A, E55, 95–C55, 95–C55A, 58, 95–55, 95–A55, 95–B55, 56TC, 60, 65, 65–80, 65–90, 65–A90, B90, C90, 99, 99A, A99, A99A, 100, and A100.
	With STC SA1–506 on Cessna 310.
	With McCauley props on Cessna 310, 320, 340, 401, 402, 411, 414, and 421.

De-icer P/N	Installed on, but not limited to
P4E1188–3 (*continued*)	With STC SA2424WE on Cessna 402.
	With STC SA132EA on Twin Commander (Gulfstream) 560A, 560E, 680, 680E, and 720.
	With STC SA179EA on Twin Commander (Gulfstream) 560F, 680FL, 680FL(P), and 680–F.
	With STC SA1–520 on Twin Commander (Gulfstream) 560A, 560E 680, 680E, and 720.
	On the following models equipped with 90-amp generator: Twin Commander (Gulfstream) 500B, 500S, and 500U.
	With STC SA1–607 on Twin Commander (Gulfstream) 500A. With STC SA2478SW on Twin Commander (Gulfstream) 500.
	With STC SA2891WE or STC SA2691WE on Twin Commander (Gulfstream) 680F, 680FP, and 680FL(P). Twin Commander (Gulfstream) 680V, 680T, 680W, and 681.
	Mitsubishi Heavy Industries MU–2 series.
	With STC SA195EA on Piper PA–23–250, E23–250 (serial number (SN) 27–2505 up).
	Piper PA–31 (SN 31–5 up), PA–31–300 (SN 31–5 up), PA–31–325 (SN31–5 up), and PA–31–350 (SN 31–5001 up).
P4E1188–4	*Metal propellers operated up to 2,900 rpm on:*
	B–N Group Ltd. (Britten Norman) BN–2, BN–2A, and BN–2A Mark III series, Vulcanair (Partenavia) P–68, Piper Aerostar 600, 601, and 601P.
	On the following models equipped with 3-blade props: Short Brothers SC7 series 3, M7 Aerospace (Fairchild) SA26–T, SA26–AT, SA226–T, SA226–AT, and SA226–TC.
	The following models equipped with 70-amp alternators and Hartzell HC–A3XK props: Twin Commander (Gulfstream) 500B, 500S, and 500U.
	The following models equipped with 70-amp alternator and Hartzell HC–C3YR–2 props: Twin Commander (Gulfstream) 500S and 500U.
	The following model with 70- or 100-amp alternators and Hartzell HC–C3YR–R props: Twin Commander (Gulfstream) 500S (SN 3115 up).
	With STC SA2478SW on model Twin Commander (Gulfstream) 500.
	With STC SA2691WE or SA2891WE on the following models: Twin Commander (Gulfstream) 680F, 680FL, and 680FLP.
P4E1188–5	*Metal propellers operated up to 2,900 rpm on:*
	With Hartzell HC–B3TN–3 props on Raytheon (Beech) D18C, D18S, E18S, E18S–9700, G18S, H18, C45G, C45H, TC45G, TC45H, C45J, TC45J (SN B–5), JRB–6, 99, 99A, A99, A99A, 99B, B99, 100, A100, A100A, A100C, and B100.
	With Hartzell HC–B3TN–3 props on Raytheon (Beech) 65–90, 65–A90, 65–A90–1, 65–A90–2, 65–A90–3, 65–A90–4, B90, C90, E90, and H90.
	With Hartzell HC–B3TN–3 props on Bombardier (deHavilland) DHC–6–300, Israel Aircraft Industries 101 Arava, Mitsubishi Heavy Industries MU–2B–10, –15, –20, –25, –26, –30, –35, –36, MU–2 Series, Pilatus PC–6, Piper PA–31T (SN 31T–7400002 up), and PA31T1.
	With STC SA2293SW on British Aerospace (Scotland) Handley Page Jetstream 137 Mark I.
	AeroSpace Technologies of Australia (Government Aircraft Factories) N22B.
	Short Brothers SC7 series 3 equipped with 4-blade props.

De-icer P/N	Installed on, but not limited to
P4E1188–6	*Metal propellers operated up to 2,900 rpm on:*
	With Hartzell HC–B3TN–5( ) props on Cessna 425 and 441.
	Embraer EMB–110P1 and 110P2.
	Short Brothers SC7 series 3 equipped with 3-blade props.
	M7 Aerospace (Fairchild) SA226–T, SA226–AT, and SA226–TC.
P4E1188–7	*Metal propellers operated up to 2,900 rpm on:*
	Mitsubishi Heavy Industries MU–2B, MU–2B–26A, MU–2B–36A, MU–2B–40, and MU–2B–60.
P4E1601–3	*Metal propellers operated up to 2,900 rpm on:*
	Piper PA31 (SN 5 up), PA31–300 (SN 5 up), PA31–325 (SN 5up), PA31P (SN 31P–3 up), and PA31–350 (SN 31–5001 up).
P4E1601–4	*Metal propellers operated up to 2,900 rpm on:*
	Raytheon (Beech) 65–88.
P4E1601–5	*Metal propellers operated up to 2,900 rpm on:*
	Casa C212CB.
	Twin Commander (Gulfstream) 690 and 690A.
P4E1601–7	*Metal propellers operated up to 2,900 rpm on:*
	Raytheon (Beech) B55, E55, 56TC, 58P, and 60.
	With STC SA2369SW on Nord 262A.
	The following models equipped with 70- or 100-amp alternator and Hartzell HC–C3YR–2 props: Twin Commander (Gulfstream) 500S (SN 3115 up) and Twin Commander (Gulfstream) 685.
	Short Brothers SD3–30.
P4E1601–10	*Metal propellers operated up to 2,900 rpm on:*
	Raytheon (Beech) B55, E55, 56TC, 58P, and 60.
	Twin Commander (Gulfstream) 690C and 695.
	M7 Aerospace (Fairchild) SA–226–TB, SA227–AC, SA227–TT, and SA227–AT.
P4E2200–2	*Metal propellers operated up to 2,900 rpm on:*
	With STC SA00719LA on Raytheon (Beech) A36.
	With STC SA00718LA on Raytheon (Beech) B36TC.
	Raytheon (Beech) V35 equipped with 2- or 3-blade McCauley props.
P4E2200–3	*Metal propellers operated up to 2,900 rpm on:*
	Raytheon (Beech) E50, F50, G50, H50, and J50.
	Cessna E310J, T310P, 310, 310E, 310J, 310K, 310L, 310N, 320, 320D, 320F, 40, 402A, 402B, 411, 411A, 414, 421, 421A, and 421B.
	Piper PA23–250.
P4E2200–4	*Metal propellers operated up to 2,900 rpm on:*
	B–N Group Ltd. (Britten Norman) BN–2A Mark III, BN–2, BN–2A.
	Piper 600, 601, 601P.
P4E2200–10	*Metal propellers operated up to 2,900 rpm on:*
	With Volpar Turboliner conversion on the following models: Raytheon (Beech) D18C and D18S.
	Raytheon (Beech) 56TC, A56TC, 65–90, 65–A90, B90, C90, E90, H90, 99, A99, 99A, B99, 99B, 100, A100, A100A, A100C, B100, and 200.
	Embraer EMB 110P1 and 110P2.
	Mitsubishi Heavy Industries MU–2B, MU–2B–10, MU–2B–15, MU–2B–20, MU–2B–25, MU–2B–30, and MU–2B–35.

De-icer P/N	Installed on, but not limited to
P4E2200–10 (*continued*)	Pilatus PC–6.
	Piper PA31–350 (SN 5001 up) and PA31P (SN 31P–3 up).
	M7 Aerospace (Fairchild) SA26–T, SA26–AT, SA226–T, SA226TC, and SA226AT.
	Twin Commander (Gulfstream) 500B, 500U, 560F, 680F, 680FP, 680FL, and 680FLP.
P4E2200–21	*Metal propellers operated up to 2,900 rpm with STC SA812NE on the following models:*
	Raytheon (Beech) 65–90 series, B90, C90, E90, F90, H90, 99 A99 series, C99, 100, A100 series, B100, and 200.
	Embraer EMB110 series.
	M7 Aerospace (Fairchild) SA226–AT, SA226–T, and SA–226TC.
	Mitsubishi Heavy Industries MU–2B, MU–2B–10, MU–2B–15, MU–2B–20, MU–2B–25, MU–2B–26, MU–2B–30, MU– 2B–35, and MU–2B–36.
	Pilatus PC–6, PC–6B–H2, PC–6B1–H2, PC–6C–H2, PC–6C1–H2, and PC–7. Piper PA–31T, PA–31T1, PA–31T1A, PA–31T2A, PA–31T3, and PA–31T–1040.
P4E2271–10	*Metal propellers operated up to 2,900 rpm on:*
	B–N Group Ltd. (Britten-Norman) BN–2, BN–2A series, and BN–2A Mark III.
	With Volpar Turboliner conversion on the following models: Raytheon (Beech) D18C, and D18S.
	The following models equipped with 2- or 3-blade props: S35, V35, V35A, V35B, 35–C33A, F33A, F33C, and A36.
	Raytheon (Beech) E50, F50, G50, H50, J50, E55, E55A, 56TC, A56TC, 58, 58A, 60, A60, B60, 65–90, 65–A90, B90, C90, E90, H90, 95–B55, 95–B55A, 99, A99, A99A, 99A, 100, A100, A100A, A100C, B100, and 200.
	With STC SA00966CH on Raytheon (Beech) C90B
	With STC SA3593NM on Raytheon (Beech) E90.
	With STC SA4131NM on Raytheon (Beech) F90.
	With STC SA2698NM on the following models: Raytheon (Beech) 200 and B200.
	Cessna 310, 310J, 310K, 310L, 310N, E310J, T310P, 320D, 320E, 320F, 340, 401A, 401B, 402A, 402B, 411, 411A, 414A, 414B, 421A, and 421B.
	With STC SA3532NM on Bombardier (deHavilland) DHC–6.
	With STC SA2369SW on Nord 262A.
	Mitsubishi Heavy Industries MU–2B–10, MU–2B–15, MU–2B–20, MU–2B–25, MU–2B–26A, MU–2B–30, MU–2B–35, MU–2B–36A, MU–2B–40, and MU–2B–60.
	Piper PA23, PA23–160, PA23–250, PA–E23–250 (SN 27–2505 UP), PA31 (SN 31–5 up), PA31–300 (SN 31–5 up), PA31–325 (SN 31–5 up), PA31–350 (SN 5001 up) PA34–200, PA34–200T, PA600, PA601, and PA601P.
	Pilatus PC–6.
	Short Brothers SD–3–30.
	M7 Aerospace (Fairchild) SA26–T, SA26–AT, SA226–T, SA226–AT, SA226TB, and SA226–TC.
	Twin Commander (Gulfstream) 500B, and 500U.
P4E2575–7	Metal propellers operated up to 1,700 rpm on Raytheon (Beech) 300.
P4E2575–10	Metal propellers operated up to 1,700 rpm on Raytheon (Beech) 300.
P4E2598–10	*Metal propellers operated up to 1,591 rpm on:*
	AvCraft (Dornier) 228, M7 Aerospace (Fairchild) SA227–TT (SN 421–541), SA227–AT (SN 423–549), and SA227–AC (SN 420–545).

De-icer P/N	Installed on, but not limited to
P5855BSW	*Metal propellers on:*
	Cessna T310Q, T310R, 340, 340A, 402B, 402C, 414, 414A, 421A, and 421B.
P6199SW	*Metal propellers operated up to 2,900 rpm on:*
	The following models equipped with McCauley D3A34C401 or D3A34C402 props: Cessna 210L, 210M, 210N, P210N, T210L, T210M, and T210N.
P6592SW	*Metal propellers operated up to 2,900 rpm on:*
	Various aircraft models equipped with McCauley 3AF32C504, 3AF32C505, 3AF32C506, or 3AF32C507 props.
P6662SW	*Metal propellers operated up to 2,900 rpm on:*
	Various aircraft models equipped with McCauley 3AF32C512/G–82NEA–5, 3AF32C511/G–82NEA–4, or 4HFR34C7 props.
P6975–11	*Metal propellers operated up to 2,900 rpm on:*
	With STC SA812EA and equipped with Hartzell HC–B3TN–3D, HC–B3TN–5C, or HC–B3TN–5M props: Air Tractor, AT–302 and AT–400.
	With STC SA812EA and equipped with Hartzell HC–B3TN–3C or HC–B3TN–3D props: Quality Aerospace (Ayres) S2R–T11.
	With STC SA2204WE and equipped with Hartzell HC–B3TN–5C props: Raytheon (Beech) D18C, D18S, E18S–9700, C45G, C45H, TC–45G, TC–45H, and TC–45J.
	Raytheon (Beech) T–34C equipped with Hartzell HC–B3TN–3H props.
	The following models equipped with Hartzell HC–B3TN–2B, HC–B3TN–3B, or HC–B3TN–3M props: Raytheon (Beech) 65–90, 65–A–90, 65–A90–1, 65–A90–2, 65–A90–3, and 65–A90–4.
	The following models equipped with Hartzell HC–B3TN–3B or HC–B3TN–3M props: Raytheon (Beech) B90, C90, E90, and H90.
	Raytheon (Beech) F90 equipped with Hartzell HC–B4TN–3A or HC–B4TN–3B props.
	The following models equipped with Hartzell HC–B3TN–3B props: Raytheon (Beech) 99, 99A, A99, and A99A.
	The following models equipped with Hartzell HC–B3TN–3B or HC–B3TN–3M props: Raytheon (Beech) C99, and 100.
	The following models equipped with Hartzell HC–B4TN–3 or HC–4TN–3A props: Raytheon (Beech) A100, A100A, and A100–1.
	Raytheon (Beech) B100 equipped with Hartzell HC–B4TN–5C or HC–B4TN–5F props.
	The following models equipped with Hartzell HC–B3TN–3G or HC–B3TN–3N props: Raytheon (Beech) 200, 200C, 200CT, 200T, A200, A200C, A200CT, B200, B200C, B200CT, and B200T.
	Raytheon (Beech) JRB–6 with STC SA1171WE equipped with Hartzell HC–B3TN–5C props.
	British Aerospace HP.137MK.1 with STC SA2293WE equipped with Hartzell HC–B3TN–3D props.
	CASA C212–100 Aviocar equipped with Hartzell HC–B4TN–5EL props.
	Cessna 441 equipped with Hartzell HC–B3TN–5E or HC–B3TN–5M props.
	Bombardier (deHavilland) DHC–2MK.III equipped with HC–B3TN–3, HC–B3TN–3B, or HC–B3TN–3BY props.
	Bombardier (deHavilland) DHC–6–300 equipped with Hartzell HC–B3TN–3(D)(Y) props.

De-icer P/N	Installed on, but not limited to
P6975–11 (*continued*)	Embraer EMB–110P1/2 equipped with Hartzell HC–B3TN–3C or HC–B3TN–3D props.
	The following models equipped with Hartzell HC–B3TN–5( ) props: M7 Aerospace (Fairchild) SA226–AT, and SA226T.
	M7 Aerospace (Fairchild) SA226–TC equipped with Hartzell HC–B4TN–5( ) props.
	M7 Aerospace (Fairchild) SA226–TC with STC SA344GL equipped with Hartzell HC–B3TN–5( ) props.
	M7 Aerospace (Fairchild) SA226–TC with STC SA344Gl.
	The following models equipped with Hartzell HC–A3VF–7 or HC–3VH–7B props: AeroSpace Technologies of Australia (Government Aircraft Factories) N22B and N24A.
	The following models equipped with Hartzell HC–B3TN–3D props: IAI Arava 101 and 101B.
	The following models equipped with Hartzell HC–B3TN–3DY props: McKinnon (Grumman) G–21E and G–21G.
	The following models equipped with HC–B3TN–5( ) props: Mitsubishi Heavy Industries MU–2B, and MU–2B–10.
	The following models equipped with Hartzell HC–B3TN–5 props: Mitsubishi Heavy Industries MU–2B–15, MU–2B–20, MU–2B–25, MU–2B–26, MU–2B–30, MU–2B–35, and MU–2B–36.
	The following models equipped with Hartzell HC–B3TN–3C props: Pilatus PC–6, PC–6/B–H2, PC–6/B1–H2, PC–6/C– H2, PC–6/C1–H2.
	The following models equipped with Hartzell HC–B3TN–3B props: Piper PA–31T and PA31T1.
	The following models equipped with Hartzell HC–B3TN–3B or HC–B3TN–3K props: Piper PA42 and PA42–720.
	The following model equipped with Hartzell HC–B3TN–5( ) props: Short Brothers SC–7 series 3 Variant 200.
	With STC SA02059AK on the following model equipped with HC–B4TN–5 props: Short Brothers SC–7 series 3 Variant 200.
	The following models equipped with Hartzell HC–B3TN–5( ) props: Twin Commander (Gulfstream) 690, 690A, and 690B.

Unsafe Condition

(d) This AD results from reports of Goodrich "FASTprop" propeller de-icers becoming loose or debonded, and detaching from propeller blades during operation. We are issuing this AD to prevent Goodrich "FASTprop" propeller de-icers from detaching from the propeller blade, resulting in damage to the airplane, and possible injury to passengers and crewmembers.

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.

(f) Properly certificated maintenance personnel must perform the initial inspection required in this AD. Thereafter, the pilot or properly certificated maintenance personnel may perform the repetitive visual check.

Initial Visual Inspection of "FASTprop" Propeller De-Icers

(g) Within 10 hours after the effective date of this AD, inspect the "FASTprop" propeller de-icers. If any "FASTprop" propeller de-icer fails the inspection, then the "FASTprop" de-icer must be repaired or replaced as necessary before the next flight. Use paragraphs 2.A(3) through (5) of the Accomplishment Instructions of Goodrich De-icing and Specialty Systems Alert Service Bulletin (ASB) No. 30-60-00-1, dated November 15, 2004 to do these actions.

Repetitive Visual Inspections of "FASTprop" Propeller De-Icers

(h) After the initial inspection, visually check the "FASTprop" propeller de-icer once per day either during the pilot's first preflight inspection of the day or when maintenance personnel are available. If any "FASTprop" propeller de-icer fails the visual check, then the "FASTprop" de-icer must be inspected, repaired, or replaced as necessary before the next flight. Terminating action is accomplished when the "FASTprop" propeller de-icer is removed and replaced with an approved propeller de-icer. Use paragraph 2.A(2) of the Accomplishment Instructions of Goodrich De-icing and Specialty Systems Alert Service Bulletin (ASB) No. 30-60-00-1, dated November 15, 2004 to do these actions.

Alternative Methods of Compliance

(i) The Manager, Chicago 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.

Special Flight Permits

(j) Under 14 CFR part 39.23, we are limiting the special flight permits for this AD by requiring that any propeller found with a loose or debonded "FASTprop" de-icer must have all propeller blade de-icers removed before the flight, to maintain a balanced propeller. Information on removing de-icers can be found in paragraph 1.K.(1) of Goodrich De-icing and Specialty Systems ASB No. 30-60-00-1, dated November 15, 2004.

Related Information

(k) None.

Material Incorporated by Reference

(l) You must use Goodrich De-icing and Specialty Systems Alert Service Bulletin No. 30-60-00-1, dated November 15, 2004, to perform the inspections, repairs, and replacements required by this AD. The Director of the Federal Register approved the incorporation by reference of this service bulletin in accordance with 5 U.S.C. 552(a) and 1 CFR part 51. Contact Goodrich De-icing and Specialty Systems, 1555 Corporate Woods Parkway, Uniontown, Ohio 44685, telephone (330) 374-3743, for a copy of this service information. You may review copies at the Docket Management

Facility; U.S. Department of Transportation, 400 Seventh Street, SW., Nassif Building, Room PL-401, Washington, DC 20590-0001, on the Internet at http://dms.dot.gov, or at the National Archives and Records Administration (NARA). For information on the availability of this material at NARA, call (202) 741-6030, or go to: *http://www.archives.gov/federal_register/code_of_federal_regulations/ibr_locations.html.*

Issued in Burlington, Massachusetts, on September 1, 2005.

Peter A. White,

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

[FR Doc. 05-17773 Filed 9-8-05; 8:45 am]
BILLING CODE 4910-13-P

[Federal Register: June 16, 2006 (Volume 71, Number 116)]
[Rules and Regulations]
[Page 34804-34806]
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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. FAA-2005-23334; Directorate Identifier 2005-CE-53-AD; Amendment 39-14651; AD 2006-12-25]

RIN 2120-AA64

Airworthiness Directives; General Machine–Diecron, Inc. Actuator Nut Assembly for the Right Main Landing Gear Installed on Certain Raytheon Aircraft Company (Formerly Beech) Airplanes

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Final rule.

SUMMARY: The FAA adopts a new airworthiness directive (AD) for General Machine–Diecron, Inc. (GMD) actuator nut assembly, part number (P/N) GMD115-810029-17 and P/N GMD115-810029-23, that are installed on certain Raytheon Aircraft Company (Raytheon) (formerly Beech) airplanes that are not equipped with a hydraulic main landing gear (MLG) or modified to a hydraulic MLG. This AD requires you to determine by maintenance records check and/or inspection whether any actuator nut assembly, P/N GMD115-810029-17 or P/N GMD115-810029-23, is installed on the right main MLG actuator, and, if installed, requires you to replace it with a new actuator nut assembly, P/N GMD115-810029-23B or FAA-approved equivalent P/N. This AD results from several reports of failures of the actuator nut assembly, P/N GMD115-810029-17 and P/N GMD115-810029-23. We are issuing this AD to prevent failure of the actuator nut assembly for the right MLG actuator, which could result in failure of the MLG. This failure could prevent the extension or retraction of the MLG.

DATES: This AD becomes effective on July 28, 2006.

As of July 28, 2006, the Director of the Federal Register approved the incorporation by reference of certain publications listed in the regulation.

ADDRESSES: To get the service information identified in this AD, contact General Machine–Diecron, Inc., 3131 U.S. Highway 41, Griffin, Georgia 30224, telephone: (770) 228-6200; facsimile: (770) 228-6299.

To view the AD docket, go to the Docket Management Facility; U.S. Department of Transportation, 400 Seventh Street, SW., Nassif Building, Room PL-401, Washington, DC 20590-001 or on the Internet at *http://dms.dot.gov*. The docket number is FAA-2005-23334; Directorate Identifier 2005-CE-53-AD.

FOR FURTHER INFORMATION CONTACT: Don Buckley, Aerospace Engineer, Airframe and Propulsion Branch, ACE-117A, FAA, Atlanta Aircraft Certification Office, One Crown Center, 1895 Phoenix Boulevard, Suite 450, Atlanta, Georgia 30337-2748, telephone: (770) 703-6086; facsimile: (770) 703-6097.

SUPPLEMENTARY INFORMATION:

Discussion

On January 30, 2006, we issued a proposal to amend part 39 of the Federal Aviation Regulations (14 CFR part 39) to include an AD that would apply to the GMD actuator nut assembly, P/N GMD115-810029-17 or P/N GMD115-810029-23, that is installed on certain airplanes. This proposal was published in the Federal Register as a notice of proposed rulemaking (NPRM) on February 3, 2006 (71 FR 5796). The NPRM proposed to require you to determine by maintenance records check and/or inspection whether any actuator nut assembly, P/N GMD115-810029-17 or P/N GMD115-810029-23, is installed on the right MLG actuator, and, if installed, would require you to replace it with a new actuator nut assembly, P/N GMD115-810029-23B or FAA-approved equivalent P/N.

Comments

We provided the public the opportunity to participate in developing this AD. The following presents the comments received on the proposal and FAA's response to each comment:

Comment Issue No. 1: Include the Raytheon (Military) Models A200 (C-12A) and A200 (C-12C) Airplanes in the List of "Airplanes Affected"

One commenter writes that the applicability of the proposed AD needs to be expanded. The commenter explains that the Raytheon military Models A200 (C-12A) and A200 (C-12C) airplanes with standard landing gear have the same actuator assemblies as the airplanes listed in the NPRM, and could have the affected P/N nut installed.

We disagree with the commenter that the applicability of the proposed AD needs to be expanded. Although a limited number of the affected actuator assemblies were installed on Models A200 (C-12A) and A200 (C-12C) airplanes, the military operates these airplanes and removed the affected parts from service before the issuance of the NPRM. Paragraph (e)(4) of this AD prohibits the subject actuator nut assembly from being installed on these airplanes in the future. The AD specifies that it applies to the subject actuator nut assembly "installed on, but not limited to" specific models listed.

We are not changing the final rule AD based on this comment.

Comment Issue No. 2: Clarify Applicability of AD by Identifying Raytheon as the Manufacturer of the Affected Airplane Models

Two commenters recommend that it should be stated at the beginning of the document that these defective parts are installed on Raytheon airplanes. The commenter explains that stating this early in the AD action would be better form and result in a more easily comprehended document.

The FAA agrees with the commenters. We will change the final rule to clearly identify that the affected actuator assemblies are installed on certain Raytheon airplane models.

Conclusion

We have carefully reviewed the available data and determined that air safety and the public interest require adopting the AD as proposed except for minor editorial corrections. We have determined that these minor corrections:

- Are consistent with the intent that was proposed in the NPRM for correcting the unsafe condition; and
- Do not add any additional burden upon the public than was already proposed in the NPRM.

Costs of Compliance

We estimate that this AD affects 1,629 airplanes in the U.S. registry.

We estimate the following costs to do the maintenance records check and/or inspection:

Labor cost	Parts cost	Total cost per airplane	Total cost on U.S. operators
1 work-hour × $80 = $80	Not Applicable	$80	1,629 × $80 = $130,320.

We estimate the following costs to do any necessary replacements of the actuator nut assembly that would be required based on the results of this inspection. We have no way of determining the number of airplanes that may need this replacement:

Labor cost	Parts cost	Total cost per airplane
4 work-hours × $80 = $320	$1,700	$2,020

Authority for This Rulemaking

Title 49 of the United States Code specifies the FAA's authority to issue rules on aviation safety. Subtitle I, section 106 describes the authority of the FAA Administrator. Subtitle VII, Aviation Programs, describes in more detail the scope of the agency's authority.

We are issuing this rulemaking under the authority described in subtitle VII, part A, subpart III, section 44701, "General requirements." Under that section, Congress charges the FAA with promoting safe flight of civil aircraft in air commerce by prescribing regulations for practices, methods, and procedures the Administrator finds necessary for safety in air commerce. This regulation is within the scope of that authority because it addresses an unsafe condition that is likely to exist or develop on products identified in this AD.

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 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.

We prepared a summary of the costs to comply with this AD (and other information as included in the Regulatory Evaluation) 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 "Docket No. FAA-2005-23334; Directorate Identifier 2005-CE-53-AD" in your request.

List of Subjects in 14 CFR Part 39

Air transportation, Aircraft, Aviation safety, Incorporation by reference, Safety.

Adoption of the Amendment

Accordingly, under 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. FAA amends § 39.13 by adding a new AD to read as follows:

2006-12-25 General Machine–Diecron, Inc.: Amendment 39-14651; Docket No. FAA-2005-23334; Directorate Identifier 2005-CE-53-AD.

Effective Date

(a) This AD becomes effective on July 28, 2006.

Affected ADs

(b) None.

Applicability

(c) This AD affects any actuator nut assembly, part number (P/N) GMD115-810029-17 or P/N GMD115-810029-23, for the right main landing gear (MLG) actuator installed on, but not limited to, the following Raytheon Aircraft Company (Raytheon) (formerly Beech) airplanes that are certificated in any category and not equipped with a hydraulic MLG or modified to a hydraulic MLG.

Models	Serial Nos.
(1) F90	LA–2 through LA–225 (except aircraft that incorporate Beech Kit No. 90–8011).
(2) 99, 99A, A99, and B99	U–1 through U–49 and U51 through U164 (except aircraft that incorporate Beech Kit No. 99–8010–1 or factory installed hydraulic landing gear).
(3) 100 and A100	B–1 through B–94, B–100 through B–204, and B–206 through B–247.
(4) B100	BE–1 through BE–137.
(5) 200	BB–2, BB–6 through BB–733, BB–735 through BB–792, BB–794 through BB–828, BB–830 through BB–853, BB–872, BB–873, BB–892, BB–893, and BB–912 (except aircraft that incorporate Beech Kit No. 101–8018).
(6) B200	BB–734, BB–793, BB–829, BB–854 through BB–870, BB–874 through BB–891, BB–894, BB–896 through BB–911, BB–913 through BB–1157, BB–1159 through BB–1166, and BB–1168 through BB–1192 (except aircraft that incorporate Beech Kit No. 101–8018).
(7) 200T and B200T	BT–1 through BT–30 (except aircraft that incorporate Beech Kit No. 101–8018).
(8) 200C and B200C	BL–1 through BL–72 (except aircraft that incorporate Beech Kit No. 101–8018).
(9) 200CT and B200CT	BN–1 through BN–4 (except aircraft that incorporate Beech Kit No. 101–8018).
(10) A200CT (FWC–12D)	FG–1 and FG–2 (except aircraft that incorporate Beech Kit No. 101–8018).

Unsafe Condition

(d) This AD results from several reports of failures of the actuator nut assembly, P/N GMD115-810029-17 and P/N GMD115-810029-23, on the right MLG actuator. The actions specified in this AD are intended to prevent failure of the actuator nut assembly for the right MLG actuator, which could result in failure of the MLG. This failure could prevent the extension or retraction of the MLG.

Compliance

(e) To address this problem, you must do the following:

Actions	Compliance	Procedures
(1) Maintenance Records Check: (i) Check the maintenance records to determine whether the following replacements have been made: (A) Actuator nut assembly, P/N GMD115–810029–17, for the right MLG actuator; or (B) Actuator nut assembly, P/N GMD115–810029–23, for the right MLG actuator. (ii) The owner/operator holding at least a private pilot certificate as authorized by section 43.7 of the Federal Aviation Regulations (14 CFR 43.7) may make this check. You must make an entry into the aircraft records that shows compliance with this portion of the AD in accordance with section 43.9 of the Federal Aviation Regulations (14 CFR 43.9).	Within the next 50 hours time-in-service (TIS) or 30 calendar days after July 28, 2006 (the effective date of this AD), whichever occurs first, unless already done.	No special procedures necessary to check the maintenance records.
(2) If you find as a result of the check required by paragraph (e)(1) of this AD that there is no record of the specified assembly replacement, inspect the airplane for installation of the following: (i) Actuator nut assembly, P/N GMD115–810029–17, for the right MLG actuator; or (ii) Actuator nut assembly, P/N GMD115–810029–23, for the right MLG actuator. (iii) You may choose to do the inspection without doing the maintenance records check.	Within the next 50 hours TIS or 30 calendar days after July 28, 2006 (the effective date of this AD), whichever occurs first, unless already done.	Follow General Machine Diecron, Inc. Service Bulletin GM–D 32–30–01/102505, dated November 21, 2005.
(3) If during the check required by paragraph (e)(1) or the inspection required by paragraph (e)(2) of this AD, you find either actuator nut assembly, P/N GMD115–810029–17 or P/N GMD115–810029–23, for the right MLG actuator, replace the specific assembly, with a new actuator nut assembly, P/N GMD115–810029–23B or FAA-approved equivalent P/N.	Before further flight after the check required by paragraph (e)(1) or the inspection required by paragraph (e)(2) of this AD.	Follow General Machine Diecron, Inc. Service Bulletin GM–D 32–30–01/102505, dated November 21, 2005.
(4) Do not install any actuator nut assembly, P/N GMD115–810029–17 or P/N GMD115–810029–23, for the right MLG actuator.	As of July 28, 2006 (the effective date of this AD).	Not Applicable.

Alternative Methods of Compliance (AMOCs)

(f) The Manager, Atlanta Aircraft Certification Office (ACO), FAA, ATTN: Don Buckley, Aerospace Engineer, FAA, Atlanta ACO, Airframe and Propulsion Branch, ACE-117A, One Crown Center, 1895 Phoenix Boulevard, Suite 450, Atlanta, Georgia 30337-2748, telephone: (770) 703-6086; facsimile: (770) 703-6097, has the authority to approve AMOCs for this AD, if requested using the procedures found in 14 CFR 39.19.

Material Incorporated by Reference

(g) You must do the actions required by this AD following the instructions in General Machine Diecron, Inc. Service Bulletin GM-D 32-30-01/102505, dated November 21, 2005. The Director of the Federal Register approved the incorporation by reference of this service bulletin in accordance with 5 U.S.C. 552(a) and 1 CFR part 51. To get a copy of this service information, contact General Machine–Diecron, Inc., 3131 U.S. Highway 41, Griffin, Georgia 30224, telephone: (770) 228-6200; facsimile: (770) 228-6299. To review copies of this service information, go to the National Archives and Records Administration (NARA). For information on the availability of this material at NARA, go to: *http://www.archives.gov/federal_register/code_of_federal_regulations/ibr_locations.html* or call (202) 741-6030. To view the AD docket, go to the Docket Management Facility; U.S. Department of Transportation, 400 Seventh Street, SW., Nassif Building, Room PL-401, Washington, DC 20590-001 or on the Internet at *http://dms.dot.gov*. The docket number is FAA-2005-23334; Directorate Identifier 2005-CE-53-AD.

Issued in Kansas City, Missouri, on June 9, 2006.
James E. Jackson,
Acting Manager, Small Airplane Directorate, Aircraft Certification Service.
[FR Doc. 06-5429 Filed 6-15-06; 8:45 am]
BILLING CODE 4910-13-P

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[Rules and Regulations]
[Page 7581]
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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. 2003-CE-51-AD; Amendment 39-13857; AD 2004-23-02]
RIN 2120-AA64

Airworthiness Directives; Raytheon Aircraft Company 65, 90, 99, 100, 200, and 1900 Series Airplanes, and Models 70 and 300 Airplanes

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Final rule; correction.

SUMMARY: This document makes a correction to Airworthiness Directive (AD) 2004-23-02, which was published in the Federal Register on November 9, 2004 (69 FR 64842), and applies to all Raytheon Aircraft Company (Raytheon) 65, 90, 99, 100, 200, and 1900 series airplanes and Models 70 and 300 airplanes. AD 2004-23-2 requires repetitive inspections of the nose landing gear (NLG) fork for cracks with replacement if cracks are found (replacement terminates repetitive inspections). Current language in paragraph (e)(3) of AD 2004-23-02 references Part III of the Accomplishment Instructions of the service bulletin instead of Part II. This document corrects that paragraph by changing the reference from Part III to Part II.

DATES: The effective date of this AD (2004-23-02) remains December 23, 2004.

FOR FURTHER INFORMATION CONTACT: Steven E. Potter, Aerospace Engineer, Wichita Aircraft Certification Office (ACO), FAA, 1801 Airport Road, Wichita, Kansas 67209; telephone: (316) 946-4124; facsimile: (316) 946-4407.

SUPPLEMENTARY INFORMATION:

Discussion

On November 1, 2004, the FAA issued AD 2004-23-02, Amendment 39-13857 (69 FR 64842, November 9, 2004), which applies to all 65, 90, 99, 100, 200, and 1900 series airplanes and Models 70 and 300 airplanes. AD 2004-23-2 requires repetitive inspections of the NLG fork for cracks with replacement if cracks are found (replacement terminates repetitive inspections). Current language in paragraph (e)(3) of AD 2004-23-02 references Part III of the Accomplishment Instructions of Raytheon Mandatory Service Bulletin SB 32-2102, Revision 7, Revised: July, 2003, instead of Part II.

Need for the Correction

This correction is needed to specify the correct section of the service bulletin necessary to do the actions of AD 2004-23-02.

Correction of Publication

Accordingly, the publication of November 9, 2004 (69 FR 64842), of Amendment 39-13857, AD 2004-23-02, which was the subject of FR Doc. 04-24718, is corrected 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 [Corrected]

2. On page 64845, in § 39.13 [Amended], in paragraph (e)(3), in the Procedures column, remove the phrase ''Part III" and add ''Part II" in its place.

Action is taken herein to correct this reference in AD 2004-23-02 and to add this AD correction to § 39.13 of the Federal Aviation Regulations (14 CFR 39.13).

The effective date remains December 23, 2004.

Issued in Kansas City, Missouri, on February 9, 2007.

David R. Showers,

Acting Manager, Small Airplane Directorate, Aircraft Certification Service.

[FR Doc. E7-2754 Filed 2-15-07; 8:45 am]

BILLING CODE 4910-13-P

[Federal Register: November 9, 2004 (Volume 69, Number 216)]
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[Page 64842-64846]
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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. 2003-CE-51-AD; Amendment 39-13857; AD 2004-23-02]
RIN 2120-AA64

Airworthiness Directives; Raytheon Aircraft Company 65, 90, 99, 100, 200, and 1900 Series Airplanes, and Models 70 and 300 Airplanes

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Final rule.

SUMMARY: The FAA supersedes Airworthiness Directive (AD) 87-22-01 R1, which applies to certain Raytheon Aircraft Company (Raytheon) 65, 90, 99, 100, 200, and 1900 series airplanes, and Models 70 and 300 airplanes. AD 87-22-01 R1 currently requires you to repetitively inspect the nose landing gear (NLG) fork for cracks. If cracks are found that exceed certain limits, AD 87-22-01 R1 requires you to replace the NLG fork with a serviceable part or an improved NLG fork (Kit No. 101-8030-1 S or Kit No. 114-8015-1 S, as applicable). Incorporating an improved NLG fork kit terminates the repetitive inspection requirements. This AD is the result of FAA's policy (since 1996) to disallow airplane operation when known cracks exist in primary structure. This AD retains the inspection requirements of AD 87-22-01 R1, requires you to incorporate an improved NLG fork kit anytime a crack is found, and adds additional airplanes to the applicability section of this AD. We are issuing this AD to detect and correct cracks in the NLG fork, which could result in reduced structural integrity and inability of the NLG fork to carry design limit and ultimate loads. The reduced residual strength may cause separation failure of the NLG fork, which could result in loss of control of the airplane during take off, landing, and taxi operations.

DATES: This AD becomes effective on December 23, 2004.

As of December 23, 2004, the Director of the Federal Register approved the incorporation by reference of certain publications listed in the regulation.

ADDRESSES: You may get the service information identified in this AD from Raytheon Aircraft Company, 9709 E. Central, Wichita, Kansas 67201-0085; telephone: (800) 429-5372 or (316) 676-3140.

You may view the AD docket at FAA, Central Region, Office of the Regional Counsel, Attention: Rules Docket No. 2003-CE-51-AD, 901 Locust, Room 506, Kansas City, Missouri 64106. Office hours are 8 a.m. to 4 p.m., Monday through Friday, except Federal holidays.

FOR FURTHER INFORMATION CONTACT: Steven E. Potter, Aerospace Engineer, Wichita Aircraft Certification Office (ACO), FAA, 1801 Airport Road, Wichita, Kansas 67209; telephone: (316) 946-4124; facsimile: (316) 946-4407.

SUPPLEMENTARY INFORMATION:

Discussion

Has FAA taken any action to this point? Reports of cracks in the nose landing gear (NLG) fork on several Raytheon airplanes caused us to issue AD 87-22-01, Amendment 39-5748, and AD 87-22-01 R1, Amendment 39-6312, against certain Raytheon 65, 90, 99, 100, 200, and 1900 series airplanes, and Models 70 and 300 airplanes.

AD 87-22-01 required you to repetitively inspect the nose landing gear (NLG) fork for cracks. If cracks were found during any inspection that exceeded certain limits, you were required to replace the NLG fork with a serviceable part.

AD 87-22-01 R1 retained the repetitive inspection and replacement requirements from AD 87-22-01. AD 87-22-01 R1 also introduced incorporating an improved NLG fork (Kit No. 101-8030-1 S or Kit No. 114-8015-1 S, as applicable) as a terminating action for the repetitive inspection requirements of this AD.

What has happened since AD 87-22-01 R1 to initiate this action? As currently written, AD 87-22-01 R1 allows continued flight if cracks are found in the NLG fork that do not exceed certain limits. In 1996, FAA developed policy to not allow airplane operation when known cracks exist in primary structure, unless the ability to sustain limit and ultimate load with these cracks is proven. The NLG fork is considered primary structure, and the FAA has not received any analysis to prove that limit and ultimate loads can be sustained with cracks in this area.

This AD brings the actions of AD 87-22-01 R1 in compliance with FAA policy. Therefore, FAA has determined the crack limits contained in AD 87-22-01 R1 should be eliminated and that AD action should be taken to require immediate incorporation of Kit No. 101-8030-1 S or Kit No. 114-8015-1 S, as applicable, anytime a crack is found.

This policy did not exist when we issued AD 87-22-01 and AD 87-22-01 R1.

What is the potential impact if FAA took no action? This condition, if not detected and corrected, could cause failure of the NLG fork to carry design limit and ultimate loads. Failure of the NLG fork could result in loss of control of the airplane during take off, landing, and taxi operations.

Has FAA taken any action to this point? We issued a proposal to amend part 39 of the Federal Aviation Regulations (14 CFR part 39) to include an AD that would apply to certain Raytheon Aircraft Company (Raytheon) 65, 90, 99, 100, 200, and 1900 series airplanes, and Models 70 and 300 airplanes. This proposal was published in the Federal Register as a notice of proposed rulemaking (NPRM) on March 18, 2004 (12807). The NPRM proposed to require you to repetitively inspect the nose landing gear (NLG) fork for cracks replacing the NLG fork assembly anytime cracks are found.

Comments

Was the public invited to comment? We provided the public the opportunity to participate in developing this AD. The following presents the comments received on the proposal and FAA's response to each comment:

Comment Issue No. 1: Clarify the Applicability

What is the commenter's concern? The commenter states the compliance statement in paragraph (e)(1) of the proposed AD is confusing. The compliance statement requires an initial inspection of the nose landing gear (NLG) fork assembly for any signs of cracks on airplanes not previously affected by AD 87-22-01 R1. This inspection is required within the next 200 hours time-in-service (TIS) after the effective date of this AD. However, it is also stated later in the proposed AD that incorporation of Kit No. 101-8030-1 S or Kit No. 114-8015-1 S (as applicable) is a terminating action to the requirements of the AD and no further action is required. The commenter states that it does not make sense to comply with the initial inspection if you have already done the terminating action.

The commenter states the reason that AD 87-22-01 R1 did not affect most airplanes is because they incorporate Kit No. 101-8030-1 S or Kit No. 114-8015-1 S (as applicable).

We infer the commenter wants more clarification to exempt airplanes that incorporate Kit No. 101-8030-1 S or Kit No. 114-8015-1 S (as applicable) from the applicability of the AD.

What is FAA's response to the concern? We agree that additional clarification may help remove confusion about the need to comply with the initial inspection required in the proposed AD. The proposed AD was written to account for the different set of serial numbers affected by AD 87-22-01 R1 and the proposed AD.

We will add a statement to paragraph (c) and (e)(1) to clarify that airplanes that already incorporate Kit No. 101-8030-1 S or Kit No. 114-8015-1 S (as applicable) are exempt from this AD.

We will change the final rule AD based on this comment.

Comment Issue No. 2: Replacement Parts Not Available

What is the commenter's concern? The commenter states that in April 2004, Raytheon Aircraft Company (Raytheon) did not have a supply of replacements kits available. The commenter is concerned that a shortage of replacement kits could ground the affected airplanes.

We infer the commenter wants us to confirm the availability and supply of replacements kits before issuing the final rule AD.

What is FAA's response to the concern? We concur with the commenter that a low supply of replacement kits would be a problem. However, on the effective date of this AD, Raytheon has assured us that replacement kits will be available.

We are not changing the final rule AD based on this comment.

Comment Issue No. 3: Revise the Proposed AD

What is the commenter's concern? The commenter states that AD 87-22-01 R1 sufficiently addresses inspecting and monitoring cracks in the nose landing gear (NLG) fork. The commenter states that no failures occurred after using the procedures and crack limitations set in AD 87-22-01 R1. The commenter adds that he has several hundred thousands of hours of experience with numerous affected airplanes with only three or four cracks found in the past 20 years.

The commenter also disagrees with the FAA's policy (since 1996) to disallow airplane operation when known cracks exist in a primary structure. The commenter states the policy is not justified by quantifiable resulting safety improvements and needs to be revised.

The commenter states the proposed AD imposes an unnecessary economic burden upon the owners/operators of the affected airplanes.

The commenter wants AD 87-22-01 R1 to remain in place since it allows a reasonable period of time after discovering a crack to obtain and install a replacement kit.

What is FAA's response to the concern? We do not concur with the commenter. In 1996, FAA developed policy to not allow airplane operation when known cracks exist in primary structure, unless the ability to sustain limit and ultimate load with these cracks is proven. The NLG fork is considered primary structure, and the FAA has not received any analysis to prove that limit and ultimate loads can be sustained with cracks in this area. For this reason, the FAA has determined the crack limits contained in AD 87-22-01 R1 should be eliminated and that AD action should be taken to require immediate incorporation of Kit No. 101-8030-1 S or Kit No. 114-8015-1 S (as applicable) anytime a crack is found.

We are not changing the final rule AD based on this comment.

Conclusion

What is FAA's final determination on this issue? We have carefully reviewed the available data and determined that air safety and the public interest require adopting the AD as proposed except for

the changes discussed above and minor editorial corrections. We have determined that these changes and minor corrections:

–Are consistent with the intent that was proposed in the NPRM for correcting the unsafe condition; and
–Do not add any additional burden upon the public than was already proposed in the NPRM.

Changes to 14 CFR Part 39–Effect on the AD

How does the revision to 14 CFR part 39 affect this AD? On July 10, 2002, the FAA published a new version of 14 CFR part 39 (67 FR 47997, July 22, 2002), which governs the FAA's AD system. This regulation now includes material that relates to altered products, special flight permits, and alternative methods of compliance. This material previously was included in each individual AD. Since this material is included in 14 CFR part 39, we will not include it in future AD actions.

Costs of Compliance

How many airplanes does this AD impact? We estimate that this AD affects 5,296 airplanes in the U.S. registry.

What is the cost impact of this AD on owners/operators of the affected airplanes? We estimate the following costs to accomplish the inspection:

Labor cost	Parts cost	Total cost per airplane	Total cost on U.S. operators
2 workhours × $65 per hour = $130	Not applicable	$130	$130 × 5,296 = $688,480.

We estimate the following costs to accomplish any necessary replacements that will be required based on the results of this inspection. We have no way of determining the number of airplanes that may need this repair/replacement:

Labor cost	Parts cost	Total cost per kit
4 workhours × $65 per hour = $260	Kit No. 101–8030–1 S = $4,152	Kit No. 101–8030–1 S: $260 + $4,152 = $4,412.
	Kit No. 114–8015–1 S = $4,210	Kit No. 114–8015–1 S: $260 + $4,210 = $4,470.

Regulatory Findings

Will this AD impact various entities? 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.

Will this AD involve a significant rule or regulatory action? 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 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.

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-CE-51-AD" in your request.

List of Subjects in 14 CFR Part 39

Air transportation, Aircraft, Aviation safety, Incorporation by reference, Safety.

Adoption of the Amendment

Accordingly, under 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. The FAA amends § 39.13 by removing Airworthiness Directive (AD) 87-22-01 R1, Amendment 39-6312, and by adding a new AD to read as follows:

AIRWORTHINESS DIRECTIVE

Aircraft Certification Service
Washington, DC

U.S. Department
of Transportation
Federal Aviation
Administration

We post ADs on the internet at "www.faa.gov"

The following Airworthiness Directive issued by the Federal Aviation Administration in accordance with the provisions of Title 14 of the Code of Federal Regulations (14 CFR) part 39, applies to an aircraft model of which our records indicate you may be the registered owner. Airworthiness Directives affect aviation safety and are regulations which require immediate attention. You are cautioned that no person may operate an aircraft to which an Airworthiness Directive applies, except in accordance with the requirements of the Airworthiness Directive (reference 14 CFR part 39, subpart 39.3).

[CORRECTION published in Federal Register February 16, 2007 (Volume 72, Number 32); Page 7581; www.access.gpo.gov/su_docs/aces/aces140.html]. Go to attached "pdf" copy for full correction text. This copy reflects the correction

2004-23-02 Raytheon Aircraft Company: Amendment 39-13857; Docket No. 2003-CE-51-AD.

When Does This AD Become Effective?

(a) This AD becomes effective on December 23, 2004.

What Other ADs Are Affected by This Action?

(b) This AD supersedes AD 87-22-01 R1, Amendment 39-6312.

What Airplanes Are Affected by This AD?

(c) This AD affects the following airplane models and serial numbers that:
(1) Do not incorporate Kit No. 1001-8030-1 S or Kit No. 114-8015-1 S (as applicable); and
(2) Are certificated in any category:

Model	Serial numbers
(i) A65 and A65–8200	LC–240 through LC–335.
(ii) 70	LB–1 through LB–35.
(iii) 65–A80, 65–A80–8800, and 65–B80	LD–151 through LD–511.
(iv) 65–88	LP–1 through LP–26, LP–28, and LP–30 through LP–47.
(v) 65–90, 65–A90, B90, C90, and C90A	LJ–1 through LJ–1190.
(vi) 65–A90–1 (U–21A, JU–21A, U–21G, RU–21A, RU–21D, and RU– 21H).	LM–1 through LM–141.
(vii) 65–A90–2 (RU–21B)	LS–1 through LS–3.
(viii) 65–A90–3 (RU–21C)	LT–1 and LT–2.
(ix) 65–A90–4 (RU–21E and RU–21H)	LU–1 through LU–15.
(x) E90	LW–1 through LW–347.
(xi) F90	LA–2 through LA–236.
(xii) H90 (T–44A)	LL–1 through LL–61.
(xiii) 99, 99A, A99, A99A, B99, and C99	U–1 through U–239.
(xiv) 100 and A100	B–2 through B–93, and B–100 through B–247.
(xv) A100 (U–21F)	B–95 through B–99.
(xvi) A100–1 (U–21J)	BB–3 through BB–5.
(xvii) B100	BE–1 through BE–137.
(xviii) 200 and B200	BB–2, and BB–6 through BB–1314.
(xix) 200C and B200C	BL–1 through BL–72, and BL–124 through BL–131.
(xx) 200CT and B200CT	BN–1 through BN–4.
(xxi) 200T and B200T	BT–1 through BT–33.
(xxii) A200 (C–12A and C–12C)	BC–1 through BC–75 and BD–1 through BD–30.
(xxiii) A200C (UC–12B)	BJ–1 through BJ–66.
(xxiv) A200CT (C–12D, FWC–12D, and C–12F)	BP–1, BP–7 through BP–11, BP–19, and BP–24 through BP–63.
(xxv) A200CT (RC–12D and RC–12H)	GR–1 through GR–19.
(xxvi) A200CT (RC–12G)	FC–1 through FC–3.
(xxvii) A200CT (RC–12K)	FE–1 through FE–9.
(xxviii) B200C (C–12F)	BL–73 through BL–112, BL–118 through BL–123, and BP–64 through BP–71.
(xxix) B200C (UC–12F)	BU–1 through BU–10.
(xxx) B200C (UC–12M)	BV–1 through BV–10.
(xxxi) 300	FA–1 through FA–168, and FF–1 through FF–19.
(xxxii) 1900	UA–1 through UA–3.
(xxxiii) 1900C	UB–1 through UB–74, and UC–1 through UC–78.
(xxxiv) 1900C (C–12J)	UD–1 through UD–6.

What Is the Unsafe Condition Presented in This AD?

(d) The actions specified in this AD are intended to detect and correct cracks in the nose landing gear (NLG) fork, which could result in reduced structural integrity and failure of the NLG fork to carry design ultimate load. This failure could result in loss of control of the airplane during take off, landing, and taxi operations.

What Must I Do To Address This Problem?

(e) To address this problem, you must do the following:

Actions	Compliance	Procedures
(1) Inspect, using fluorescent liquid penetrant or magnetic particle method, the nose landing gear (NLG) fork assembly for any signs of cracks unless Kit No. 101–8030–1 S or Kit No. 114–8015–1 S (as applicable) is incorporated, then no further action is required.	*For airplanes previously affected by AD 87– 22–01 R1:* Initially inspect within 200 hours time-in-service (TIS) after the last inspection required by AD 87–22–01 R1. *For airplanes not previously affected by AD 87–22–01 R1:* Initially inspect within the next 200 hours TIS after December 23, 2004 (the effective date of this AD), unless already done.	Follow the instructions in Part II of Raytheon Aircraft Company Mandatory Service Bulletin SB 32–2102, Revision 7, Revised: July, 2003.
(2) If cracks are found during the inspection required in paragraph (e)(1) of this AD, incorporate Kit No. 101–8030–1 S or Kit No. 114–8015–1 S (as applicable).	Before further flight after December 23, 2004 (the effective date of this AD).	Follow the instructions in Part II of Raytheon Aircraft Company Mandatory Service Bulletin SB 32–2102, Revision 7, Revised: July, 2003.
(3) If no cracks are found during the inspection required in paragraph (e)(1) of this AD, repetitively inspect until Kit No. 101–8030–1 S or Kit No. 114–8015–1 S (as applicable) is incorporated. When Kit No. 101–8030–1 S or Kit No. 114–8015–1 S is incorporated, no further action is required.	Repetitively inspect at intervals not to exceed 200 hours TIS after the initial inspection required in paragraph (e)(1) of this AD. Incorporate Kit No. 101–8030–1 S or Kit No. 114–8015–1 S (as applicable) prior to further flight after any inspection in which cracks are found.	Follow the instructions in Part II of Raytheon Aircraft Company Mandatory Service Bulletin SB 32–2102, Revision 7, Revised: July, 2003.
(4) Incorporating Kit No. 101–8030–1 S or Kit No. 114–8015–1 S (as applicable) is the terminating action for the repetitive inspection requirements specified in paragraph (e)(3) of this AD.	Kit No. 101–8030–1 S or Kit No. 114–8015–1 S (as applicable) can be incorporated at any time. When incorporated, no further action is required.	Follow Raytheon Aircraft Company Mandatory Service Bulletin SB 32–2102, Revision 7, Revised: July, 2003.

May I Request an Alternative Method of Compliance?

(f) You may request a different method of compliance or a different compliance time for this AD by following the procedures in 14 CFR 39.19. Unless FAA authorizes otherwise, send your request to your principal inspector. The principal inspector may add comments and will send your request to the Manager, Wichita Aircraft Certification Office (ACO), FAA. For information on any already approved alternative methods of compliance, contact Steven E. Potter, Aerospace Engineer, Wichita ACO, FAA, 1801 Airport Road, Wichita, Kansas 67209; telephone: (316) 946-4124; facsimile: (316) 946-4407.

Does This AD Incorporate Any Material by Reference?

(g) You must do the actions required by this AD following the instructions in Raytheon Aircraft Company Mandatory Service Bulletin SB 32-2102, Revision 7, Revised: July, 2003. The Director of the Federal Register approved the incorporation by reference of this service bulletin in accordance with 5 U.S.C. 552(a) and 1 CFR part 51. You may get a copy from Raytheon Aircraft Company, 9709 E. Central, Wichita, Kansas 67201-0085; telephone: (800) 429-5372 or (316) 676-3140. You may review copies at FAA, Central Region, Office of the Regional Counsel, 901 Locust, Room 506, Kansas City, Missouri 64106; or at the National Archives and Records Administration (NARA). For information on the availability of this material at NARA, call (202) 741-6030, or go to: http://www.archives.gov/federal_register/code_of_federal_regulations/ibr_locations.html

Issued in Kansas City, Missouri, on November 1, 2004.
James E. Jackson,
Acting Manager, Small Airplane Directorate, Aircraft Certification Service.
[FR Doc. 04-24718 Filed 11-8-04; 8:45 am]
BILLING CODE 4910-13-P

[Federal Register: June 11, 2007 (Volume 72, Number 111)]
[Rules and Regulations]
[Page 31988-31990]
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[DOCID:fr11jn07-8]

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. FAA-2007-27071; Directorate Identifier 2007-CE-004-AD; Amendment 39-15084; AD 2007-12-06]

RIN 2120-AA64

Airworthiness Directives; Hawker Beechcraft Corporation (Type Certificate (TC) No. 3A20 and TC No. A24CE Formerly Held by Raytheon Aircraft Corporation and Beech) Models C90A, B200, B200C, B300, and B300C Airplanes

AGENCY: Federal Aviation Administration (FAA), Department of Transportation (DOT).

ACTION: Final rule.

SUMMARY: We are adopting a new airworthiness directive (AD) that supersedes AD 2006-23-02, which applies to certain Hawker Beechcraft Corporation (HBC) (Type Certificate (TC) No. 3A20 and TC No. A24CE formerly held by Raytheon Aircraft Corporation and Beech) Models C90A, B200, B200C, B300, and B300C airplanes. AD 2006-23-02 currently requires you to inspect the flight controls for improper assembly or damage, and if any improperly assembled or damaged flight controls are found, take corrective action. Since we issued AD 2006-23-02, we have determined the need to add airplane serial numbers that were not previously included in the applicability. Consequently, this AD retains the actions of AD 2006-23-02 and adds airplane serial numbers to the applicability. We are issuing this AD to detect and correct improperly assembled or damaged flight controls, which could result in an unsafe condition by reducing capabilities of the flight controls and lead to loss of control.

DATES: This AD becomes effective on July 16, 2007.

On July 16, 2007, the Director of the Federal Register approved the incorporation by reference of Raytheon Aircraft Company Mandatory Service Bulletin Number SB 27-3761, Rev. 1, December 2006, listed in this AD.

As of December 13, 2006 (71 FR 65390 Nov. 8, 2006), the Director of the Federal Register approved the incorporation by reference of Raytheon Aircraft Company Mandatory Service Bulletin Number SB 27-3761, Issued: February 2006, listed in this AD.

ADDRESSES: For service information identified in this AD, contact Hawker Beechcraft Corporation, P.O. Box 85, Wichita, Kansas 67201-0085; telephone: (800) 429-5372 or (316) 676-3140.

To view the AD docket, go to the Docket Management Facility; U.S. Department of Transportation, 400 Seventh Street, SW., Nassif Building, Room PL-401, Washington, DC 20590-0001 or on the Internet at http://dms.dot.gov. The docket number is FAA-2007-27071; Directorate Identifier 2007-CE-004-AD.

FOR FURTHER INFORMATION CONTACT: Chris B. Morgan, Aerospace Engineer, FAA, Wichita Aircraft Certification Office, 1801 Airport Road, Wichita, Kansas 67209; telephone: (316) 946-4154; fax: (316) 946-4107.

SUPPLEMENTARY INFORMATION:

Discussion

On March 6, 2007, we issued a proposal to amend part 39 of the Federal Aviation Regulations (14 CFR part 39) to include an AD that would apply to certain HBC Models C90A, B200, B200C, B300, and B300C airplanes. This proposal was published in the Federal Register as a notice of proposed rulemaking (NPRM) on March 12, 2007 (72 FR 10949). The NPRM proposed to retain the actions of AD 2006-23-02 and add airplane serial numbers to the applicability.

Comments

We provided the public the opportunity to participate in developing this AD. We received no comments on the proposal or on the determination of the cost to the public.

Conclusion

We have carefully reviewed the available data and determined that air safety and the public interest require adopting the AD as proposed except for minor editorial corrections. We have determined that these minor corrections:

- Are consistent with the intent that was proposed in the NPRM for correcting the unsafe condition; and
- Do not add any additional burden upon the public than was already proposed in the NPRM.

Costs of Compliance

We estimate that this AD affects 138 airplanes in the U.S. registry.

We estimate the following costs to do the inspection:

Labor Cost	Parts Cost	Total Cost Per Airplane	Total Cost on U.S. Operators
80 work-hours X $80 per hour = $6,400	Not Applicable	$6,400	$883,200

We have no way of determining the number of airplanes that may need any corrective action that would be required based on the results of the proposed inspection.

Authority for This Rulemaking

Title 49 of the United States Code specifies the FAA's authority to issue rules on aviation safety. Subtitle I, Section 106 describes the authority of the FAA Administrator. Subtitle VII, Aviation Programs, describes in more detail the scope of the agency's authority.

We are issuing this rulemaking under the authority described in Subtitle VII, Part A, Subpart III, Section 44701, "General requirements." Under that section, Congress charges the FAA with promoting safe flight of civil aircraft in air commerce by prescribing regulations for practices, methods, and procedures the Administrator finds necessary for safety in air commerce. This regulation is within the scope of that authority because it addresses an unsafe condition that is likely to exist or develop on products identified in this AD.

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 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.

We prepared a summary of the costs to comply with this AD (and other information as included in the Regulatory Evaluation) 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 "Docket No. FAA-2007-27071; Directorate Identifier 2007-CE-004-AD" in your request.

List of Subjects in 14 CFR Part 39

Air transportation, Aircraft, Aviation safety, Incorporation by reference, Safety.

Adoption of the Amendment

Accordingly, under 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. FAA amends § 39.13 by adding the following new AD:

2007-12-06 Hawker Beechcraft Corporation Hawker Beechcraft Corporation (Type Certificate (TC) No. 3A20 and TC No. A24CE formerly held by Raytheon Aircraft Corporation and Beech): Amendment 39-15084; Docket No. FAA-2007-27071; Directorate Identifier 2007-CE-004-AD.

Effective Date

(a) This AD becomes effective on July 16, 2007.

Affected ADs

(b) This AD supersedes AD 2006-23-02, Amendment 39-14814.

Applicability

(c) This AD applies to the following airplane models and serial numbers that are certificated in any category:

(1) Group 1 Airplanes (maintains the actions from AD 2006-23-02):

Model	Serial Numbers
(i) C90A	LJ-1697 through LJ-1726, LJ-1728, LJ-1729, and LJ-1731 through LJ-1739
(ii) B200	BB-1827 through BB-1912
(iii) B200C	BL-148 and BL-149
(iv) B300	FL-379 through FL-423, FL-426, FL-428 through FL-450, and FL-452
(v) B300C	FM-11

(2) Group 2 Airplanes: Model C90A, serial numbers LJ-1741 through LJ-1743.

Unsafe Condition

(d) This AD results from our determination to add airplane serial numbers that were not previously included in the applicability. We are issuing this AD to detect and correct improperly assembled or damaged flight controls, which could result in an unsafe condition by reducing capabilities of the flight controls and lead to loss of control.

Compliance

(e) To address this problem, you must do the following, unless already done:

Actions	Compliance	Procedures
(1) Inspect the entire flight control system for improper assembly and any damage.	(i) For Group 1 Airplanes: At whichever of the following occurs first: (A) Within the next 100 hours time-in-service (TIS) after December 13, 2006 (the effective date of AD 2006-23-02); or (B) At the next annual inspection that occurs at least 30 days after December 13, 2006 (the effective date of AD 2006-23-02). (ii) For Group 2 Airplanes: At whichever of the following occurs first: (A) Within the next 100 hours TIS after July 16, 2007 (the effective date of this AD); or (B) At the next annual inspection that occurs at least 30 days after July 16, 2007 (the effective date of this AD).	Follow Raytheon Aircraft Company Mandatory Service Bulletin Number SB 27-3761, Issued: February 2006; or Raytheon Aircraft Company Mandatory Service Bulletin Number SB 27-3761, Rev. 1, Dated December 2006.
(2) If you find any improperly assembled or damaged flight controls as a result of the inspection required by paragraph (e)(1) of this AD, take corrective action as specified in the service information.	Before further flight after the inspection required by paragraph (e)(1) of this AD.	Follow Raytheon Aircraft Company Mandatory Service Bulletin Number SB 27-3761, Issued: February 2006; or Raytheon Aircraft Company Mandatory Service Bulletin Number SB 27-3761, Rev. 1, Dated December 2006.

Alternative Methods of Compliance (AMOCs)

(f) The Manager, Wichita Aircraft Certification Office (ACO), FAA, has the authority to approve AMOCs for this AD, if requested using the procedures found in 14 CFR 39.19. Send information to ATTN: Chris B. Morgan, Aerospace Engineer, FAA, Wichita ACO, 1801 Airport Road, Wichita, Kansas 67209; telephone: (316) 946-4154; fax: (316) 946-4107. Before using any approved AMOC on any airplane to which the AMOC applies, notify your appropriate principal inspector (PI) in the FAA Flight Standards District Office (FSDO), or lacking a PI, your local FSDO.

(g) AMOCs approved for AD 2006-23-02 are approved for this AD.

Related Information

(h) To get copies of the service information referenced in this AD, contact Hawker Beechcraft Corporation, P.O. Box 85, Wichita, Kansas 67201-0085; telephone: (800) 429-5372 or (316) 676-3140. To view the AD docket, go to the Docket Management Facility; U.S. Department of Transportation, 400 Seventh Street, SW., Nassif Building, Room PL-401, Washington, DC, or on the

Internet at http://dms.dot.gov. The docket number is Docket No. FAA-2007-27071; Directorate Identifier 2007-CE-004-AD.

Material Incorporated by Reference

(i) You must use Raytheon Aircraft Company Mandatory Service Bulletin Number SB 27-3761, Issued: February 2006; or Raytheon Aircraft Company Mandatory Service Bulletin Number SB 27-3761, Rev. 1, Dated December 2006, to do the actions required by this AD, unless the AD specifies otherwise.

(1) The Director of the Federal Register approved the incorporation by reference of Raytheon Aircraft Company Mandatory Service Bulletin Number SB 27-3761, Rev. 1, Dated December 2006, under 5 U.S.C. 552(a) and 1 CFR part 51.

(2) On December 13, 2006 (71 FR 65390 Nov. 8, 2006), the Director of the Federal Register approved the incorporation by reference of Raytheon Aircraft Company Mandatory Service Bulletin Number SB 27-3761, Issued: February 2006.

(3) For service information identified in this AD, contact Hawker Beechcraft Corporation, P.O. Box 85, Wichita, Kansas 67201-0085; telephone: (800) 429-5372 or (316) 676-3140.

(4) You may review copies at the FAA, Central Region, Office of the Regional Counsel, 901 Locust, Kansas City, Missouri 64106; or at the National Archives and Records Administration (NARA). For information on the availability of this material at NARA, call 202-741-6030, or go to: http://www.archives.gov/federal_register/code_of_federal_regulations/ibr_locations.html.

Issued in Kansas City, Missouri, on May 29, 2007.
David R. Showers,
Acting Manager, Small Airplane Directorate, Aircraft Certification Service.
[FR Doc. E7-10758 Filed 6-8-07; 8:45 am]

[Federal Register: June 13, 2008 (Volume 73, Number 115)]
[Rules and Regulations]
[Page 33663-33665]
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[DOCID:fr13jn08-3]

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. FAA-2007-0290; Directorate Identifier 2007-NM-250-AD; Amendment 39-15557; AD 2006-16-18 R1]

RIN 2120-AA64

Airworthiness Directives; Sandel Avionics Incorporated Model ST3400 Terrain Awareness Warning System/Radio Magnetic Indicator (TAWS/RMI) Units Approved Under Technical Standard Order(s) C113, C151a, or C151b; Installed on Various Small and Transport Category Airplanes

AGENCY: Federal Aviation Administration (FAA), Department of Transportation (DOT).

ACTION: Final rule.

SUMMARY: The FAA is revising an existing airworthiness directive (AD) that applies to Sandel Avionics Incorporated Model ST3400 TAWS/RMI units as described above. The existing AD currently requires installing a warning placard on the TAWS/RMI and revising the Limitations section of the airplane flight manual (AFM). The existing AD also requires installing upgraded software in the TAWS/RMI. This new AD allows installing later revisions of the software described in the existing AD. This AD results from a report that an in-flight bearing error occurred in a Model ST3400 TAWS/RMI configured to receive bearing information from a very high frequency omnidirectional range (VOR) receiver interface via a composite video signal, due to a combination of input signal fault and software error. We are issuing this AD to prevent a bearing error, which could lead to an airplane departing from its scheduled flight path, which could result in a reduction in separation from, and a possible collision with, other aircraft or terrain.

DATES: This AD is effective July 18, 2008.

On September 25, 2006 (71 FR 48461, August 21, 2006), the Director of the Federal Register approved the incorporation by reference of Sandel ST3400 Service Bulletin SB3400-01, Revision B, dated September 15, 2004.

ADDRESSES: For service information identified in this AD, contact Sandel Avionics Incorporated (Sandel), 2401 Dogwood Way, Vista, California 92081.

2006-16-18 R1 Sandel Avionics Incorporated: Amendment 39-15557. Docket No. FAA-2007-0290; Directorate Identifier 2007-NM-250-AD.

Effective Date

(a) This airworthiness directive (AD) is effective July 18, 2008.

Affected ADs

(b) This AD revises AD 2006-16-18.

Applicability

(c) This AD applies to Sandel Avionics Incorporated (Sandel) Model ST3400 terrain awareness warning system/radio magnetic indicator (TAWS/RMI) units approved under Technical Standard Order(s) C113, C151a, or C151b; as identified in Sandel ST3400 Service Bulletin SB3400-01, Revision B, dated September 15, 2004; as installed on various small and transport category airplanes, certificated in any category, including, but not limited, to the airplane models listed in Table 1 of this AD.

Table 1 – Manufacturers/Airplane Models

Manufacturer	Airplane model(s)
Airbus	A300
Avions Marcel Dassault - Breguet Aviation (AMD/BA)	Falcon 10
Boeing	727, 737, 747
Bombardier (LearJet)	24, 35, 36, 55
British Aerospace (Operations) Limited	Jetstream Series 3101
Cessna	208, 208B, 421C; 501, 525, 550, 560, 650, S550
Embraer	EMB-120
Dassault-Aviation	Mystere-Falcon 50, Mystere-Falcon 200
Gulfstream	G-I, G-1159A (G-III)
Israel Aircraft Industries (IAI)	1124, 1125 Westwind Astra
McDonnell Douglas	DC-10
Piper	PA-31T2

Raytheon	58; 1900D, 400; A36; BAe.125 Series 800A; HS.125 Series 600A/700A; Hawker 800-XP; 200, 300, 350; A200, B100, B200, B300, C90, C90A, C90B, E90, F90; MU-300-10
Sabreliner	60 (NA-265-60)
Twin Commander	500-A, 695A
Viking Air Limited	DHC-6

Unsafe Condition

(d) This AD results from a report that an in-flight bearing error occurred in a Model ST3400 TAWS/RMI unit configured to receive bearing information from a very high frequency omnidirectional range (VOR) receiver interface via a composite video signal, due to a combination of input signal fault and software error. We are issuing this AD to prevent a bearing error, which could lead to an airplane departing from its scheduled flight path, which could result in a reduction in separation from, and a possible collision with, other aircraft or terrain.

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.

Installing Placard

(f) Within 14 days after September 25, 2006 (the effective date of AD 2006-16-18): Install a placard on the TAWS/RMI which states, "NOT FOR PRIMARY VOR NAVIGATION," in accordance with Sandel ST3400 Service Bulletin SB3400-01, Revision B, dated September 15, 2004.

Revising Airplane Flight Manual (AFM)

(g) Within 14 days after September 25, 2006: Revise the Limitations section of the applicable AFM to include the following statement: "Use of ST3400 TAWS/RMI for primary VOR navigation is prohibited unless the indicator has 3.07 or A3.06 software or later." This may be done by inserting a copy of this AD into the AFM.

Updating Software

(h) Within 90 days after September 25, 2006, in accordance with Sandel ST3400 Service Bulletin SB3400-01, Revision B, dated September 15, 2004: Field-load the TAWS/RMI with updated software having revision 3.07 (for units having serial numbers (S/Ns) under 2000) or revision A3.06 (for units having S/Ns 2000 and subsequent). Revisions of software later than revision 3.07 or A3.06, as applicable, are considered acceptable for compliance with the requirements of this paragraph. The placard and AFM limitations revision installed as required by paragraphs (f) and (g) of this AD may be removed after the software upgrade required by paragraph (h) of this AD has been accomplished.

Parts Installation

(i) As of 90 days after September 25, 2006, no person may install, on any airplane, a Model ST3400 TAWS/RMI unit, unless it has been modified in accordance with Sandel ST3400 Service Bulletin SB3400-01, Revision B, dated September 15, 2004.

Alternative Methods of Compliance (AMOCs)

(j)(1) The Manager, Los Angeles Aircraft Certification Office (ACO), FAA, has the authority to approve AMOCs for this AD, if requested in accordance with the procedures found in 14 CFR 39.19.

(2) To request a different method of compliance or a different compliance time for this AD, follow the procedures in 14 CFR 39.19. Before using any approved AMOC on any airplane to which the AMOC applies, notify your appropriate principal inspector (PI) in the FAA Flight Standards District Office (FSDO), or lacking a PI, your local FSDO.

Material Incorporated by Reference

(k) You must use Sandel ST3400 Service Bulletin SB3400-01, Revision B, dated September 15, 2004, to do the actions required by this AD, unless the AD specifies otherwise.

(1) The Director of the Federal Register previously approved the incorporation by reference of Sandel ST3400 Service Bulletin SB3400-01, Revision B, dated September 15, 2004 on September 25, 2006 (71 FR 48461, August 21, 2006).

(2) For service information identified in this AD, contact Sandel Avionics Incorporated (Sandel), 2401 Dogwood Way, Vista, California, 92081.

(3) You may review copies of the service information that is incorporated by reference at the FAA, Transport Airplane Directorate, 1601 Lind Avenue, SW., Renton, Washington; or at the National Archives and Records Administration (NARA). For information on the availability of this material at NARA, call 202-741-6030, or go to: http://www.archives.gov/federal_register/code_of_federal_regulations/ibr_locations.html.

Issued in Renton, Washington, on June 3, 2008.
Michael Kaszycki,
Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.
[FR Doc. E8-13165 Filed 6-12-08; 8:45 am]

[Federal Register: December 16, 2010 (Volume 75, Number 241)]
[Rules and Regulations]
[Page 78596-78599]
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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. FAA-2010-1242; Directorate Identifier 2010-CE-062-AD; Amendment 39-16542; AD 2010-26-03]

RIN 2120-AA64

Airworthiness Directives; Hawker Beechcraft Corporation Models B200, B200GT, B300, and B300C Airplanes

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Final rule; request for comments.

SUMMARY: We are superseding an existing airworthiness directive (AD) for the products listed above. That AD currently requires fabricating and installing a placard incorporating information that limits operation when there is known or forecast icing and requires replacing a section of the pneumatic supply tube for the tail deice system with a new tube of a different material. This AD requires fabricating and installing a placard incorporating information that limits operation when there is known or forecast icing and requires replacing the entire length of the pneumatic supply tube for the tail deice system with a new tube of a different material. This AD was prompted by reports of two failures of the pneumatic supply tube for the tail deice system outside the area covered by AD 2008-07-10. We are issuing this AD to prevent collapsed pneumatic supply tubes, which could result in failure of the tail deice boots to operate. This failure could lead to loss of control in icing conditions.

DATES: This AD is effective December 20, 2010.

The Director of the Federal Register approved the incorporation by reference of a certain publication listed in the AD as of December 20, 2010.

We must receive any comments on this AD by January 31, 2011.

ADDRESSES: You may send comments by any of the following methods:

- Federal eRulemaking Portal: Go to http://www.regulations.gov. Follow the instructions for submitting comments.
- Fax: 202-493-2251.
- Mail: U.S. Department of Transportation, Docket Operations, M-30, West Building Ground Floor, Room W12-140, 1200 New Jersey Avenue, SE., Washington, DC 20590.

- Hand Delivery: U.S. Department of Transportation, Docket Operations, M-30, West Building Ground Floor, Room W12-140, 1200 New Jersey Avenue, SE., Washington, DC 20590, between 9 a.m. and 5 p.m., Monday through Friday, except Federal holidays.

For service information identified in this AD, contact Hawker Beechcraft Corporation, P.O. Box 85, Wichita, Kansas 67201-0085; telephone: (800) 429-5372 or (316) 676-3140; Internet: www.hawkerbeechcraft.com. You may review copies of the referenced service information at the FAA, Small Airplane Directorate, 901 Locust St., Kansas City, MO 64106. For information on the availability of this material at the FAA, call (816) 329-4148.

Examining the AD Docket

You may examine the AD docket on the Internet at http://www.regulations.gov; or in person at the Docket Management Facility between 9 a.m. and 5 p.m., Monday through Friday, except Federal holidays. The AD docket contains this AD, the regulatory evaluation, any comments received, and other information. The street address for the Docket Office (phone: 800-647-5527) is in the ADDRESSES section. Comments will be available in the AD docket shortly after receipt.

FOR FURTHER INFORMATION CONTACT: Don Ristow, Aerospace Engineer, Wichita Aircraft Certification Office, 1801 Airport Road, Room 100, Wichita, Kansas 67209; telephone: (316) 946-4120; fax: (316) 946-4107; e-mail: donald.ristow@faa.gov.

SUPPLEMENTARY INFORMATION:

Discussion

On March 27, 2008, we issued AD 2008-07-10, Amendment 39-15451 (73 FR 18706, April 7, 2008), for certain Hawker Beechcraft Corporation Models B200, B200GT, B300, and B300C airplanes. That AD requires fabricating and installing a placard incorporating information that limits operation when there is known or forecast icing and requires replacing a section of the pneumatic supply tube for the tail deice system with a new tube of a different material. That AD resulted from reports of collapsed tail deice boot pneumatic supply tubes. We issued that AD to prevent collapsed pneumatic supply tubes, which could result in failure of the tail deice boots to operate. This failure could lead to loss of control in icing conditions.

Actions Since AD Was Issued

Since we issued AD 2008-07-10, we received reports of two failures of the pneumatic supply tube for the tail deice system outside the area covered by AD 2008-07-10 on an affected Model B300 airplane and on an affected Model B300C airplane.

Relevant Service Information

We reviewed Hawker Beechcraft Mandatory Service Bulletin SB 30-3889, Rev. 1, dated October 2010. The service information describes procedures for replacing the entire length of the pneumatic supply tube for the tail deice system with a new tube of a different material.

FAA's Determination

We are issuing this AD because we evaluated all the relevant information and determined the unsafe condition described previously is likely to exist or develop in other products of the same type design.

AD Requirements

This AD requires accomplishing the actions specified in the service information described previously.

FAA's Justification and Determination of the Effective Date

An unsafe condition exists that requires the immediate adoption of this AD. The FAA has found that the risk to the flying public justifies waiving notice and comment prior to adoption of this rule because this condition could result in failure of the tail deice boots to operate. This failure could lead to loss of control in icing conditions. Therefore, we find that notice and opportunity for prior public comment are impracticable and that good cause exists for making this amendment effective in less than 30 days.

Comments Invited

This AD is a final rule that involves requirements affecting flight safety, and we did not provide you with notice and an opportunity to provide your comments before it becomes effective. However, we invite you to send any written data, views, or arguments about this AD. Send your comments to an address listed under the ADDRESSES section. Include the docket number FAA-2010-1242 and directorate identifier 2010-CE-062-AD at the beginning of your comments. We specifically invite comments on the overall regulatory, economic, environmental, and energy aspects of this AD. We will consider all comments received by the closing date and may amend this AD because of those comments.

We will post all comments we receive, without change, to http://www.regulations.gov, including any personal information you provide. We will also post a report summarizing each substantive verbal contact we receive about this AD.

Costs of Compliance

We estimate that this AD affects 90 airplanes of U.S. registry.

We estimate the following costs to comply with this AD:

Estimated costs

Action	Labor cost	Parts cost	Cost per product	Cost on U.S. operators
Fabricate placard (retained action from AD 2008-07-10)	1 work-hour X $85 per hour = $85	Not applicable	$85	$7,650
Replace entire length of the pneumatic supply tube for the tail deice system	15 work-hours X $85 per hour = $1,275	$100	$1,375	$123,750

According to the manufacturer, some of the costs of this AD may be covered under warranty, thereby reducing the cost impact on affected individuals. We do not control warranty coverage for affected individuals. As a result, we have included all costs in our cost estimate.

Authority for This Rulemaking

Title 49 of the United States Code specifies the FAA's authority to issue rules on aviation safety. Subtitle I, Section 106, describes the authority of the FAA Administrator. Subtitle VII, Aviation Programs, describes in more detail the scope of the Agency's authority.

We are issuing this rulemaking under the authority described in Subtitle VII, Part A, Subpart III, Section 44701, "General requirements." Under that section, Congress charges the FAA with promoting safe flight of civil aircraft in air commerce by prescribing regulations for practices, methods, and procedures the Administrator finds necessary for safety in air commerce. This regulation is within the scope of that authority because it addresses an unsafe condition that is likely to exist or develop on products identified in this rulemaking action.

Regulatory Findings

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),

(3) Will not affect intrastate aviation in Alaska, and

(4) 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.

List of Subjects in 14 CFR Part 39

Air transportation, Aircraft, Aviation safety, Incorporation by reference, Safety.

Adoption of the Amendment

Accordingly, under the authority delegated to me by the Administrator, the FAA 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. The FAA amends § 39.13 by removing airworthiness directive (AD) 2008-07-10, Amendment 39-15451 (73 FR 18706, April 7, 2008) and adding the following new AD:

2010-26-03 Hawker Beechcraft Corporation: Amendment 39-16542; Docket No. FAA-2010-1242; Directorate Identifier 2010-CE-062-AD.

Effective Date

(a) This AD is effective December 20, 2010.

Affected ADs

(b) This supersedes AD 2008-07-10; Amendment 39-15451.

Applicability

(c) This AD applies to the following Hawker Beechcraft Corporation airplanes that are certificated in any category:

Table 1 – Affected airplane models and serial numbers

Model	Serial Numbers
B200	BB-1926, BB-1978, and BB-1988 through BB-2000
B200GT	BY-1 through BY-26
B300	FL-427, FL-493, and FL-500 through FL-573
B300C (C-12W)	FM-14 through FM-18

Subject

(d) Joint Aircraft System Component (JASC)/Air Transport Association (ATA) of America Code 30, Ice and Rain Protection.

Unsafe Condition

(e) This AD was prompted by reports of failures of the pneumatic supply tube for the tail deice system outside the area covered by AD 2008-07-10. We are issuing this AD to prevent collapsed pneumatic supply tubes, which could result in failure of the tail deice boots to operate. This failure could lead to loss of control in icing conditions.

Compliance

(f) Comply with this AD within the compliance times specified, unless already done.

Table 2 – Requirements of this AD

Actions	Compliance	Procedures
(1) Fabricate a placard (using at least 1/8-inch letters) with the following words and install the placard on the instrument panel within the pilot's clear view: "THIS AIRPLANE IS PROHIBITED FROM FLIGHT IN KNOWN OR FORECAST ICING."	Before further flight in known or forecast icing conditions or within the next 3 days after December 20, 2010 (the effective of this AD), whichever occurs first.	Not applicable.
(2) For Model B200 and Model B200GT airplanes: Replace the pneumatic supply tubing from the rear spar at Fuselage Station (FS) 227.00 to the aft pressure bulkhead at FS 347.750 with Hytrel tubing part number (P/N) 131823VH10D-1210; and for Model B300 and Model B300C airplanes: Replace pneumatic supply tubing from the rear spar at FS 241.40 to the aft pressure bulkhead at FS 381.750 with Hytrel tubing P/N 131823VH10D-1406. The replacement of tail deice boot pneumatic supply tubes required by paragraph (f)(2) of this AD is terminating action for the placard required by paragraph (f)(1) of this AD.	Before further flight in known or forecast icing conditions, within 25 hours time-in-service (TIS) after December 20, 2010 (the effective date of this AD), or within 3 months after December 20, 2010 (the effective date of this AD), whichever occurs first.	Follow the Accomplishment Instructions in Hawker Beechcraft Mandatory Service Bulletin SB 30-3889, Rev 1, dated October 2010.
(3) Remove the placard required by paragraph (f)(1) of this AD.	Before further flight after the replacement of tail deice boot pneumatic supply tubes required by paragraph (f)(2) of this AD.	Not applicable.

Credit for Actions Accomplished in Accordance With Previous Service Information

(g) If Hawker Beechcraft Mandatory Service Bulletin SB 30-3889, Issued: March 2008, has already been complied with, you may splice new Hytrel tubing on the existing Hytrel tubing in the aft evaporator bay area before further flight in known or forecast icing conditions, within 25 hours TIS after December 20, 2010 (the effective date of this AD), or within 3 months after December 20, 2010 (the effective date of this AD), whichever occurs first.

Alternative Methods of Compliance (AMOCs)

(h)(1) The Manager, Wichita Aircraft Certification Office (ACO), FAA, has the authority to approve AMOCs for this AD, if requested using the procedures found in 14 CFR 39.19. In accordance with 14 CFR 39.19, send your request to your principal inspector or local Flight Standards District Office, as appropriate. If sending information directly to the manager of the ACO, send it to the attention of the person identified in the Related Information section of this AD.

(2) Before using any approved AMOC, notify your Principal Maintenance Inspector or Principal Avionics Inspector, as appropriate, or lacking a principal inspector, your local Flight Standards District Office.

Related Information

(i) For more information about this AD, contact Don Ristow, Aerospace Engineer, Wichita ACO, 1801 Airport Road, Room 100, Wichita, Kansas 67209; telephone: (316) 946-4120; fax: (316) 946-4107; email: donald.ristow@faa.gov.

Material Incorporated by Reference

(j) You must use Hawker Beechcraft Mandatory Service Bulletin SB 30-3889, Rev. 1, dated October 2010, to do the actions required by this AD, unless the AD specifies otherwise.

(1) The Director of the Federal Register approved the incorporation by reference of this service information under 5 U.S.C. 552(a) and 1 CFR part 51.

(2) For service information identified in this AD, contact Hawker Beechcraft Corporation, P.O. Box 85, Wichita, Kansas 67201-0085; telephone: (800) 429-5372 or (316) 676-3140; Internet: http://www.hawkerbeechcraft.com.

(3) You may review copies of the service information at the FAA, Small Airplane Directorate, 901 Locust St., Kansas City, MO 64106. For information on the availability of this material at the FAA, call (816) 329-4148.

(4) You may also review copies of the service information that is incorporated by reference at the National Archives and Records
Administration (NARA). For information on the availability of this material at an NARA facility, call 202-741-6030, or go to http://www.archives.gov/federal_register/code_of_federal_regulations/ibr_locations.html.

Issued in Kansas City, Missouri, on December 9, 2010.
John Colomy,
Acting Manager, Small Airplane Directorate,
Aircraft Certification Service.

Maintenance Discrepancy Form

Work Order No.:	Item No.	Acft Serial No. & Registration	AFTT	AFTC	Date Opened
Sky 0006		BB 1046 / N 146 LC	9763.09	10855	21 May 2018

Discrepancy

AD 92-15-01 To Be Carried Out

Airworthiness Item

☒ Yes ☐ No

Authorization to Work

—

Entered By

Danie van den Berg

Recommended Repair Procedure

Parts Req'd

☐ Yes ☒ No

Resolution

Corrective Action

AD 92-15-01 Complied with.

All Bolts on Both Left and Right Hand ~~Truss~~ Engine Truss Inspected. No Affected Bolts found to be Installed.

Work accomplished in reference to:

AD 92-15-01 & SB 2432.

Technician Sign & Date	Inspector Sign & Date	2nd Inspection Required?	2nd Inspector Sign & Date
23 March 2021 D. van den Berg A&P 4267000	A+P 4153200 G. le Croff 23 March 2021	☐ Yes ☒ No	N/A.

All installed parts must have proper documentation. Enter parts information on reverse.

Parts Required

Item		Item		Item		Item	
PN Off:		PN Off:		PN Off:		PN Off:	
PN On:		PN On:		PN On:		PN On:	
SN Off:		SN Off:		SN Off:		SN Off:	
SN On:		SN On:		SN On:		SN On:	
Quantity:		Quantity:		Quantity:		Quantity:	

Item		Item		Item		Item	
PN Off:		PN Off:		PN Off:		PN Off:	
PN On:		PN On:		PN On:		PN On:	
SN Off:		SN Off:		SN Off:		SN Off:	
SN On:		SN On:		SN On:		SN On:	
Quantity:		Quantity:		Quantity:		Quantity:	

Item		Item		Item		Item	
PN Off:		PN Off:		PN Off:		PN Off:	
PN On:		PN On:		PN On:		PN On:	
SN Off:		SN Off:		SN Off:		SN Off:	
SN On:		SN On:		SN On:		SN On:	
Quantity:		Quantity:		Quantity:		Quantity:	

Maintenance Discrepancy Form

Work Order No.:	Item No.	Acft Serial No. & Registration	AFTT	AFTC	Date Opened
SKY 0006		BB 1046 / N146LC	9763.09	10855	21 May 2018

Discrepancy

AD 92-10-12 TO Be Complied WITH

Airworthiness Item

☒ Yes ☐ No

Authorization to Work

—

Entered By

Janie van der Berg

Recommended Repair Procedure

Parts Req'd

☐ Yes ☒ No

Resolution

Corrective Action

AD 92-10-12 Complied WITH Found that SB 2416 WAS Previously Complied WITH.

Work accomplished in reference to:

AD 92-10-12 & SB 2416

Technician Sign & Date	Inspector Sign & Date	2nd Inspection Required?	2nd Inspector Sign & Date
D. van der Berg 23 March 2024 AML 1267000	G. Le Goff 23 March 2024 ATP 4153200	☐ Yes ☒ No	N/A.

All installed parts must have proper documentation. Enter parts information on reverse.

Parts Required

Item		Item		Item		Item	
PN Off:		PN Off:		PN Off:		PN Off:	
PN On:		PN On:		PN On:		PN On:	
SN Off:		SN Off:		SN Off:		SN Off:	
SN On:		SN On:		SN On:		SN On:	
Quantity:		Quantity:		Quantity:		Quantity:	

Item		Item		Item		Item	
PN Off:		PN Off:		PN Off:		PN Off:	
PN On:		PN On:		PN On:		PN On:	
SN Off:		SN Off:		SN Off:		SN Off:	
SN On:		SN On:		SN On:		SN On:	
Quantity:		Quantity:		Quantity:		Quantity:	

Item		Item		Item		Item	
PN Off:		PN Off:		PN Off:		PN Off:	
PN On:		PN On:		PN On:		PN On:	
SN Off:		SN Off:		SN Off:		SN Off:	
SN On:		SN On:		SN On:		SN On:	
Quantity:		Quantity:		Quantity:		Quantity:	

Maintenance Discrepancy Form

Work Order No.:	Item No.	Acft Serial No. & Registration	AFTT	AFTC	Date Opened
SKY 0006		BB 1046 / N 146 LC	9763.09	10855	21 May 2018

Discrepancy

AD 2010-26-03

Airworthiness Item

☒ Yes ☐ No

Authorization to Work

Entered By

Janie van den Berg

Recommended Repair Procedure

Parts Req'd

☐ Yes ☒ No

Resolution

Corrective Action

AD 2010-26-03 is not applicable Due to Aircraft Serial Number.

Work accomplished in reference to:

AD 2010-26-03

Technician Sign & Date	Inspector Sign & Date	2nd Inspection Required?	2nd Inspector Sign & Date
J. van den Berg 24 March 2021 AP/426 7000	G. Le Goff AP 4153200 24 March 2021	☐ Yes ☒ No	N/A.

All installed parts must have proper documentation. Enter parts information on reverse.

SARS-1003 (04/25/2016)

Parts Required

Item		Item		Item		Item	
PN Off:		PN Off:		PN Off:		PN Off:	
PN On:		PN On:		PN On:		PN On:	
SN Off:		SN Off:		SN Off:		SN Off:	
SN On:		SN On:		SN On:		SN On:	
Quantity:		Quantity:		Quantity:		Quantity:	

Item		Item		Item		Item	
PN Off:		PN Off:		PN Off:		PN Off:	
PN On:		PN On:		PN On:		PN On:	
SN Off:		SN Off:		SN Off:		SN Off:	
SN On:		SN On:		SN On:		SN On:	
Quantity:		Quantity:		Quantity:		Quantity:	

Item		Item		Item		Item	
PN Off:		PN Off:		PN Off:		PN Off:	
PN On:		PN On:		PN On:		PN On:	
SN Off:		SN Off:		SN Off:		SN Off:	
SN On:		SN On:		SN On:		SN On:	
Quantity:		Quantity:		Quantity:		Quantity:	

Maintenance Discrepancy Form

Work Order No.:	Item No.	Acft Serial No. & Registration	AFTT	AFTC	Date Opened
SKY 0006		BB 1046 / N 146 LC	9763.9	10855	21 May 2018

Discrepancy

AD 2007-12-06

Airworthiness Item

☒ Yes ☐ No

Authorization to Work

—

Entered By

Janie van der Berg

Recommended Repair Procedure

Parts Req'd

☐ Yes ☒ No

Resolution

Corrective Action

AD 2007-12-06 IS NOT APPLICABLE DUE TO AIRCRAFT S/N.

Work accomplished in reference to:

AD 2007-12-06

Technician Sign & Date	Inspector Sign & Date	2nd Inspection Required?	2nd Inspector Sign & Date
D. van der Berg 24 MARCH 2021 A&P 4267000	A+P 4153200. G. LeGoff 24 MARCH 2021	☐ Yes ☒ No	N/A.

All installed parts must have proper documentation. Enter parts information on reverse.

Parts Required

Item		Item		Item		Item	
PN Off:		PN Off:		PN Off:		PN Off:	
PN On:		PN On:		PN On:		PN On:	
SN Off:		SN Off:		SN Off:		SN Off:	
SN On:		SN On:		SN On:		SN On:	
Quantity:		Quantity:		Quantity:		Quantity:	

Item		Item		Item		Item	
PN Off:		PN Off:		PN Off:		PN Off:	
PN On:		PN On:		PN On:		PN On:	
SN Off:		SN Off:		SN Off:		SN Off:	
SN On:		SN On:		SN On:		SN On:	
Quantity:		Quantity:		Quantity:		Quantity:	

Item		Item		Item		Item	
PN Off:		PN Off:		PN Off:		PN Off:	
PN On:		PN On:		PN On:		PN On:	
SN Off:		SN Off:		SN Off:		SN Off:	
SN On:		SN On:		SN On:		SN On:	
Quantity:		Quantity:		Quantity:		Quantity:	

Maintenance Discrepancy Form

Work Order No.:	Item No.	Acft Serial No. & Registration	AFTT	AFTC	Date Opened
SKY 0006		BB1046 / N146LC	9763.9	10855	21 MAY 2018

Discrepancy

AD 98-25-02
SKYWATCH SKY 497 Top Mounted Antenna.

Airworthiness Item: ☒ Yes ☐ No

Authorization to Work: —

Entered By: Danie van der Berg

Recommended Repair Procedure:

Parts Req'd: ☐ Yes ☒ No

Resolution

Corrective Action

AD 98-25-02 IS NOT APPLICABLE DUE TO EQUIPMENT NOT INSTALLED INTO AIRCRAFT.

Work accomplished in reference to:

AD 98-25-02

Technician Sign & Date	Inspector Sign & Date	2nd Inspection Required?	2nd Inspector Sign & Date
23 MARCH 2021 D. van der Berg A&P 4267000	A+P 1153200. G. LeGoff 23 MARCH 2021	☐ Yes ☒ No	N/A.

All installed parts must have proper documentation. Enter parts information on reverse.

Parts Required

Item		Item		Item		Item	
PN Off:		PN Off:		PN Off:		PN Off:	
PN On:		PN On:		PN On:		PN On:	
SN Off:		SN Off:		SN Off:		SN Off:	
SN On:		SN On:		SN On:		SN On:	
Quantity:		Quantity:		Quantity:		Quantity:	

Item		Item		Item		Item	
PN Off:		PN Off:		PN Off:		PN Off:	
PN On:		PN On:		PN On:		PN On:	
SN Off:		SN Off:		SN Off:		SN Off:	
SN On:		SN On:		SN On:		SN On:	
Quantity:		Quantity:		Quantity:		Quantity:	

Item		Item		Item		Item	
PN Off:		PN Off:		PN Off:		PN Off:	
PN On:		PN On:		PN On:		PN On:	
SN Off:		SN Off:		SN Off:		SN Off:	
SN On:		SN On:		SN On:		SN On:	
Quantity:		Quantity:		Quantity:		Quantity:	

Maintenance Discrepancy Form

Work Order No.:	Item No.	Acft Serial No. & Registration	AFTT	AFTC	Date Opened
SKY 0006		BB1046 / N146LC	9763.9	10855	Danie van den Berg

Discrepancy

AD 98-21-35

Airworthiness Item

☒ Yes ☐ No

Authorization to Work

/

Entered By

Danie van den Berg

Recommended Repair Procedure

Parts Req'd

☐ Yes ☒ No

Resolution

Corrective Action

AD 98-21-35 is not Applicable Due to Aircraft Serial Number

Work accomplished in reference to:

AD 98-21-35

Technician Sign & Date	Inspector Sign & Date	2nd Inspection Required?	2nd Inspector Sign & Date
D. van den Berg 26 March 2021 A&P 6267000	A+P 4153200 G. Le Grice 24 MARCH 2021	☐ Yes ☒ No	N/A

All installed parts must have proper documentation. Enter parts information on reverse.

SARS-1003 (04/25/2016)

Parts Required

Item		Item		Item		Item	
PN Off:		PN Off:		PN Off:		PN Off:	
PN On:		PN On:		PN On:		PN On:	
SN Off:		SN Off:		SN Off:		SN Off:	
SN On:		SN On:		SN On:		SN On:	
Quantity:		Quantity:		Quantity:		Quantity:	

Item		Item		Item		Item	
PN Off:		PN Off:		PN Off:		PN Off:	
PN On:		PN On:		PN On:		PN On:	
SN Off:		SN Off:		SN Off:		SN Off:	
SN On:		SN On:		SN On:		SN On:	
Quantity:		Quantity:		Quantity:		Quantity:	

Item		Item		Item		Item	
PN Off:		PN Off:		PN Off:		PN Off:	
PN On:		PN On:		PN On:		PN On:	
SN Off:		SN Off:		SN Off:		SN Off:	
SN On:		SN On:		SN On:		SN On:	
Quantity:		Quantity:		Quantity:		Quantity:	

Maintenance Discrepancy Form

Work Order No.:	Item No.	Acft Serial No. & Registration	AFTT	AFTC	Date Opened
Sky 0006		BB1046 / N 146LC	9763.9	10855	21 May 2018

Discrepancy

AD 2005-01-04 to be Complied with.

Airworthiness Item: ☒ Yes ☐ No

Authorization to Work: —

Entered By: Janie van den Berg

Recommended Repair Procedure

Parts Req'd: ☐ Yes ☒ No

Resolution

Corrective Action

AD 2005-01-04 Not Applicable Due to Affected Fuel Hoses not Fitted.

Work accomplished in reference to:

AD 2005-01-04

Technician Sign & Date	Inspector Sign & Date	2nd Inspection Required?	2nd Inspector Sign & Date
D. van den Berg 24 March 2021 A&P 1267000	G. Le Croff A+P4153200 24 MARCH 2021	☐ Yes ☒ No	N/A.

All installed parts must have proper documentation. Enter parts information on reverse.

Parts Required

Item		Item		Item		Item	
PN Off:		PN Off:		PN Off:		PN Off:	
PN On:		PN On:		PN On:		PN On:	
SN Off:		SN Off:		SN Off:		SN Off:	
SN On:		SN On:		SN On:		SN On:	
Quantity:		Quantity:		Quantity:		Quantity:	

Item		Item		Item		Item	
PN Off:		PN Off:		PN Off:		PN Off:	
PN On:		PN On:		PN On:		PN On:	
SN Off:		SN Off:		SN Off:		SN Off:	
SN On:		SN On:		SN On:		SN On:	
Quantity:		Quantity:		Quantity:		Quantity:	

Item		Item		Item		Item	
PN Off:		PN Off:		PN Off:		PN Off:	
PN On:		PN On:		PN On:		PN On:	
SN Off:		SN Off:		SN Off:		SN Off:	
SN On:		SN On:		SN On:		SN On:	
Quantity:		Quantity:		Quantity:		Quantity:	

Maintenance Discrepancy Form

Work Order No.:	Item No.	Acft Serial No. & Registration	AFTT	AFTC	Date Opened
Sky 0006		BB 1046 / N146LC	9763.9	10855	21 May 2018

Discrepancy

AD 2004-23-02 to be Carried Out.

Airworthiness Item

☒ Yes ☐ No

Authorization to Work

Entered By

Janie van der Berg

Recommended Repair Procedure

Parts Req'd

☐ Yes ☒ No

Resolution

Corrective Action

AD 2004-23-02. Inspection Confirms that Previously Complied with

Work accomplished in reference to:

AD 2004-23-02

Technician Sign & Date	Inspector Sign & Date	2nd Inspection Required?	2nd Inspector Sign & Date
D. van der Berg 24 March 2021 ATP 4126700	G.L. Coff ATP 4153200 24 MARCH 2021	☐ Yes ☒ No	N/A.

All installed parts must have proper documentation. Enter parts information on reverse.

SARS-1003 (04/25/2016)

Parts Required

Item		Item		Item		Item	
PN Off:		PN Off:		PN Off:		PN Off:	
PN On:		PN On:		PN On:		PN On:	
SN Off:		SN Off:		SN Off:		SN Off:	
SN On:		SN On:		SN On:		SN On:	
Quantity:		Quantity:		Quantity:		Quantity:	

Item		Item		Item		Item	
PN Off:		PN Off:		PN Off:		PN Off:	
PN On:		PN On:		PN On:		PN On:	
SN Off:		SN Off:		SN Off:		SN Off:	
SN On:		SN On:		SN On:		SN On:	
Quantity:		Quantity:		Quantity:		Quantity:	

Item		Item		Item		Item	
PN Off:		PN Off:		PN Off:		PN Off:	
PN On:		PN On:		PN On:		PN On:	
SN Off:		SN Off:		SN Off:		SN Off:	
SN On:		SN On:		SN On:		SN On:	
Quantity:		Quantity:		Quantity:		Quantity:	

Maintenance Discrepancy Form

Work Order No.:	Item No.	Acft Serial No. & Registration	AFTT	AFTC	Date Opened
SKY 0006		BB 1046 / N146LC	9763.9	10855	21 May 2018

Discrepancy

AD 2005-01-19

Garmin Mode "S" Transponder.

Airworthiness Item: ☒ Yes ☐ No

Authorization to Work: —

Entered By: Danie van der Berg

Recommended Repair Procedure

Parts Req'd: ☐ Yes ☒ No

Resolution

Corrective Action

AD 2005-01-19. Not Applicable. Parts Number not Installed onto Aircraft.

Work accomplished in reference to:

AD 2005-01-19

Technician Sign & Date	Inspector Sign & Date	2nd Inspection Required?	2nd Inspector Sign & Date
J. van der Berg 24 March 2021 A&P 4267000	G. Le Goff A+P4153200 24 MARCH 2021	☐ Yes ☒ No	N/A

All installed parts must have proper documentation. Enter parts information on reverse.

SARS-1003 (04/25/2016)

Parts Required

Item		Item		Item		Item	
PN Off:		PN Off:		PN Off:		PN Off:	
PN On:		PN On:		PN On:		PN On:	
SN Off:		SN Off:		SN Off:		SN Off:	
SN On:		SN On:		SN On:		SN On:	
Quantity:		Quantity:		Quantity:		Quantity:	

Item		Item		Item		Item	
PN Off:		PN On:		PN On:		PN On:	
PN On:		SN Off:		SN Off:		SN Off:	
SN Off:		SN On:		SN On:		SN On:	
SN On:		Quantity:		Quantity:		Quantity:	
Quantity:							

Item		Item		Item		Item	
PN Off:		PN Off:		PN Off:		PN Off:	
PN On:		PN On:		PN On:		PN On:	
SN Off:		SN Off:		SN Off:		SN On:	
SN On:		SN On:		SN On:		Quantity:	
Quantity:		Quantity:		Quantity:			

Maintenance Discrepancy Form

Work Order No.:	Item No.	Acft Serial No. & Registration	AFTT	AFTC	Date Opened
SKY 0006		BB 1046 / N146LC	9763-9	10855	21 May 2018

Discrepancy

AD 2004-17-02.
Pedestal Cross Shaft Mounting Hardware.

Airworthiness Item: ☒ Yes ☐ No

Authorization to Work: —

Entered By: Danie van der Berg

Recommended Repair Procedure: Inspection

Parts Req'd: ☐ Yes ☒ No

Resolution

Corrective Action

AD 2004-17-02 Inspected Pedestal Cross Shaft Hardware and Found AD Previously Complied with.

Work accomplished in reference to:

AD 2004-17-02

Technician Sign & Date	Inspector Sign & Date	2nd Inspection Required?	2nd Inspector Sign & Date
D. van der Berg 24 March 2021 A&P 4267000	G. Le Goff 24 March 2021 A+P 4153200	☐ Yes ☒ No	N/A.

All installed parts must have proper documentation. Enter parts information on reverse.

Parts Required

Item		Item		Item		Item	
PN Off:		PN Off:		PN Off:		PN Off:	
PN On:		PN On:		PN On:		PN On:	
SN Off:		SN Off:		SN Off:		SN Off:	
SN On:		SN On:		SN On:		SN On:	
Quantity:		Quantity:		Quantity:		Quantity:	

Item		Item		Item		Item	
PN Off:		PN Off:		PN Off:		PN Off:	
PN On:		PN On:		PN On:		PN On:	
SN Off:		SN Off:		SN Off:		SN Off:	
SN On:		SN On:		SN On:		SN On:	
Quantity:		Quantity:		Quantity:		Quantity:	

Item		Item		Item		Item	
PN Off:		PN Off:		PN Off:		PN Off:	
PN On:		PN On:		PN On:		PN On:	
SN Off:		SN Off:		SN Off:		SN Off:	
SN On:		SN On:		SN On:		SN On:	
Quantity:		Quantity:		Quantity:		Quantity:	

Maintenance Discrepancy Form

Work Order No.:	Item No.	Acft Serial No. & Registration	AFTT	AFTC	Date Opened
Sky 0006		3B 1046 / N 146 LC	9763.09	10855	21 May 2018

Discrepancy

AD 92-06-11

Airworthiness Item

☒ Yes ☐ No

Authorization to Work

—

Entered By

Danie van den Berg

Recommended Repair Procedure

Parts Req'd

☐ Yes ☒ No

Resolution

Corrective Action

AD 92-06-11 NOT Applicable Due to Serial Number and Parts Installed.

Work accomplished in reference to:

AD 92-06-11

Technician Sign & Date	Inspector Sign & Date	2nd Inspection Required?	2nd Inspector Sign & Date
D. van den Berg 23 March 2021 AMP 426 7000	G. Le Goff A+P 615 3200 23 MARCH 2021	☐ Yes ☒ No	N/A.

All installed parts must have proper documentation. Enter parts information on reverse.

SARS-1003 (04/25/2016)

Parts Required

Item		Item		Item		Item	
PN Off:		PN Off:		PN Off:		PN Off:	
PN On:		PN On:		PN On:		PN On:	
SN Off:		SN Off:		SN Off:		SN Off:	
SN On:		SN On:		SN On:		SN On:	
Quantity:		Quantity:		Quantity:		Quantity:	

Item		Item		Item		Item	
PN Off:		PN Off:		PN Off:		PN Off:	
PN On:		PN On:		PN On:		PN On:	
SN Off:		SN Off:		SN Off:		SN Off:	
SN On:		SN On:		SN On:		SN On:	
Quantity:		Quantity:		Quantity:		Quantity:	

Item		Item		Item		Item	
PN Off:		PN Off:		PN Off:		PN Off:	
PN On:		PN On:		PN On:		PN On:	
SN Off:		SN Off:		SN Off:		SN Off:	
SN On:		SN On:		SN On:		SN On:	
Quantity:		Quantity:		Quantity:		Quantity:	

Maintenance Discrepancy Form

Work Order No.:	Item No.	Acft Serial No. & Registration	AFTT	AFTC	Date Opened
Sky 0006		BB 1046 / N146 LC	9763.09	10855	21 May

Discrepancy

AD 91-12-11 To Be Carried Out

Airworthiness Item

☒ Yes ☐ No

Authorization to Work

✓

Entered By

Danie van den Berg

Recommended Repair Procedure

Parts Req'd

☐ Yes ☒ No

Resolution

Corrective Action

AD 91-12-11 Complied with.

Visual Inspection of Cockpit Side Windows Revealed that the Stretch Acrylic Windows are fitted. NO FURTHER ACTION Required.

Work accomplished in reference to:

AD 91-12-11

Technician Sign & Date	Inspector Sign & Date	2nd Inspection Required?	2nd Inspector Sign & Date
23 March 2021 D. van den Berg A&I 626 7000	A+P 4153200. G. LE GOFF 23 MARCH 2021	☐ Yes ☒ No	N/A.

All installed parts must have proper documentation. Enter parts information on reverse.

SARS-1003 (04/25/2016)

Parts Required

Item		Item		Item		Item	
PN Off:		PN Off:		PN Off:		PN Off:	
PN On:		PN On:		PN On:		PN On:	
SN Off:		SN Off:		SN Off:		SN Off:	
SN On:		SN On:		SN On:		SN On:	
Quantity:		Quantity:		Quantity:		Quantity:	

Item		Item		Item		Item	
PN Off:		PN Off:		PN Off:		PN Off:	
PN On:		PN On:		PN On:		PN On:	
SN Off:		SN Off:		SN Off:		SN Off:	
SN On:		SN On:		SN On:		SN On:	
Quantity:		Quantity:		Quantity:		Quantity:	

Item		Item		Item		Item	
PN Off:		PN Off:		PN Off:		PN Off:	
PN On:		PN On:		PN On:		PN On:	
SN Off:		SN Off:		SN Off:		SN Off:	
SN On:		SN On:		SN On:		SN On:	
Quantity:		Quantity:		Quantity:		Quantity:	

Maintenance Discrepancy Form

Work Order No.:	Item No.	Acft Serial No. & Registration	AFTT	AFTC	Date Opened
Sky 0006		BB1046 / N146LC	9763.09	10855	21 May 2018

Discrepancy

AD 91-12-10

Airworthiness Item

☒ Yes ☐ No

Authorization to Work

—

Entered By

Danie van den Berg

Recommended Repair Procedure

Parts Req'd

☐ Yes ☒ No

Resolution

Corrective Action

AD 91-12-10 IS NOT APPLICABLE TO AIRCRAFT DUE TO SERIAL NUMBER

Work accomplished in reference to:

AD 91-12-10

Technician Sign & Date	Inspector Sign & Date	2nd Inspection Required?	2nd Inspector Sign & Date
D. van den Berg 23 March 2021 A&P 4267000	G. Le Goff A+P4153200. 23 MARCH 2021	☐ Yes ☒ No	N/A.

All installed parts must have proper documentation. Enter parts information on reverse.

SARS-1003 (04/25/2016)

Parts Required

Item		Item		Item		Item	
PN Off:		PN Off:		PN Off:		PN Off:	
PN On:		PN On:		PN On:		PN On:	
SN Off:		SN Off:		SN Off:		SN Off:	
SN On:		SN On:		SN On:		SN On:	
Quantity:		Quantity:		Quantity:		Quantity:	

Item		Item		Item		Item	
PN Off:		PN Off:		PN Off:		PN Off:	
PN On:		PN On:		PN On:		PN On:	
SN Off:		SN Off:		SN Off:		SN Off:	
SN On:		SN On:		SN On:		SN On:	
Quantity:		Quantity:		Quantity:		Quantity:	

Item		Item		Item		Item	
PN Off:		PN Off:		PN Off:		PN Off:	
PN On:		PN On:		PN On:		PN On:	
SN Off:		SN Off:		SN Off:		SN Off:	
SN On:		SN On:		SN On:		SN On:	
Quantity:		Quantity:		Quantity:		Quantity:	

Maintenance Discrepancy Form

Work Order No.:	Item No.	Acft Serial No. & Registration	AFTT	AFTC	Date Opened
Sky 0006		BB 1046 / N146LC	9763.09	10855	21 May 2018

Discrepancy

AD 90-08-17 To Be Carried Out.

Airworthiness Item

☒ Yes ☐ No

Authorization to Work

—

Entered By

Janie van van Berg

Recommended Repair Procedure

Inspection.

Parts Req'd

☐ Yes ☒ No

Resolution

Corrective Action

AD 90-08-17 Complied with.

Visual Inspection Revealed that Moisture Drains Are clean and Free of Debris and of Correct Size.

Work accomplished in reference to:

AD 90-08-17 & SB 2312.

Technician Sign & Date	Inspector Sign & Date	2nd Inspection Required?	2nd Inspector Sign & Date
J. van van Berg 23 March 2021 A&P 4267000	A+P4153200. G. Le Geoff 23 MARCH 2021	☐ Yes ☒ No	N/A.

All installed parts must have proper documentation. Enter parts information on reverse.

SARS-1003 (04/25/2016)

Parts Required

Item		Item		Item		Item	
PN Off:		PN Off:		PN Off:		PN Off:	
PN On:		PN On:		PN On:		PN On:	
SN Off:		SN Off:		SN Off:		SN Off:	
SN On:		SN On:		SN On:		SN On:	
Quantity:		Quantity:		Quantity:		Quantity:	

Item		Item		Item		Item	
PN Off:		PN Off:		PN Off:		PN Off:	
PN On:		PN On:		PN On:		PN On:	
SN Off:		SN Off:		SN Off:		SN Off:	
SN On:		SN On:		SN On:		SN On:	
Quantity:		Quantity:		Quantity:		Quantity:	

Item		Item		Item		Item	
PN Off:		PN Off:		PN Off:		PN Off:	
PN On:		PN On:		PN On:		PN On:	
SN Off:		SN Off:		SN Off:		SN Off:	
SN On:		SN On:		SN On:		SN On:	
Quantity:		Quantity:		Quantity:		Quantity:	

Maintenance Discrepancy Form

Work Order No.:	Item No.	Acft Serial No. & Registration	AFTT	AFTC	Date Opened
Sky 0006		BB 1046 / N146LC	9763.09	10855	21 May 2018

Discrepancy

AD 89-19-04 R1 TO Be Carried Out

Airworthiness Item: ☒ Yes ☐ No

Authorization to Work: ✓

Entered By: Danie van den Berg

Recommended Repair Procedure

Parts Req'd: ☐ Yes ☒ No

Resolution

Corrective Action

AD 89-19-04 R1 Complied WITH
Inspected Top Skin of Fuel Bay Panels WITH
Coin TAP Method. No Debanding Noticed at this time.

Work accomplished in reference to:

AD 89-19-04 R1

Technician Sign & Date	Inspector Sign & Date	2nd Inspection Required?	2nd Inspector Sign & Date
D. van den Berg 23 March 2021 A+P1426 7000	A+P4153200. Gile Goff 23 MARCH 2021	☐ Yes ☒ No	N/A

All installed parts must have proper documentation. Enter parts information on reverse.

SARS-1003 (04/25/2016)

Parts Required

Item		Item		Item		Item	
PN Off:		PN Off:		PN Off:		PN Off:	
PN On:		PN On:		PN On:		PN On:	
SN Off:		SN Off:		SN Off:		SN Off:	
SN On:		SN On:		SN On:		SN On:	
Quantity:		Quantity:		Quantity:		Quantity:	

Item		Item		Item		Item	
PN Off:		PN Off:		PN Off:		PN Off:	
PN On:		PN On:		PN On:		PN On:	
SN Off:		SN Off:		SN Off:		SN Off:	
SN On:		SN On:		SN On:		SN On:	
Quantity:		Quantity:		Quantity:		Quantity:	

Item		Item		Item		Item	
PN Off:		PN Off:		PN Off:		PN Off:	
PN On:		PN On:		PN On:		PN On:	
SN Off:		SN Off:		SN Off:		SN Off:	
SN On:		SN On:		SN On:		SN On:	
Quantity:		Quantity:		Quantity:		Quantity:	

Maintenance Discrepancy Form

Work Order No.:	Item No.	Acft Serial No. & Registration	AFTT	AFTC	Date Opened
Sky 0006		BB 1046 / N146 LC	9763.09	10855	21 May 2018

Discrepancy

AD 87-04-24 To be Complied with.

Airworthiness Item

☒ Yes ☐ No

Authorization to Work

—

Entered By

Danie van den Berg

Recommended Repair Procedure

Parts Req'd

☐ Yes ☒ No

Resolution

Corrective Action

AD 87-04-24 Complied with. Elevator Trim System Inspected Tested and Found Serviceable.

Work accomplished in reference to:

AD 87-04-24

Technician Sign & Date	Inspector Sign & Date	2nd Inspection Required?	2nd Inspector Sign & Date
D van den Berg 23 March 2021 A&P 4267000	A+P 4153200 G. LeGoff 23 March 2021	☐ Yes ☒ No	N/A.

All installed parts must have proper documentation. Enter parts information on reverse.

SARS-1003 (04/25/2016)

Parts Required

Item		Item		Item		Item	
PN Off:		PN Off:		PN Off:		PN Off:	
PN On:		PN On:		PN On:		PN On:	
SN Off:		SN Off:		SN Off:		SN Off:	
SN On:		SN On:		SN On:		SN On:	
Quantity:		Quantity:		Quantity:		Quantity:	

Item		Item		Item		Item	
PN Off:		PN Off:		PN Off:		PN Off:	
PN On:		PN On:		PN On:		PN On:	
SN Off:		SN Off:		SN Off:		SN Off:	
SN On:		SN On:		SN On:		SN On:	
Quantity:		Quantity:		Quantity:		Quantity:	

Item		Item		Item		Item	
PN Off:		PN Off:		PN Off:		PN Off:	
PN On:		PN On:		PN On:		PN On:	
SN Off:		SN Off:		SN Off:		SN Off:	
SN On:		SN On:		SN On:		SN On:	
Quantity:		Quantity:		Quantity:		Quantity:	

Maintenance Discrepancy Form

Work Order No.:	Item No.	Acft Serial No. & Registration	AFTT	AFTC	Date Opened
Sky 0006		BB 1046 / N146 LC	9763.9	10855	21 May 2015

Discrepancy

AD 97-25-03

AFM Amendment.

Airworthiness Item

☒ Yes ☐ No

Authorization to Work

✓

Entered By

Janie van den Berg

Recommended Repair Procedure

Inspection

Parts Req'd

☐ Yes ☒ No

Resolution

Corrective Action

AD 97-25-03 Found to Be Previously Complied With.

Work accomplished in reference to:

AD 97-25-03

Technician Sign & Date	Inspector Sign & Date	2nd Inspection Required?	2nd Inspector Sign & Date
J. van den Berg 24 March 2021 A&P 4267000	G. McGeoff 24 March 2021 A&P 4153200.	☐ Yes ☒ No	N/A.

All installed parts must have proper documentation. Enter parts information on reverse.

Parts Required

Item		Item		Item		Item	
PN Off:		PN Off:		PN Off:		PN Off:	
PN On:		PN On:		PN On:		PN On:	
SN Off:		SN Off:		SN Off:		SN Off:	
SN On:		SN On:		SN On:		SN On:	
Quantity:		Quantity:		Quantity:		Quantity:	

Item		Item		Item		Item	
PN Off:		PN Off:		PN Off:		PN Off:	
PN On:		PN On:		PN On:		PN On:	
SN Off:		SN Off:		SN Off:		SN Off:	
SN On:		SN On:		SN On:		SN On:	
Quantity:		Quantity:		Quantity:		Quantity:	

Item		Item		Item		Item	
PN Off:		PN Off:		PN Off:		PN Off:	
PN On:		PN On:		PN On:		PN On:	
SN Off:		SN Off:		SN Off:		SN Off:	
SN On:		SN On:		SN On:		SN On:	
Quantity:		Quantity:		Quantity:		Quantity:	

Maintenance Discrepancy Form

Work Order No.:	Item No.	Acft Serial No. & Registration	AFTT	AFTC	Date Opened
Sky 0006		BB1046 / N146LC	9763.09	10855	21 May 2008

Discrepancy

AD 85-22-05 To Be Complied With

Airworthiness Item: ☒ Yes ☐ No

Authorization to Work: /

Entered By: Janie van den Berg

Recommended Repair Procedure

Parts Req'd: ☒ Yes ☒ No

Resolution

Corrective Action

AD 85-22-05 is Not Aplicable to the Serial Number of the Aircraft. and Inconel Bolts Installed.

Work accomplished in reference to:

AD 85-22-05

Technician Sign & Date	Inspector Sign & Date	2nd Inspection Required?	2nd Inspector Sign & Date
D. van den Berg 23 March 2021 A&P 4267000	G. LeGoff A+P 4153200. 23 MARCH 2021	☐ Yes ☒ No	N/A

All installed parts must have proper documentation. Enter parts information on reverse.

Parts Required

Item		Item		Item		Item	
PN Off:		PN Off:		PN Off:		PN Off:	
PN On:		PN On:		PN On:		PN On:	
SN Off:		SN Off:		SN Off:		SN Off:	
SN On:		SN On:		SN On:		SN On:	
Quantity:		Quantity:		Quantity:		Quantity:	

Item		Item		Item		Item	
PN Off:		PN Off:		PN Off:		PN Off:	
PN On:		PN On:		PN On:		PN On:	
SN Off:		SN Off:		SN Off:		SN Off:	
SN On:		SN On:		SN On:		SN On:	
Quantity:		Quantity:		Quantity:		Quantity:	

Item		Item		Item		Item	
PN Off:		PN Off:		PN Off:		PN Off:	
PN On:		PN On:		PN On:		PN On:	
SN Off:		SN Off:		SN Off:		SN Off:	
SN On:		SN On:		SN On:		SN On:	
Quantity:		Quantity:		Quantity:		Quantity:	

Maintenance Discrepancy Form

Work Order No.:	Item No.	Acft Serial No. & Registration	AFTT	AFTC	Date Opened
Sky 0006.		BB1046 / N146LC	9763.09	10555	21 May 2018

Discrepancy

AD 83-07-14

Airworthiness Item: ☒ Yes ☐ No

Authorization to Work: /

Entered By: Danie van den Berg

Recommended Repair Procedure

Parts Req'd: ☐ Yes ☒ No

Resolution

Corrective Action

AD 83-07-14 Not Applicable Due to Aircraft Serial Number

Work accomplished in reference to:

AD 83-07-16

Technician Sign & Date	Inspector Sign & Date	2nd Inspection Required?	2nd Inspector Sign & Date
D. van den Berg 23 March 2021 A&P 1426700	G. LeGoff A&P 4153200 23 March 2021	☐ Yes ☒ No	N/A.

All installed parts must have proper documentation. Enter parts information on reverse.

SARS-1003 (04/25/2016)

Parts Required

Item		Item		Item		Item	
PN Off:		PN Off:		PN Off:		PN Off:	
PN On:		PN On:		PN On:		PN On:	
SN Off:		SN Off:		SN Off:		SN Off:	
SN On:		SN On:		SN On:		SN On:	
Quantity:		Quantity:		Quantity:		Quantity:	

Item		Item		Item		Item	
PN Off:		PN Off:		PN Off:		PN Off:	
PN On:		PN On:		PN On:		PN On:	
SN Off:		SN Off:		SN Off:		SN Off:	
SN On:		SN On:		SN On:		SN On:	
Quantity:		Quantity:		Quantity:		Quantity:	

Item		Item		Item		Item	
PN Off:		PN Off:		PN Off:		PN Off:	
PN On:		PN On:		PN On:		PN On:	
SN Off:		SN Off:		SN Off:		SN Off:	
SN On:		SN On:		SN On:		SN On:	
Quantity:		Quantity:		Quantity:		Quantity:	

Maintenance Discrepancy Form

Work Order No.:	Item No.	Acft Serial No. & Registration	AFTT	AFTC	Date Opened
Sky 0006		BB 1046 / N146LC	9763-9	10855	21 May 2018

Discrepancy

AD 97-25-01
Outflow and Safety Values Replacement.

Airworthiness Item
☒ Yes ☐ No

Authorization to Work
✓

Entered By
Janie van den Berg

Recommended Repair Procedure
Inspect and Replace

Parts Req'd
☐ Yes ☒ No

Resolution

Corrective Action

AD 97-25-01 Not Applicable Due to Different Manufacturer.

Work accomplished in reference to:
AD 97-25-01

Technician Sign & Date	Inspector Sign & Date	2nd Inspection Required?	2nd Inspector Sign & Date
D van den Berg 24 March 2021 A&P 4267000	G. Le Groff A+P 4153200 24 March 2021	☐ Yes ☒ No	N/A.

All installed parts must have proper documentation. Enter parts information on reverse.

Parts Required

Item		Item		Item		Item	
PN Off:		PN Off:		PN Off:		PN Off:	
PN On:		PN On:		PN On:		PN On:	
SN Off:		SN Off:		SN Off:		SN Off:	
SN On:		SN On:		SN On:		SN On:	
Quantity:		Quantity:		Quantity:		Quantity:	

Item		Item		Item		Item	
PN Off:		PN Off:		PN Off:		PN Off:	
PN On:		PN On:		PN On:		PN On:	
SN Off:		SN Off:		SN Off:		SN Off:	
SN On:		SN On:		SN On:		SN On:	
Quantity:		Quantity:		Quantity:		Quantity:	

Item		Item		Item		Item	
PN Off:		PN Off:		PN Off:		PN Off:	
PN On:		PN On:		PN On:		PN On:	
SN Off:		SN Off:		SN Off:		SN Off:	
SN On:		SN On:		SN On:		SN On:	
Quantity:		Quantity:		Quantity:		Quantity:	

Maintenance Discrepancy Form

Work Order No.:	Item No.	Acft Serial No. & Registration	AFTT	AFTC	Date Opened
SKY 0006		BB1046 / N146LC	9763.9	10855	21 MAY 2018

Discrepancy

AD 97-23-17 To Be Carried Out.

Inspect EVA Tubing Near Co-Pilots Foot Warmers.

Airworthiness Item

☒ Yes ☐ No

Authorization to Work

✓

Entered By

Danie van den Berg

Recommended Repair Procedure

Inspection.

Parts Req'd

☐ Yes ☒ No

Resolution

Corrective Action

AD 97-23-17 Carried Out. Inspected EVA Tubing and No Defects Noted at this time.

Work accomplished in reference to:

AD 97-23-17

Technician Sign & Date	Inspector Sign & Date	2nd Inspection Required?	2nd Inspector Sign & Date
D. van den Berg 24 MARCH 2021 A&P 4267000	G. Le Geoff A+P LIS3200 24 MARCH 2021	☐ Yes ☒ No	N/A.

All installed parts must have proper documentation. Enter parts information on reverse.

Parts Required

Item		Item		Item		Item	
PN Off:		PN Off:		PN Off:		PN Off:	
PN On:		PN On:		PN On:		PN On:	
SN Off:		SN Off:		SN Off:		SN Off:	
SN On:		SN On:		SN On:		SN On:	
Quantity:		Quantity:		Quantity:		Quantity:	

Item		Item		Item		Item	
PN Off:		PN Off:		PN Off:		PN Off:	
PN On:		PN On:		PN On:		PN On:	
SN Off:		SN Off:		SN Off:		SN Off:	
SN On:		SN On:		SN On:		SN On:	
Quantity:		Quantity:		Quantity:		Quantity:	

Item		Item		Item		Item	
PN Off:		PN Off:		PN Off:		PN Off:	
PN On:		PN On:		PN On:		PN On:	
SN Off:		SN Off:		SN Off:		SN Off:	
SN On:		SN On:		SN On:		SN On:	
Quantity:		Quantity:		Quantity:		Quantity:	

Maintenance Discrepancy Form

Work Order No.:	Item No.	Acft Serial No. & Registration	AFTT	AFTC	Date Opened
SKY 0006		BB 1046 / N 146LC	9763.9	10855	21 MAY 2018

Discrepancy

AD 97-06-06 To Be Carried Out.
Pilot and Co Pilot Chair Lock Pins

Airworthiness Item
☒ Yes ☐ No

Authorization to Work
✓

Entered By
Janie van der Berg

Recommended Repair Procedure
Inspection

Parts Req'd
☐ Yes ☒ No

Resolution

Corrective Action

AD 97-06-06 Performed and no Defects Noted at this time.

Work accomplished in reference to:
AD 97-06-06

Technician Sign & Date	Inspector Sign & Date	2nd Inspection Required?	2nd Inspector Sign & Date
D. van der Berg 24 MARCH 2021 A&P 4267000	G. Le Goff ATP 4163200 24 MARCH 2021	☐ Yes ☒ No	N/A.

All installed parts must have proper documentation. Enter parts information on reverse.

Parts Required

Item		Item		Item		Item	
PN Off:		PN Off:		PN Off:		PN Off:	
PN On:		PN On:		PN On:		PN On:	
SN Off:		SN Off:		SN Off:		SN Off:	
SN On:		SN On:		SN On:		SN On:	
Quantity:		Quantity:		Quantity:		Quantity:	

Item		Item		Item		Item	
PN Off:		PN Off:		PN Off:		PN Off:	
PN On:		PN On:		PN On:		PN On:	
SN Off:		SN Off:		SN Off:		SN Off:	
SN On:		SN On:		SN On:		SN On:	
Quantity:		Quantity:		Quantity:		Quantity:	

Item		Item		Item		Item	
PN Off:		PN Off:		PN Off:		PN Off:	
PN On:		PN On:		PN On:		PN On:	
SN Off:		SN Off:		SN Off:		SN Off:	
SN On:		SN On:		SN On:		SN On:	
Quantity:		Quantity:		Quantity:		Quantity:	

Maintenance Discrepancy Form

Work Order No.:	Item No.	Acft Serial No. & Registration	AFTT	AFTC	Date Opened
SKY 0006		BB 1046 - / N 146 LC	9763.09	10855	21 May 2018

Discrepancy

AD 96-09-13 to be Carried Out.

Airworthiness Item

☒ Yes ☐ No

Authorization to Work

/

Entered By

Danie van der Berg

Recommended Repair Procedure

Parts Req'd

☐ Yes ☒ No

Resolution

Corrective Action

AD 96-09-13 Carried Out.

As per Aircraft POH Update was done After this AD was Released.

Work accomplished in reference to:

AD 96-09-13

Technician Sign & Date	Inspector Sign & Date	2nd Inspection Required?	2nd Inspector Sign & Date
D. van der Berg 23 March 2021 A&I 626 7000	G. le Croff 23 MARCH 2021 A+P 4153200	☐ Yes ☒ No	N/A

All installed parts must have proper documentation. Enter parts information on reverse.

SARS-1003 (04/25/2016)

Parts Required

Item		Item		Item		Item	
PN Off:		PN Off:		PN Off:		PN Off:	
PN On:		PN On:		PN On:		PN On:	
SN Off:		SN Off:		SN Off:		SN Off:	
SN On:		SN On:		SN On:		SN On:	
Quantity:		Quantity:		Quantity:		Quantity:	

Item		Item		Item		Item	
PN Off:		PN Off:		PN Off:		PN Off:	
PN On:		PN On:		PN On:		PN On:	
SN Off:		SN Off:		SN Off:		SN Off:	
SN On:		SN On:		SN On:		SN On:	
Quantity:		Quantity:		Quantity:		Quantity:	

Item		Item		Item		Item	
PN Off:		PN Off:		PN Off:		PN Off:	
PN On:		PN On:		PN On:		PN On:	
SN Off:		SN Off:		SN Off:		SN Off:	
SN On:		SN On:		SN On:		SN On:	
Quantity:		Quantity:		Quantity:		Quantity:	

Maintenance Discrepancy Form

Work Order No.:	Item No.	Acft Serial No. & Registration	AFTT	AFTC	Date Opened
SKY 0006		BB1046 / N146LC	9763.9	10855	21 May 2018

Discrepancy

AD 96-03-13 To Be Carried Out.

Airworthiness Item: ☒ Yes ☐ No

Authorization to Work: /

Entered By: Jamie van den Berg

Recommended Repair Procedure

INSPECTION

Parts Req'd: ☐ Yes ☒ No

Resolution

Corrective Action

AD 96-03-13 Carried Out. Inspected Main Landing Gear Drag Leg Lock Link. Holes drilled through Both walls

Work accomplished in reference to:

AD 96-03-13

Technician Sign & Date	Inspector Sign & Date	2nd Inspection Required?	2nd Inspector Sign & Date
24 MARCH 2021 D. van Den Berg A&I 4267000	ATP 4153200 Cole Groff 24 MARCH 2021	☐ Yes ☒ No	N/A.

All installed parts must have proper documentation. Enter parts information on reverse.

Parts Required

Item		Item		Item		Item	
PN Off:		PN Off:		PN Off:		PN Off:	
PN On:		PN On:		PN On:		PN On:	
SN Off:		SN Off:		SN Off:		SN Off:	
SN On:		SN On:		SN On:		SN On:	
Quantity:		Quantity:		Quantity:		Quantity:	

Item		Item		Item		Item	
PN Off:		PN Off:		PN Off:		PN Off:	
PN On:		PN On:		PN On:		PN On:	
SN Off:		SN Off:		SN Off:		SN Off:	
SN On:		SN On:		SN On:		SN On:	
Quantity:		Quantity:		Quantity:		Quantity:	

Item		Item		Item		Item	
PN Off:		PN Off:		PN Off:		PN Off:	
PN On:		PN On:		PN On:		PN On:	
SN Off:		SN Off:		SN Off:		SN Off:	
SN On:		SN On:		SN On:		SN On:	
Quantity:		Quantity:		Quantity:		Quantity:	

Maintenance Discrepancy Form

Work Order No.:	Item No.	Acft Serial No. & Registration	AFTT	AFTC	Date Opened
SKY 0006		BB 1046 / N 146 LC	9763.9	10855	21 May 2018

Discrepancy

AD 95-13-03 To Be Carried Out.
Landing Gear Motor Circuit Breaker.

Airworthiness Item: ☒ Yes ☐ No

Authorization to Work: ✓

Entered By: Danie van den Berg

Recommended Repair Procedure

Inspection

Parts Req'd: ☐ Yes ☒ No

Resolution

Corrective Action

AD 95-13-03. Inspection Revealed that this was Previously Complied with.

Work accomplished in reference to:

AD 95-13-03

Technician Sign & Date	Inspector Sign & Date	2nd Inspection Required?	2nd Inspector Sign & Date
D van den Berg 24 March 2021 ATP 4267000	Colin Goff ATP 4153266 24 MARCH 2021	☐ Yes ☒ No	N/A.

All installed parts must have proper documentation. Enter parts information on reverse.

Parts Required

Item		Item		Item		Item	
PN Off:		PN Off:		PN Off:		PN Off:	
PN On:		PN On:		PN On:		PN On:	
SN Off:		SN Off:		SN Off:		SN Off:	
SN On:		SN On:		SN On:		SN On:	
Quantity:		Quantity:		Quantity:		Quantity:	

Item		Item		Item		Item	
PN Off:		PN Off:		PN Off:		PN Off:	
PN On:		PN On:		PN On:		PN On:	
SN Off:		SN Off:		SN Off:		SN Off:	
SN On:		SN On:		SN On:		SN On:	
Quantity:		Quantity:		Quantity:		Quantity:	

Item		Item		Item		Item	
PN Off:		PN Off:		PN Off:		PN Off:	
PN On:		PN On:		PN On:		PN On:	
SN Off:		SN Off:		SN Off:		SN Off:	
SN On:		SN On:		SN On:		SN On:	
Quantity:		Quantity:		Quantity:		Quantity:	

Maintenance Discrepancy Form

Work Order No.:	Item No.	Acft Serial No. & Registration	AFTT	AFTC	Date Opened
Sky 0006		BB1046 / N146LC	9763.9	10855	21 May 2018

Discrepancy

AD 94-01-06

Rockwell Collins TCAS II processor.

Airworthiness Item: ☒ Yes ☐ No

Authorization to Work: —

Entered By: Danie van den Berg

Recommended Repair Procedure

Inspection

Parts Req'd: ☐ Yes ☒ No

Resolution

Corrective Action

AD 94-01-06 Not Applicable. Equipment not Installed on Aircraft

Work accomplished in reference to:

AD 94-01-06

Technician Sign & Date	Inspector Sign & Date	2nd Inspection Required?	2nd Inspector Sign & Date
D. van den Berg 24 March 2021 A&P 4267000	G.LE Goff 24 March 2021 A&P 4153200	☐ Yes ☒ No	N/A

All installed parts must have proper documentation. Enter parts information on reverse.

Parts Required

Item		Item		Item		Item	
PN Off:		PN Off:		PN Off:		PN Off:	
PN On:		PN On:		PN On:		PN On:	
SN Off:		SN Off:		SN Off:		SN Off:	
SN On:		SN On:		SN On:		SN On:	
Quantity:		Quantity:		Quantity:		Quantity:	

Item		Item		Item		Item	
PN Off:		PN Off:		PN Off:		PN Off:	
PN On:		PN On:		PN On:		PN On:	
SN Off:		SN Off:		SN Off:		SN Off:	
SN On:		SN On:		SN On:		SN On:	
Quantity:		Quantity:		Quantity:		Quantity:	

Item		Item		Item		Item	
PN Off:		PN Off:		PN Off:		PN Off:	
PN On:		PN On:		PN On:		PN On:	
SN Off:		SN Off:		SN Off:		SN Off:	
SN On:		SN On:		SN On:		SN On:	
Quantity:		Quantity:		Quantity:		Quantity:	

Maintenance Discrepancy Form

Work Order No.:	Item No.	Acft Serial No. & Registration	AFTT	AFTC	Date Opened
Sky 0006		BB1046 / N146 LC	9763.9	10855	21 May 2018

Discrepancy

AD 2003-13-16

Inspect Aft Pressure Bulkhead

Airworthiness Item

☒ Yes ☐ No

Authorization to Work

/

Entered By

Janie van der Berg

Recommended Repair Procedure

Inspection

Parts Req'd

☐ Yes ☒ No

Resolution

Corrective Action

AD 2003-13-16. Aft Pressure Bulkhead Inspected for Scoring and Manufacturing Defects.

No Defects Noted During This Inspection.

Work accomplished in reference to:

AD 2003-13-16

Technician Sign & Date	Inspector Sign & Date	2nd Inspection Required?	2nd Inspector Sign & Date
J. van der Berg 24 March 2021 A&P 4267000	G. McGoff A+P 4153200. 24 March 2021	☐ Yes ☒ No	N/A.

All installed parts must have proper documentation. Enter parts information on reverse.

Parts Required

Item		Item		Item		Item	
PN Off:		PN Off:		PN Off:		PN Off:	
PN On:		PN On:		PN On:		PN On:	
SN Off:		SN Off:		SN Off:		SN Off:	
SN On:		SN On:		SN On:		SN On:	
Quantity:		Quantity:		Quantity:		Quantity:	

Item		Item		Item		Item	
PN Off:		PN Off:		PN Off:		PN Off:	
PN On:		PN On:		PN On:		PN On:	
SN Off:		SN Off:		SN Off:		SN Off:	
SN On:		SN On:		SN On:		SN On:	
Quantity:		Quantity:		Quantity:		Quantity:	

Item		Item		Item		Item	
PN Off:		PN Off:		PN Off:		PN Off:	
PN On:		PN On:		PN On:		PN On:	
SN Off:		SN Off:		SN Off:		SN Off:	
SN On:		SN On:		SN On:		SN On:	
Quantity:		Quantity:		Quantity:		Quantity:	

Maintenance Discrepancy Form

Work Order No.:	Item No.	Acft Serial No. & Registration	AFTT	AFTC	Date Opened
SKY 0006		BB1046 / N146LC	9763.9	10855	21 MAY 2018

Discrepancy

AD 98-10-05

Engine Fire Detection wiring

Airworthiness Item

☒ Yes ☐ No

Authorization to Work

—

Entered By

Danie van der Berg

Recommended Repair Procedure

Inspection.

Parts Req'd

☐ Yes ☒ No

Resolution

Corrective Action

AD 98-10-05 IS NOT APPLICABLE ON THIS AIRCRAFT SERIAL NUMBER.

Work accomplished in reference to:

AD 98-10-05

Technician Sign & Date	Inspector Sign & Date	2nd Inspection Required?	2nd Inspector Sign & Date
D. van der Berg 24 MARCH 2021 A&P 1267000	G. Le Grange A&P 4153200. 24 MARCH 2021	☐ Yes ☒ No	N/A.

All installed parts must have proper documentation. Enter parts information on reverse.

SARS-1003 (04/25/2016)

Parts Required

Item		Item		Item		Item	
PN Off:		PN Off:		PN Off:		PN Off:	
PN On:		PN On:		PN On:		PN On:	
SN Off:		SN Off:		SN Off:		SN Off:	
SN On:		SN On:		SN On:		SN On:	
Quantity:		Quantity:		Quantity:		Quantity:	

Item		Item		Item		Item	
PN Off:		PN Off:		PN Off:		PN Off:	
PN On:		PN On:		PN On:		PN On:	
SN Off:		SN Off:		SN Off:		SN Off:	
SN On:		SN On:		SN On:		SN On:	
Quantity:		Quantity:		Quantity:		Quantity:	

Item		Item		Item		Item	
PN Off:		PN Off:		PN Off:		PN Off:	
PN On:		PN On:		PN On:		PN On:	
SN Off:		SN Off:		SN Off:		SN Off:	
SN On:		SN On:		SN On:		SN On:	
Quantity:		Quantity:		Quantity:		Quantity:	

Maintenance Discrepancy Form

Work Order No.:	Item No.	Acft Serial No. & Registration	AFTT	AFTC	Date Opened
SKY 0006		BB 1046 / N 146 LC	9763.09	10855	21 May 2018

Discrepancy

AD 2006-16-18 R1

Airworthiness Item: ☒ Yes ☐ No

Authorization to Work: ✓

Entered By: Danie van der Berg

Recommended Repair Procedure

Parts Req'd: ☐ Yes ☒ No

Resolution

Corrective Action

AD 2006-16-18 R1 NOT APPLICABLE DUE TO TAWS NOT FITTED

Work accomplished in reference to:

AD 2006-16-18 R1

Technician Sign & Date	Inspector Sign & Date	2nd Inspection Required?	2nd Inspector Sign & Date
D van der Berg 24 MARCH 2021 A+P 4267000	A+P 4153200 G.LE GOFF 24 MARCH 2021	☐ Yes ☒ No	N/A.

All installed parts must have proper documentation. Enter parts information on reverse.

Parts Required

Item		Item		Item		Item	
PN Off:		PN Off:		PN Off:		PN Off:	
PN On:		PN On:		PN On:		PN On:	
SN Off:		SN Off:		SN Off:		SN Off:	
SN On:		SN On:		SN On:		SN On:	
Quantity:		Quantity:		Quantity:		Quantity:	

Item		Item		Item		Item	
PN Off:		PN Off:		PN Off:		PN Off:	
PN On:		PN On:		PN On:		PN On:	
SN Off:		SN Off:		SN Off:		SN Off:	
SN On:		SN On:		SN On:		SN On:	
Quantity:		Quantity:		Quantity:		Quantity:	

Item		Item		Item		Item	
PN Off:		PN Off:		PN Off:		PN Off:	
PN On:		PN On:		PN On:		PN On:	
SN Off:		SN Off:		SN Off:		SN Off:	
SN On:		SN On:		SN On:		SN On:	
Quantity:		Quantity:		Quantity:		Quantity:	

Maintenance Discrepancy Form

Work Order No.:	Item No.	Acft Serial No. & Registration	AFTT	AFTC	Date Opened
Sky 0006		BB 1046 / N146 LC	9763.9	10855	21 May 2018

Discrepancy

AD 2006-12-25 to be Complied with.

Airworthiness Item: ☒ Yes ☐ No

Authorization to Work: ✓

Entered By: Danie van den Berg

Recommended Repair Procedure

Parts Req'd: ☐ Yes ☒ No

Resolution

Corrective Action

AD 2006-12-25 Carried out.

Inspection reveals that affected P/N Nut is not installed on R/H Actuator.

Work accomplished in reference to:

AD 2006-12-25

Technician Sign & Date	Inspector Sign & Date	2nd Inspection Required?	2nd Inspector Sign & Date
24 March 2021 D van den Berg A&P 4267000	A+P 1532cc. G. Le Groff 24 MARCH 2021	☐ Yes ☒ No	N/A.

All installed parts must have proper documentation. Enter parts information on reverse.

SARS-1003 (04/25/2016)

Parts Required

Item		Item		Item		Item	
PN Off:		PN Off:		PN Off:		PN Off:	
PN On:		PN On:		PN On:		PN On:	
SN Off:		SN Off:		SN Off:		SN Off:	
SN On:		SN On:		SN On:		SN On:	
Quantity:		Quantity:		Quantity:		Quantity:	

Item		Item		Item		Item	
PN Off:		PN Off:		PN Off:		PN Off:	
PN On:		PN On:		PN On:		PN On:	
SN Off:		SN Off:		SN Off:		SN Off:	
SN On:		SN On:		SN On:		SN On:	
Quantity:		Quantity:		Quantity:		Quantity:	

Item		Item		Item		Item	
PN Off:		PN Off:		PN Off:		PN Off:	
PN On:		PN On:		PN On:		PN On:	
SN Off:		SN Off:		SN Off:		SN Off:	
SN On:		SN On:		SN On:		SN On:	
Quantity:		Quantity:		Quantity:		Quantity:	

Maintenance Discrepancy Form

Work Order No.:	Item No.	Acft Serial No. & Registration	AFTT	AFTC	Date Opened
Sky 0006		BB1066 / N146LC	9763.9	10855	21 May 2018

Discrepancy

AD 2005-18-20

Airworthiness Item

☑ Yes ☐ No

Authorization to Work

—

Entered By

Danie van der Berg

Recommended Repair Procedure

Parts Req'd

☐ Yes ☒ No

Resolution

Corrective Action

AD 2005-18-20 NOT applicable Due to Different Part Number de-ice Boots Installed on Props.

Work accomplished in reference to:

AD 2005-18-20

Technician Sign & Date	Inspector Sign & Date	2nd Inspection Required?	2nd Inspector Sign & Date
24 March 2021 D. van der Berg A&P 4267000	A+P 4153200. G. Le Goff 24 MARCH 21	☐ Yes ☒ No	N/A.

All installed parts must have proper documentation. Enter parts information on reverse.

Parts Required

Item		Item		Item		Item	
PN Off:		PN Off:		PN Off:		PN Off:	
PN On:		PN On:		PN On:		PN On:	
SN Off:		SN Off:		SN Off:		SN Off:	
SN On:		SN On:		SN On:		SN On:	
Quantity:		Quantity:		Quantity:		Quantity:	

Item		Item		Item		Item	
PN Off:		PN Off:		PN Off:		PN Off:	
PN On:		PN On:		PN On:		PN On:	
SN Off:		SN Off:		SN Off:		SN Off:	
SN On:		SN On:		SN On:		SN On:	
Quantity:		Quantity:		Quantity:		Quantity:	

Item		Item		Item		Item	
PN Off:		PN Off:		PN Off:		PN Off:	
PN On:		PN On:		PN On:		PN On:	
SN Off:		SN Off:		SN Off:		SN Off:	
SN On:		SN On:		SN On:		SN On:	
Quantity:		Quantity:		Quantity:		Quantity:	

Maintenance Discrepancy Form

Work Order No.:	Item No.	Acft Serial No. & Registration	AFTT	AFTC	Date Opened
SKY 0006		BB 1046 / N146LC	9763.9	10855	21 MAY 2018

Discrepancy

AD 99-09-10

Landing Gear Hand Pump Suction Line Filter

Airworthiness Item: ☒ Yes ☐ No

Authorization to Work: /

Entered By: Janie van den Berg

Recommended Repair Procedure

Inspection.

Parts Req'd: ☐ Yes ☒ No

Resolution

Corrective Action

AD 99-09-10 is not Applicable Due to Aircraft Serial Number and Equipment Installed.

Work accomplished in reference to:

AD 99-09-10

Technician Sign & Date	Inspector Sign & Date	2nd Inspection Required?	2nd Inspector Sign & Date
D. van den Berg 24 March 2021 A&P 4226000	G. LeGroff A+P 4153200. 24 MARCH 2021	☐ Yes ☒ No	N/A.

All installed parts must have proper documentation. Enter parts information on reverse.

Parts Required

Item		Item		Item		Item	
PN Off:		PN Off:		PN Off:		PN Off:	
PN On:		PN On:		PN On:		PN On:	
SN Off:		SN Off:		SN Off:		SN Off:	
SN On:		SN On:		SN On:		SN On:	
Quantity:		Quantity:		Quantity:		Quantity:	

Item		Item		Item		Item	
PN Off:		PN Off:		PN Off:		PN Off:	
PN On:		PN On:		PN On:		PN On:	
SN Off:		SN Off:		SN Off:		SN Off:	
SN On:		SN On:		SN On:		SN On:	
Quantity:		Quantity:		Quantity:		Quantity:	

Item		Item		Item		Item	
PN Off:		PN Off:		PN Off:		PN Off:	
PN On:		PN On:		PN On:		PN On:	
SN Off:		SN Off:		SN Off:		SN Off:	
SN On:		SN On:		SN On:		SN On:	
Quantity:		Quantity:		Quantity:		Quantity:	

Maintenance Discrepancy Form

Work Order No.:	Item No.	Acft Serial No. & Registration	AFTT	AFTC	Date Opened
SKY 0006		BB 1046 / N 146 LC	9763 - 9	10855	21 May 2018

Discrepancy

AD 99 - 18 - 15

Emergency Hand Pump for Landing Gear.

Airworthiness Item: ☒ Yes ☐ No

Authorization to Work: /

Entered By: Danie van der Berg

Recommended Repair Procedure: Inspection.

Parts Req'd: ☐ Yes ☒ No

Resolution

Corrective Action

AD 99 - 18 - 15. is not Applicable due to Serial Number of Aircraft.

Work accomplished in reference to:

AD 99 - 18 - 15

Technician Sign & Date	Inspector Sign & Date	2nd Inspection Required?	2nd Inspector Sign & Date
D. van der Berg 24 March 2021 A&P 4267000	A+P 4153200 G.LE Grice 24 MARCH 2021	☐ Yes ☒ No	N/A.

All installed parts must have proper documentation. Enter parts information on reverse.

SARS-1003 (04/25/2016)

Parts Required

Item		Item		Item		Item	
PN Off:		PN Off:		PN Off:		PN Off:	
PN On:		PN On:		PN On:		PN On:	
SN Off:		SN Off:		SN Off:		SN Off:	
SN On:		SN On:		SN On:		SN On:	
Quantity:		Quantity:		Quantity:		Quantity:	

Item		Item		Item		Item	
PN Off:		PN Off:		PN Off:		PN Off:	
PN On:		PN On:		PN On:		PN On:	
SN Off:		SN Off:		SN Off:		SN Off:	
SN On:		SN On:		SN On:		SN On:	
Quantity:		Quantity:		Quantity:		Quantity:	

Item		Item		Item		Item	
PN Off:		PN Off:		PN Off:		PN Off:	
PN On:		PN On:		PN On:		PN On:	
SN Off:		SN Off:		SN Off:		SN Off:	
SN On:		SN On:		SN On:		SN On:	
Quantity:		Quantity:		Quantity:		Quantity:	

Maintenance Discrepancy Form

Work Order No.:	Item No.	Acft Serial No. & Registration	AFTT	AFTC	Date Opened
Sky 0006		BB 1046 / N146LC	7963.9	10855	21 May 2018

Discrepancy

AD 2001-11-03
Blower motor circuit Protection.

Airworthiness Item: ☒ Yes ☐ No

Authorization to Work: —

Entered By: Danie van den Berg

Recommended Repair Procedure

Inspection

Parts Req'd: ☐ Yes ☒ No

Resolution

Corrective Action

AD 2001-11-03 is Not Applicable Due to Cooling ~~Fan~~ Blower not installed.

Work accomplished in reference to:

AD 2001-11-03

Technician Sign & Date	Inspector Sign & Date	2nd Inspection Required?	2nd Inspector Sign & Date
D. van den Berg 24 March 2021 A&P 1426700	G. LeGoff A+P 4153200 24 March 2021	☐ Yes ☒ No	N/A.

All installed parts must have proper documentation. Enter parts information on reverse.

Parts Required

Item		Item		Item		Item	
PN Off:		PN Off:		PN Off:		PN Off:	
PN On:		PN On:		PN On:		PN On:	
SN Off:		SN Off:		SN Off:		SN Off:	
SN On:		SN On:		SN On:		SN On:	
Quantity:		Quantity:		Quantity:		Quantity:	

Item		Item		Item		Item	
PN Off:		PN Off:		PN Off:		PN Off:	
PN On:		PN On:		PN On:		PN On:	
SN Off:		SN Off:		SN Off:		SN Off:	
SN On:		SN On:		SN On:		SN On:	
Quantity:		Quantity:		Quantity:		Quantity:	

Item		Item		Item		Item	
PN Off:		PN Off:		PN Off:		PN Off:	
PN On:		PN On:		PN On:		PN On:	
SN Off:		SN Off:		SN Off:		SN Off:	
SN On:		SN On:		SN On:		SN On:	
Quantity:		Quantity:		Quantity:		Quantity:	

Maintenance Discrepancy Form

Work Order No.:	Item No.	Acft Serial No. & Registration	AFTT	AFTC	Date Opened
SKY 0006		BB 1046 / N146LC	9763.9	10855	21 May 2018

Discrepancy

AD 2002-23-11

ELEVATOR BALANCE WEIGHT HARDWARE.

Airworthiness Item: ☒ Yes ☐ No

Authorization to Work: —

Entered By: Janie van den Berg

Recommended Repair Procedure

Inspection.

Parts Req'd: ☐ Yes ☒ No

Resolution

Corrective Action

AD 2002-23-11 Inspection Reveals AD Previously Complied WITH.

Work accomplished in reference to:

AD 2002-23-11 SB 27-3187

Technician Sign & Date	Inspector Sign & Date	2nd Inspection Required?	2nd Inspector Sign & Date
J. van den Berg 24 MARCH 2021 A&P 4267000	G. le Groef A+P 4153200 24 MARCH 2021	☐ Yes ☒ No	N/A.

All installed parts must have proper documentation. Enter parts information on reverse.

Parts Required

Item		Item		Item		Item	
PN Off:		PN Off:		PN Off:		PN Off:	
PN On:		PN On:		PN On:		PN On:	
SN Off:		SN Off:		SN Off:		SN Off:	
SN On:		SN On:		SN On:		SN On:	
Quantity:		Quantity:		Quantity:		Quantity:	

Item		Item		Item		Item	
PN Off:		PN Off:		PN Off:		PN Off:	
PN On:		PN On:		PN On:		PN On:	
SN Off:		SN Off:		SN Off:		SN Off:	
SN On:		SN On:		SN On:		SN On:	
Quantity:		Quantity:		Quantity:		Quantity:	

Item		Item		Item		Item	
PN Off:		PN Off:		PN Off:		PN Off:	
PN On:		PN On:		PN On:		PN On:	
SN Off:		SN Off:		SN Off:		SN Off:	
SN On:		SN On:		SN On:		SN On:	
Quantity:		Quantity:		Quantity:		Quantity:	

Maintenance Discrepancy Form

Work Order No.:	Item No.	Acft Serial No. & Registration	AFTT	AFTC	Date Opened
SKY 0006		BB1046 / N146LC	9763.9	10855	21 MAY 2018

Discrepancy

AD 2002-14-19
Rockwell Collins Air Data Computers

Airworthiness Item
☒ Yes ☐ No

Authorization to Work

Entered By
Danie van Der Berg

Recommended Repair Procedure
Inspection

Parts Req'd
☐ Yes ☒ No

Resolution

Corrective Action

AD 2002-14-19 IS NOT APPLICABLE. PARTS NOT FITTED TO AIRCRAFT

Work accomplished in reference to:
AD 2002-14-19

Technician Sign & Date	Inspector Sign & Date	2nd Inspection Required?	2nd Inspector Sign & Date
D. van der Berg 24 MARCH 2021 ATPL 426 7000	G. Le Grange ATPL 4153200. 24 MARCH 2021	☐ Yes ☒ No	N/A.

All installed parts must have proper documentation. Enter parts information on reverse.

Parts Required

Item		Item		Item		Item	
PN Off:		PN Off:		PN Off:		PN Off:	
PN On:		PN On:		PN On:		PN On:	
SN Off:		SN Off:		SN Off:		SN Off:	
SN On:		SN On:		SN On:		SN On:	
Quantity:		Quantity:		Quantity:		Quantity:	

Item		Item		Item		Item	
PN Off:		PN Off:		PN Off:		PN Off:	
PN On:		PN On:		PN On:		PN On:	
SN Off:		SN Off:		SN Off:		SN Off:	
SN On:		SN On:		SN On:		SN On:	
Quantity:		Quantity:		Quantity:		Quantity:	

Item		Item		Item		Item	
PN Off:		PN Off:		PN Off:		PN Off:	
PN On:		PN On:		PN On:		PN On:	
SN Off:		SN Off:		SN Off:		SN Off:	
SN On:		SN On:		SN On:		SN On:	
Quantity:		Quantity:		Quantity:		Quantity:	

Maintenance Discrepancy Form

Work Order No.:	Item No.	Acft Serial No. & Registration	AFTT	AFTC	Date Opened
SKY 0006		BB 1046 / N116LC	9763.9	10855	21 May 2018

Discrepancy

AD 2001-15-17

Transponder Control Panels

Airworthiness Item: ☑ Yes ☐ No

Authorization to Work: —

Entered By: Danie van den Berg

Recommended Repair Procedure

Parts Req'd: ☐ Yes ☒ No

Resolution

Corrective Action

AD 2001-15-17 THIS AD IS NOT APPLICABLE DUE TO EQUIPMENT NOT INSTALLED.

Work accomplished in reference to:

AD 2001-15-17

Technician Sign & Date	Inspector Sign & Date	2nd Inspection Required?	2nd Inspector Sign & Date
D. van den Berg 24 March 2021 AP/1426700	G. Le Goff A+P4153206. 24 MARCH 2021	☐ Yes ☒ No	N/A.

All installed parts must have proper documentation. Enter parts information on reverse.

SARS-1003 (04/25/2016)

Parts Required

Item		Item		Item		Item	
PN Off:		PN Off:		PN Off:		PN Off:	
PN On:		PN On:		PN On:		PN On:	
SN Off:		SN Off:		SN Off:		SN Off:	
SN On:		SN On:		SN On:		SN On:	
Quantity:		Quantity:		Quantity:		Quantity:	

Item		Item		Item		Item	
PN Off:		PN Off:		PN Off:		PN Off:	
PN On:		PN On:		PN On:		PN On:	
SN Off:		SN Off:		SN Off:		SN Off:	
SN On:		SN On:		SN On:		SN On:	
Quantity:		Quantity:		Quantity:		Quantity:	

Item		Item		Item		Item	
PN Off:		PN Off:		PN Off:		PN Off:	
PN On:		PN On:		PN On:		PN On:	
SN Off:		SN Off:		SN Off:		SN Off:	
SN On:		SN On:		SN On:		SN On:	
Quantity:		Quantity:		Quantity:		Quantity:	

Maintenance Discrepancy Form

Work Order No.:	Item No.	Acft Serial No. & Registration	AFTT	AFTC	Date Opened
SKY 0006		BB 1046 / N146LC	9763.9	10855	21 May 2018

Discrepancy

AD 2003-02-03

Door Operating Instructions.

Airworthiness Item: ☒ Yes ☐ No

Authorization to Work:

Entered By: Danie van der Berg

Recommended Repair Procedure:

Parts Req'd: ☐ Yes ☐ No

Resolution

Corrective Action

AD 2003-02-03

Work accomplished in reference to:

AD 2003-02-03

Technician Sign & Date	Inspector Sign & Date	2nd Inspection Required?	2nd Inspector Sign & Date
07 July 2021 Danie vd Berg A&P 426 7000		☐ Yes ☐ No	

All installed parts must have proper documentation. Enter parts information on reverse.

SARS-1003 (04/25/2016)

Parts Required

Item		Item		Item		Item	
PN Off:		PN Off:		PN Off:		PN Off:	
PN On:		PN On:		PN On:		PN On:	
SN Off:		SN Off:		SN Off:		SN Off:	
SN On:		SN On:		SN On:		SN On:	
Quantity:		Quantity:		Quantity:		Quantity:	

Item		Item		Item		Item	
PN Off:		PN Off:		PN Off:		PN Off:	
PN On:		PN On:		PN On:		PN On:	
SN Off:		SN Off:		SN Off:		SN Off:	
SN On:		SN On:		SN On:		SN On:	
Quantity:		Quantity:		Quantity:		Quantity:	

Item		Item		Item		Item	
PN Off:		PN Off:		PN Off:		PN Off:	
PN On:		PN On:		PN On:		PN On:	
SN Off:		SN Off:		SN Off:		SN Off:	
SN On:		SN On:		SN On:		SN On:	
Quantity:		Quantity:		Quantity:		Quantity:	

Maintenance Discrepancy Form

Work Order No.:	Item No.	Acft Serial No. & Registration	AFTT	AFTC	Date Opened
Sky 0006		BB1046 / N 146LC	9763.9	10855	21 May 2018

Discrepancy

AD 2005-01-18 (Repetitive)

Airworthiness Item

☒ Yes ☐ No

Authorization to Work

Entered By

Jamie van den Berg

Recommended Repair Procedure

Inspect and Repair.

Parts Req'd

☐ Yes ☒ No

Resolution

Corrective Action

AD 2005-01-18. was carried out and 4 Stringers were found to be cracked.

Stringer kits were installed to Repair cracked Stringers.

Work accomplished in reference to:

AD 2005-01-18

Technician Sign & Date	Inspector Sign & Date	2nd Inspection Required?	2nd Inspector Sign & Date
D. van den Berg 24 March 2021 A&I 4267080	Gr. Le Croff A+P 4153200. 24 MARCH 2021	☐ Yes ☒ No	N/A.

All installed parts must have proper documentation. Enter parts information on reverse.

SARS-1003 (04/25/2016)

Parts Required

Item		Item		Item		Item	
PN Off:		PN Off:		PN Off:		PN Off:	
PN On:		PN On:		PN On:		PN On:	
SN Off:		SN Off:		SN Off:		SN Off:	
SN On:		SN On:		SN On:		SN On:	
Quantity:		Quantity:		Quantity:		Quantity:	

Item		Item		Item		Item	
PN Off:		PN Off:		PN Off:		PN Off:	
PN On:		PN On:		PN On:		PN On:	
SN Off:		SN Off:		SN Off:		SN Off:	
SN On:		SN On:		SN On:		SN On:	
Quantity:		Quantity:		Quantity:		Quantity:	

Item		Item		Item		Item	
PN Off:		PN Off:		PN Off:		PN Off:	
PN On:		PN On:		PN On:		PN On:	
SN Off:		SN Off:		SN Off:		SN Off:	
SN On:		SN On:		SN On:		SN On:	
Quantity:		Quantity:		Quantity:		Quantity:	

Skysource INTERNATIONAL South Africa

BB - 1046 AD LISTING

AD NUMBER	SB NUMBER	DESCRIPTION	NOTES	CONFIRMED BY	SIGN	CARRIED OUT AT	DATE
83-07-14		1 Ply Window Inspection and replacement		D vd Berg		9763,09	23-Mar-21
85-22-05		Steel Wing Bolts Inspection And Replacement		D vd Berg		9763,09	23-Mar-21
87-04-24	2028 Rev 2	Elevator trim System Inspection		D vd Berg		9763,09	23-Mar-21
89-19-04 Rev 1	2040 Rev 3	Inspection Of wing Fuel bay upper skin psnels		D vd Berg		9763,09	23-Mar-21
90-08-17	2312	Inspectiom of moisture drains in aft fuselage.		D vd Berg		9763,09	23-Mar-21
91-12-10		Modification of Lower forward wing attach fitting		D vd Berg		9763,09	23-Mar-21
91-12-11	2208	Inspection of Cockpit side windows.		D vd Berg		9763,09	23-Mar-21
92-06-11	2423	Collins DPU 85 N Wiring Modification		D vd Berg		9763,09	23-Mar-21
92-10-12	2416	Modification of Aft Cowling doors.		D vd Berg		9763,09	23-Mar-21
92-15-01	2432	Inspection of Engine Truss Mounting Bolts		D vd Berg		9763,09	24-Mar-21
94-01-06		Rockwell Collins TCAS 2 Processor update		D vd Berg		9763,09	24-Mar-21
95-13-03	2035	Installing circuit breaker in Landing gear power system		D vd Berg		9763,09	24-Mar-21
96-03-13	2607	Inspection of Main Landing Gear drag Leg Lock link.		D vd Berg		9763,09	24-Mar-21
96-09-13		AFM Update for Servere Icing Cues, and exiting from these conditions		D vd Berg		9763,09	24-Mar-21
97-06-06	2444	Inspect Pilot and Co-pilot seat lock Pins		D vd Berg		9763,09	24-Mar-21
97-23-17	2676	Inspection of EVA tubing under Co-Pilot Seat		D vd Berg		9763,09	24-Mar-21
97-25-01		Inspection of outflow and sefety valves.		D vd Berg		9763,09	24-Mar-21
97-25-03		AFM update to the limitation section, to prohibit Lifting of power levers.		D vd Berg		9763,09	24-Mar-21
98-10-05		Replacing Wiring of the Fire Detect System		D vd Berg		9763,09	24-Mar-21
98-21-35		Replacing Main Landing Gear Actuator Clevis		D vd Berg		9763,09	24-Mar-21
98-25-02		Skywatch Sky 497 Top Maounted Antenna.		D vd Berg		9763,09	23-Mar-21
99-09-10		Landing Gear Hand Pump Suction Line Filter		D vd Berg		9763,09	24-Mar-21
99-09-15	27-3232	Inspection for Interference between flight control mechanism and compnents		D vd Berg		9763,09	24-Mar-21
99-18-15		Inspection of Landing gear Hand Paump fro Affected Serial Number		D vd berg		9763,09	24-Mar-21
2001-11-03	34-3269	Inspection Of Vent Blower for Model KA - 33		D vd Berg		9763,09	24-Mar-21
2001-15-17		CTL 92 Modification of Inputs		D vd Berg		9763,09	24-Mar-21
2002-14-19		Replacement of ADC-85 Air Data Computer.		D vd Berg		9763,09	24-Mar-21
2002-23-11	27-3187	Inspect The Elevator Balance weight attach bolts.		D vd Berg		9763,09	24-Mar-21
2003-02-03	52-3096	Airstair door operating placard replacement		D vd Berg		9763,09	24-Mar-21
2003-13-16	53-3513	Inspetion of Aft Pressure Bulkhead forward side.		D vd Berg		9763,09	24-Mar-21
2004-17-02	73-3634	Inspection of Pedestal cross shaft hardware.		D vd Berg		9763,09	24-Mar-21
2004-23-02	32-2102	Inspection and replacement of Nose Landing gear fork.		D vd Berg		9763,09	24-Mar-21
2005-01-04	2718	Inspection of Maintenance records for sertain fuel hose installation.		D vd Berg		9763,09	24-Mar-21
2005-01-18	53-2472	Inspection of fuselage stringers for cracks.		D vd Berg		9763,09	24-Mar-21
2005-01-19		GTX 330 Mode S transponder		D vd Berg		9763,09	24-Mar-21
2005-18-20		Inspection of Goodrich De-icing Fast prop propeller de-icers		D vd Berg		9763,09	24-Mar-21

Skysource INTERNATIONAL South Africa

BB - 1046 AD LISTING

AD NUMBER	SB NUMBER	DESCRIPTION	NOTES	CONFIRMED BY	SIGN	CARRIED OUT AT	DATE
2006-12-25		Inspection of Right Main Landing Gear Actuator nut assembly.		D vd Berg		9763,09	24-Mar-21
2006-16-18		Installing warning Placard on TAWS / RMI and revision of Limitations section of AFM		D vd Berg		9763,09	24-Mar-21
2007-12-06	27-3761	Inspect Flight Controls for proper assembly or damage.		D vd Berg		9763,09	24-Mar-21
2010-26-03	30-3889	Adding placard for limits on icing conditions and replacing tail de-ice tubing		D vd Berg		9763,09	24-Mar-21
97-04-12		PT6 Compressor bleed off valve Inspection	N/A due to engine SN	D.vd Berg		9763,09	25-May-21
93-23-06		PT6 Airframe chip detector system	N/A due to Aircraft type	D vd Berg		9763,09	25-May-21
2006-24-07		Propeller Blade Inspection.	N/A due to Overhauled Prop	D vd Berg		9763,09	25-May-21
2005-14-11		Propeller blade failure.	N/A due to Overhauled Prop	D vd Berg		9763,09	25-May-21

08 July 2021

Danie vd Berg

Atl 426 7000

Saratoga HOMES
El Paso • Austin • Houston • Killeen

REVISED NOTICE OF DISCREPANCIES FROM AIRCRAFT INSPECTION

December 27, 2021

Aircraft Finance Partners II, LLC
1909 Woodall Rodgers Fwy.
Dallas, Texas 75201
Attn: Phillip Grace, Luke Overstreet
or Keith Driscoll ("Seller")

Via CMRRR#
7015-0640-0000-5933-8270
and e-mail to:
C.overstreet@skysourceaviation.com

Gentlemen:

Re: Make: 1982 King Air
B200 Serial Number BB-1046 Registration Number N146LC (the "Aircraft")

Saratoga Homes of Texas San Antonio, LLC ("Buyer") is sending this Revised Notice of Discrepancies in response to Seller's reply to the original Notice dated December 22, 2021. Buyer received the Inspection Reports from its inspectors with E & E Aviation. Attached hereto are the following exhibits:

Exhibit A: Skysource Aviation, LLC Open Squawk Summary dated 12/16/2021

Exhibit B: Prime Turbines Engine Inspection Report dated 12/16/2021

Exhibit C: E&E Aviation Report dated 12/21/2021, under Order No. WO_3744

Pursuant to Section 3.4 of the Aircraft Purchase Agreement dated November 26, 2021 (the "APA"), Buyer requests that the following Discrepancies (as revised) be corrected:

1. All items listed in Exhibit A, except for Items 3.2, 3.3, and 3.4.
2. Item 3 in Exhibit B: **Buyer agrees to a compressor wash of the Aircraft. The corrosion noted in Exhibit B, Item 3, is acceptable.**
3. **The** items listed in Exhibit C, **except for Item Number 1. Item Number 1 is not a Discrepancy item.**

Buyer has its funding in place and is ready to schedule a Verification Flight at a mutually acceptable time and date, to occur once the Aircraft is airworthy and Seller has received its FAA Certificate of Airworthiness. Buyer's pilot has completed his King Air certification course,

E&E

Exhibit C (1 page)

Work Order
Order No: WO_3744
Started: • Completed:

E&E AVIATION
20803 STUEBNER AIRLINE RD. HANGAR X34
SPRING, TX 77379

AIRCRAFT
N146LC
BEECH B200 S/N: BB1046

BILL TO
SARATOGA HOMES
(915)726-1565

Discrepancies

1. AIRCRAFT IS MISSING FIRST LOG BOOK
   Customer Approval: PENDING
2. A/C NEEDS TO BE CHECKED FOR OPERATION
   Customer Approval: PENDING
3. SECOND PAX WINDOW ON LEFT CRAZED
   Customer Approval: PENDING

PRIME TURBINES

Prime Turbines
485 Airport Road
Butler, Pennsylvania 16002 USA
(724) 586-0124

Customer:	Purchase Order Instructions:		Date:
E & E Aviation	Comply with Pre-Buy Bore-scope Inspection		12/16/2021
Description:	**Manufacture:**	**Model or Part Number:**	**Serial Number:**
Turbo-Prop Engine	Pratt & Whitney Canada	PT6A-52	PCE-RX0169
Time Since New (TSN):	**Cycles Since New (CSN):**	**Time Since Overhaul (TSO):**	**Time Since (H.S.I):**
Aircraft Hobbs 7047			

Inspection detail:
Bore-scope inspection limited to hot section and 1st stage compressor:

Engine was installed on aircraft and considered in service

1) Engine external – Good condition, normal expected for time in service.
2) Compressor inlet and screen – Screen serviceable condition and rubber in serviceable condition
3) Compressor rear hub and 1st stage blades – Minor acceptable nicks and erosion with no action required. General smoothing of leading edge recommended in field. No action required at this time. Minor corrosion and dirty
4) Compressor #1 Vane and Shroud – Good condition, with surface corrosion and coating loss. Coating loss normal for Cadmium Plating
5) Gas / Gen Case – Good condition with no defects observed
6) Compressor Turbine / Blades – Run time buildup of soot/elements and minor discoloration on all CT blades. Also some TBC from SED has adhered to CT Blades
7) C.T. Vane Ring – Normal with minor / acceptable hot gas erosion and coating loss. There is some TBC that has attached to the CT Vane and Blades
8) Small exit duct – Normal with localized heat concentration and coating loss. All acceptable at this time
9) Shroud housing and segments. – Shroud housing found in normal condition and minor blade rub. All Acceptable at this time
10) Combustion Liner–with minor amounts of carbon and build up noted. No action required at this time
11) Power Turbine Blades / Stator – Normal with blades for time in service and no action required.
12) Engine is normal condition for time in service
13) Engine was not subjected to performance run as part of this inspection

Not intended for release of aircraft or engine. Premature failure of component or engine would be considered as un-foreseen or hidden as in the case of over temp condition. Borescope was performed using 3.9mm fiber and video scope system with 10x magnification. Images digitally captured and embedded in this report. Due to the optical and access limitations of borescope inspections, Prime in no way implies this borescope inspection as a replacement for acceptance or rejection of parts and/or components at an overhaul shop but rather used as a tool for workscope guidance and related.

Completed By:	**Signature:**	**Date:**
Matt Woodworth		12/16/2021

received his certificate, and is also ready to proceed with the Verification Flight. Upon receipt of a Verification Flight Report, Buyer will be prepared to issue Technical Acceptance, subject to correction of all Discrepancies. Thereafter, Buyer will be ready to set a mutually acceptable closing date.

If Seller agrees to correct the Discrepancies listed herein, as revised, and on the attached Exhibits, Buyer will prepare an Amendment to the APA.

Very Truly Yours,

Carlos D. Bombach, Manager
Saratoga Homes of Texas San Antonio, LLC
("Buyer")

Enclosures (Exhibits A, B, & C)

cc:

Skysource International, LLC
2415 Overlook Dr.
Billings, Montana 59105
Attn: Luke Overstreet

Via CMRRR# 7015-0640-0000-5933-8294
e-mail to: Skysource1@aol.com

Insured Aircraft Title Services, LLC
21 E. Main Street, Suite 100
Oklahoma City, OK 73104
Attn: Joan Roberts

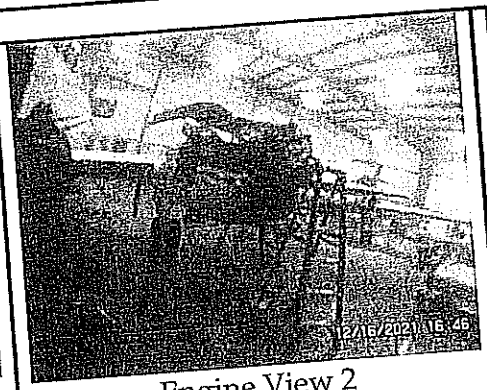
Via e-mail to: jroberts@insuredaircraft.com

PRIME TURBINES

Prime Turbines
485 Airport Road
Butler, Pennsylvania 16002 USA
(724) 586-0124

Customer: E & E Aviation	**Purchase Order Instructions:** Comply with Pre-Buy Bore-scope Inspection		**Date:** 12/16/2021
Description: Turbo-Prop Engine	**Manufacture:** Pratt & Whitney Canada	**Model or Part Number:** PT6A-52	**Serial Number:** PCE-RX0169
Time Since New (TSN): Aircraft Hobbs 7047	**Cycles Since New (CSN):**	**Time Since Overhaul (TSO):**	**Time Since (H.S.I):**

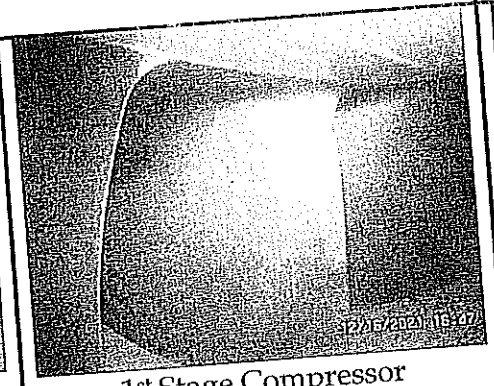
Engine View 1



Engine View 2

Data Plate

1st Stage Compressor



1st Stage Compressor

1st Stage Compressor

Not intended for release of aircraft or engine. Premature failure of component or engine would be considered as un-foreseen or hidden as in the case o over temp condition. Borescope was performed using 3.9mm fiber and video scope system with 10x magnification. Images digitally captured and embedded in this report. Due to the optical and access limitations of borescope inspections, Prime in no way implies this borescope inspection as a replacement for acceptance or rejection of parts and/or components at an overhaul shop but rather used as a tool for workscope guidance and related.

Completed By: Matt Woodworth	**Signature:** Matthew Woodworth	**Date:** 12/16/2021

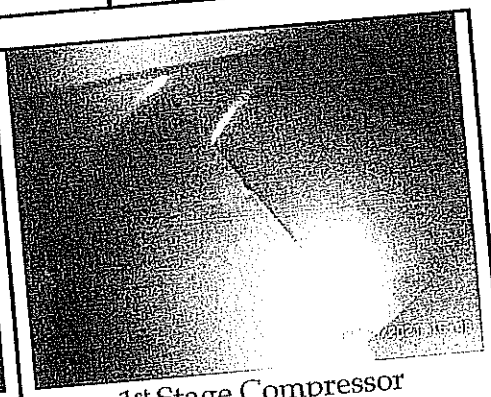
PRIME TURBINES

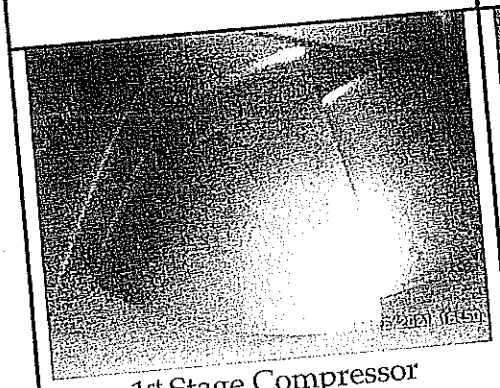
Prime Turbines
485 Airport Road
Butler, Pennsylvania 16002 USA
(724) 586-0124

Customer: E & E Aviation	**Purchase Order Instructions:** Comply with Pre-Buy Bore-scope Inspection		**Date:** 12/16/2021
Description: Turbo-Prop Engine	**Manufacture:** Pratt & Whitney Canada	**Model or Part Number:** PT6A-52	**Serial Number:** PCE-RX0169
Time Since New (TSN): Aircraft Hobbs 7047	**Cycles Since New (CSN):**	**Time Since Overhaul (TSO):**	**Time Since (H.S.I):**

1st Stage Compressor

1st Stage Compressor


1st Stage Compressor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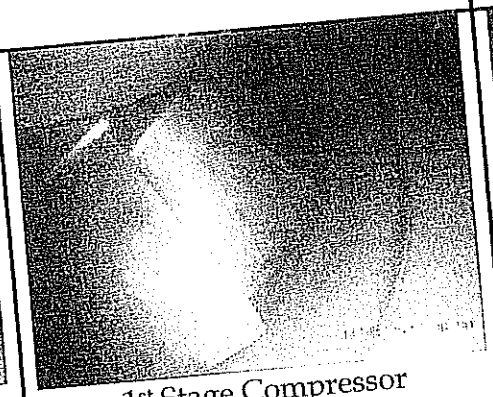
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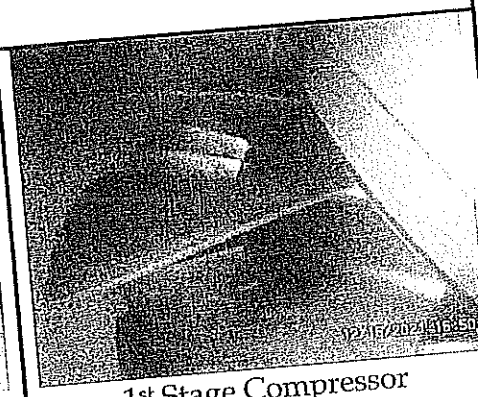
1st Stage Compressor

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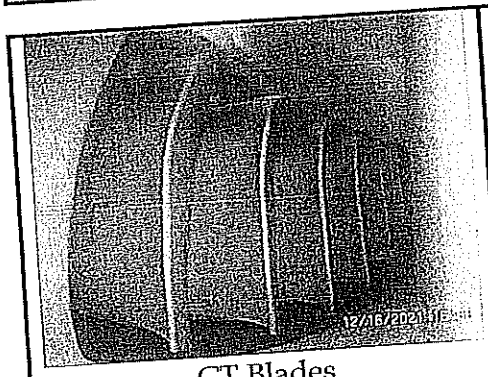
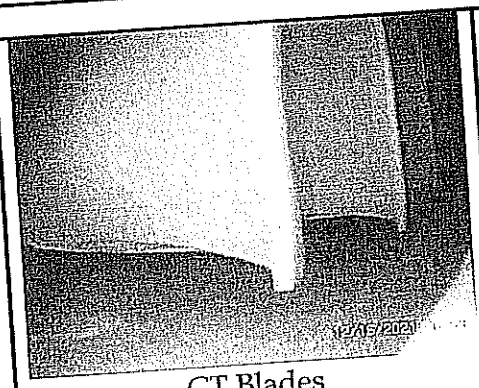
PRIME TURBINES

Prime Turbines
485 Airport Road
Butler, Pennsylvania 16002 USA
(724) 586-0124

Customer: E & E Aviation	**Purchase Order Instructions:** Comply with Pre-Buy Bore-scope Inspection		**Date:** 12/16/2021
Description: Turbo-Prop Engine	**Manufacture:** Pratt & Whitney Canada	**Model or Part Number:** PT6A-52	**Serial Number:** PCE-RX0169
Time Since New (TSN): Aircraft Hobbs 7047	**Cycles Since New (CSN):**	**Time Since Overhaul (TSO):**	**Time Since (H.S.I):**

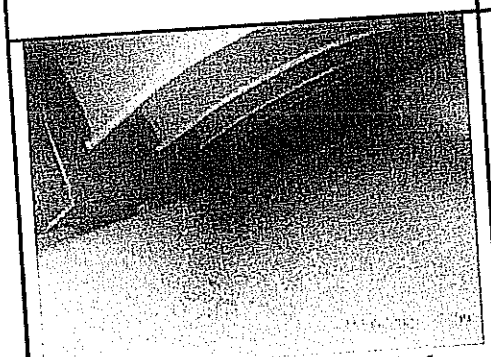


CT Blades

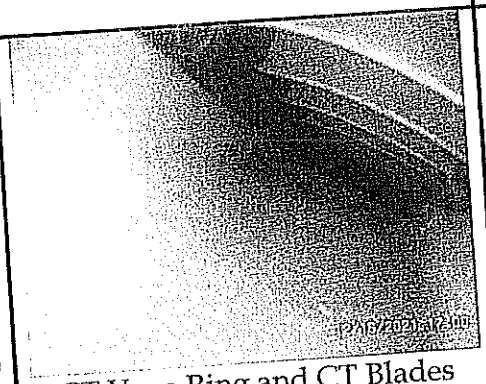


CT Blades

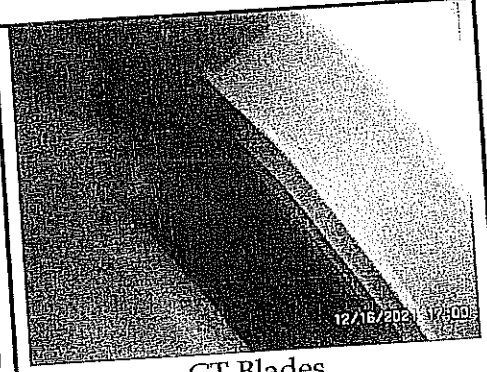
CT Blades and Shroud Segments



CT Vane Ring and CT Blades



CT Vane Ring and CT Blades



CT Blades

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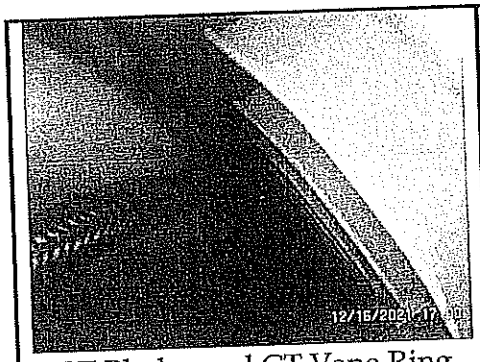
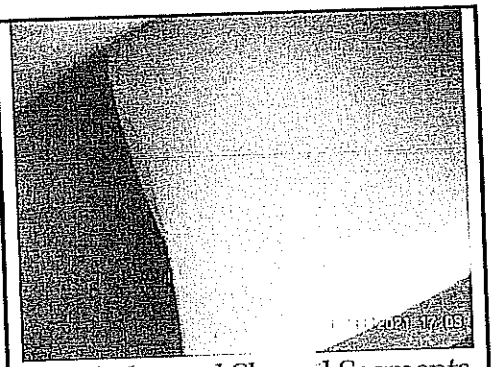
Description:	**Manufacture:**	**Model or Part Number:**	**Serial Number:**
Turbo-Prop Engine	Pratt & Whitney Canada	PT6A-52	PCE-RX0169
Time Since New (TSN):	**Cycles Since New (CSN):**	**Time Since Overhaul (TSO):**	**Time Since (H.S.I):**
Aircraft Hobbs 7047			

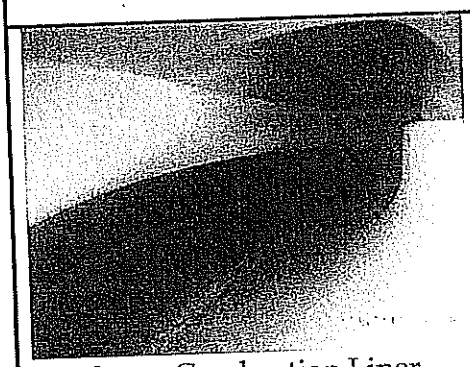


CT Blades and CT Vane Ring

CT Blades and Shroud Segments

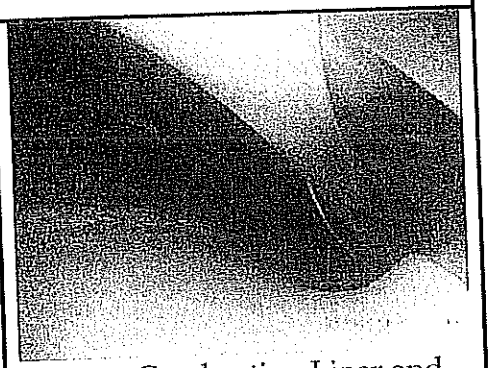


CT Blades and Shroud Segments



Outer Combustion Liner

Small Exit Duct and CT Vane



Outer Combustion Liner and Small Exit Duct

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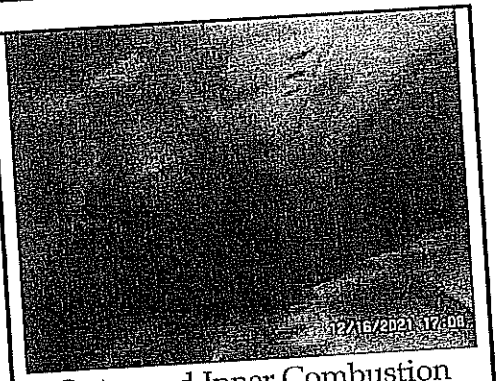
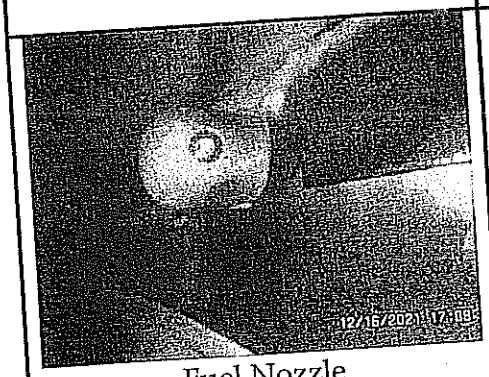
Description: Turbo-Prop Engine	**Manufacture:** Pratt & Whitney Canada	**Model or Part Number:** PT6A-52	**Serial Number:** PCE-RX0169
Time Since New (TSN): Aircraft Hobbs 7047	**Cycles Since New (CSN):**	**Time Since Overhaul (TSO):**	**Time Since (H.S.I):**

Outer Combustion Liner

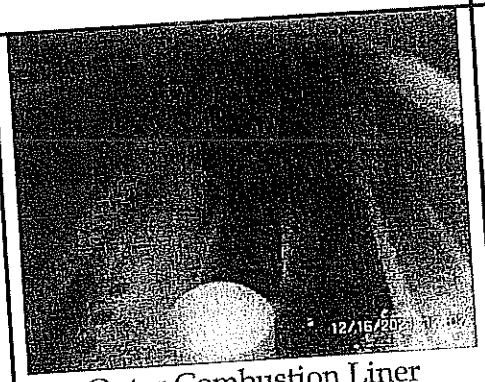
Outer Combustion Liner



Outer and Inner Combustion



Fuel Nozzle



Outer Combustion Liner

Inner and Outer Combustion Liner

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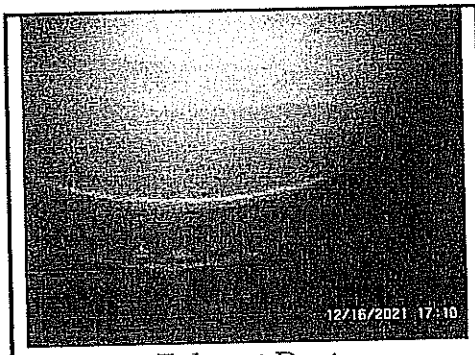
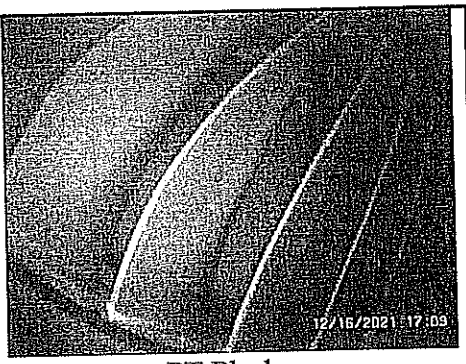
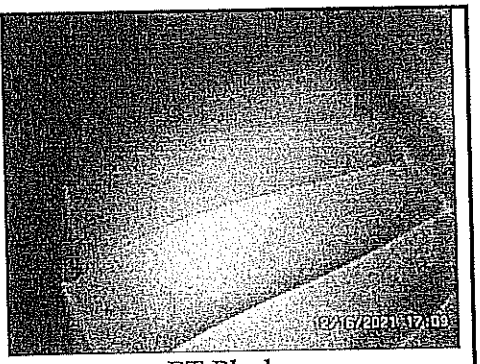
Aircraft Hobbs 7047			



Exhaust Duct



PT Blades



PT Blades

END

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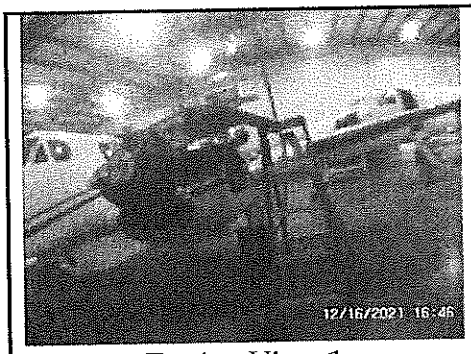
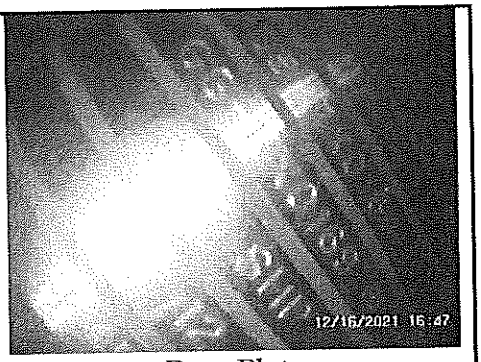
Aircraft Hobbs 7047			

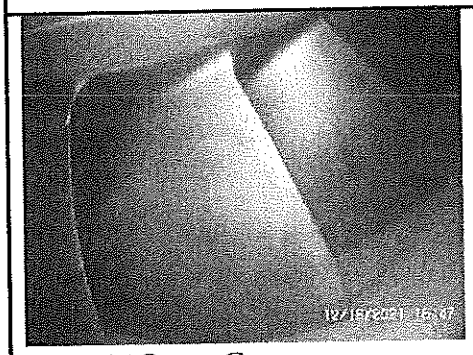


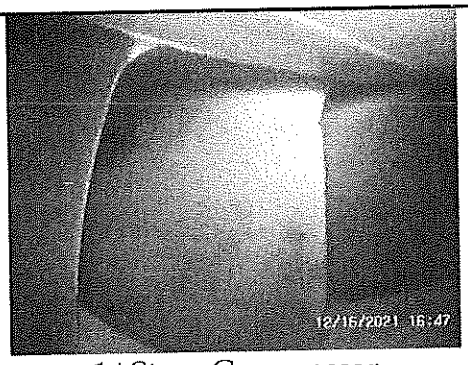
Engine View 1

Engine View 2



Data Plate


1st Stage Compressor



1st Stage Compressor

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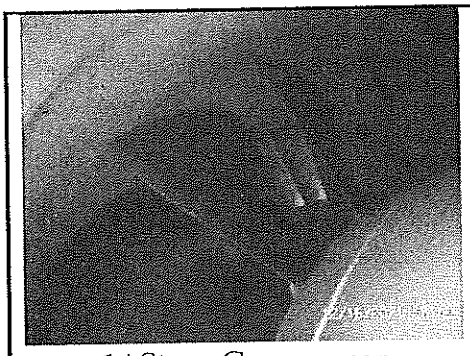
Aircraft Hobbs 7047			



1st Stage Compressor

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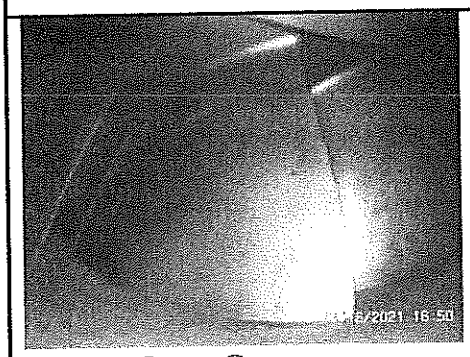

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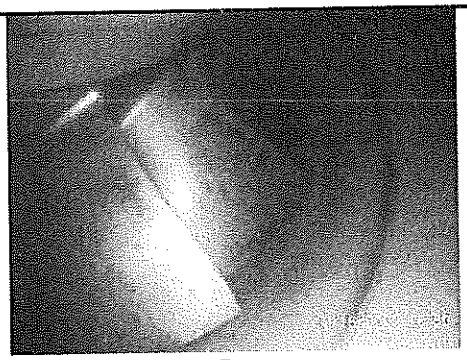

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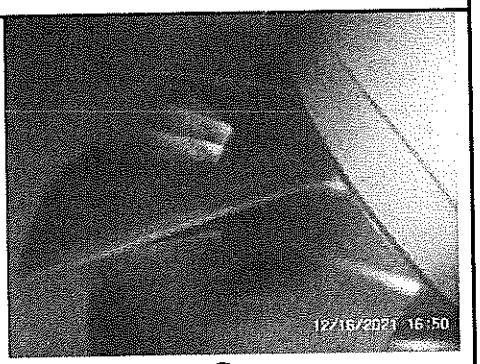

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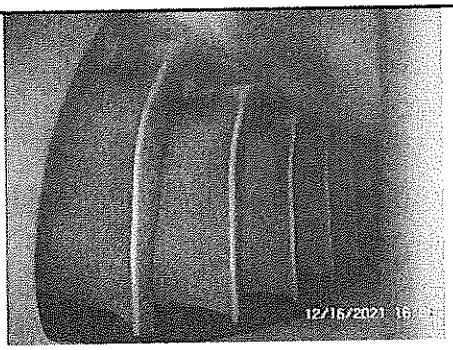
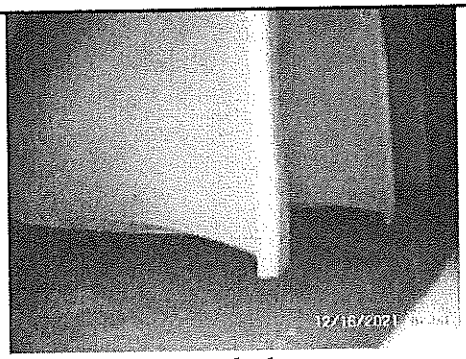
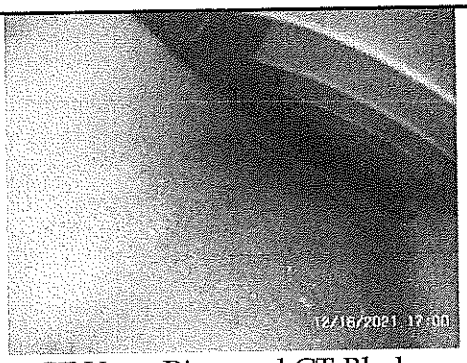
Aircraft Hobbs 7047			

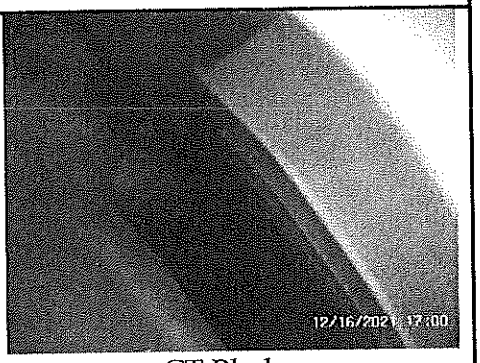

CT Blades


CT Blades

CT Blades and Shroud Segments

CT Vane Ring and CT Blades


CT Vane Ring and CT Blades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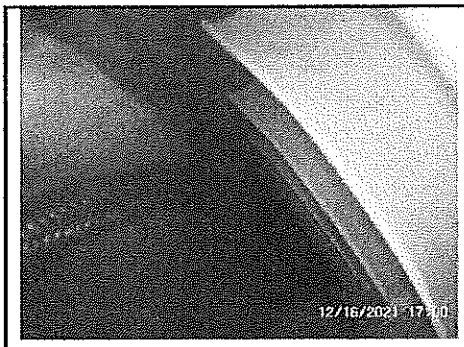
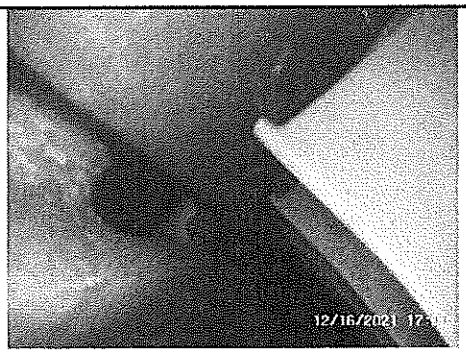
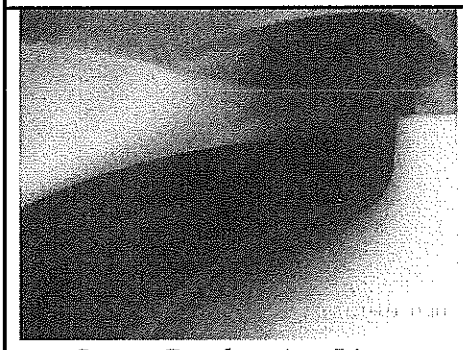


CT Blades and CT Vane Ring

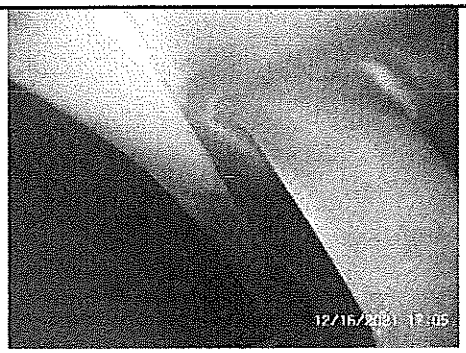


CT Blades and Shroud Segments

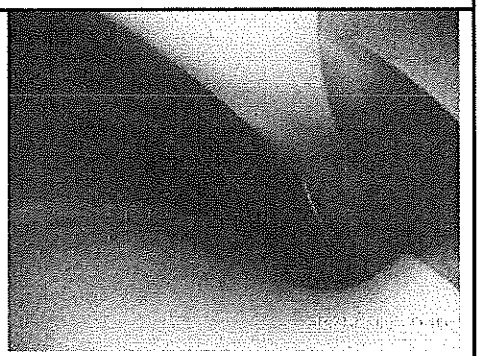
CT Blades and Shroud Segments



Outer Combustion Liner



Small Exit Duct and CT Vane



Outer Combustion Liner and Small Exit Duct

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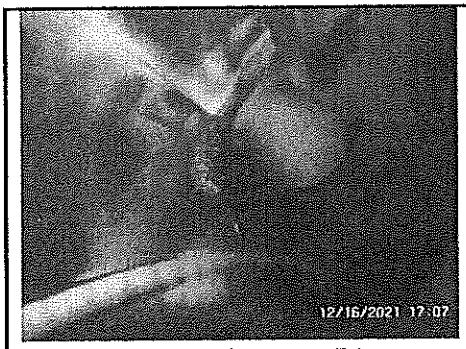
Customer:	Purchase Order Instructions:		Date:
E & E Aviation	Comply with Pre-Buy Bore-scope Inspection		12/16/2021
Description:	**Manufacture:**	**Model or Part Number:**	**Serial Number:**
Turbo-Prop Engine	Pratt & Whitney Canada	PT6A-52	PCE-RX0169
Time Since New (TSN):	**Cycles Since New (CSN):**	**Time Since Overhaul (TSO):**	**Time Since (H.S.I):**
Aircraft Hobbs 7047			

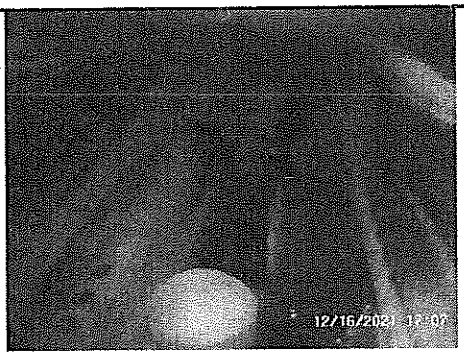


Outer Combustion Liner

Outer Combustion Liner

Outer and Inner Combustion

Fuel Nozzle



Outer Combustion Liner

Inner and Outer Combustion Liner

Not intended for release of aircraft or engine. Premature failure of component or engine would be considered as un-foreseen or hidden as in the case of over temp condition. Borescope was performed using 3.9mm fiber and video scope system with 10x magnification. Images digitally captured and embedded in this report. Due to the optical and access limitations of borescope inspections, Prime in no way implies this borescope inspection as a replacement for acceptance or rejection of parts and/or components at an overhaul shop but rather used as a tool for workscope guidance and related.

Completed By:	Signature:	Date:
Matt Woodworth		12/16/2021

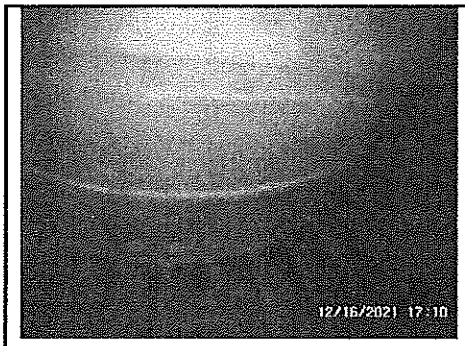
PRIME TURBINES

Prime Turbines
485 Airport Road
Butler, Pennsylvania 16002 USA
(724) 586-0124

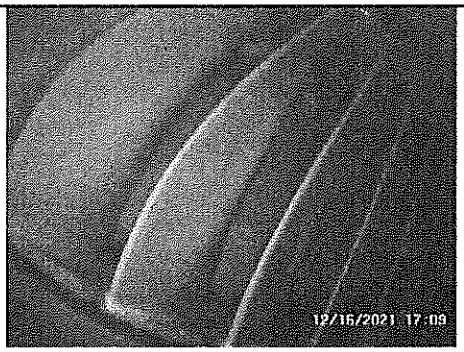
Customer:	Purchase Order Instructions:	Date:
E & E Aviation	Comply with Pre-Buy Bore-scope Inspection	12/16/2021

Description:	Manufacture:	Model or Part Number:	Serial Number:
Turbo-Prop Engine	Pratt & Whitney Canada	PT6A-52	PCE-RX0169

Time Since New (TSN):	Cycles Since New (CSN):	Time Since Overhaul (TSO):	Time Since (H.S.I):
Aircraft Hobbs 7047			



Exhaust Duct



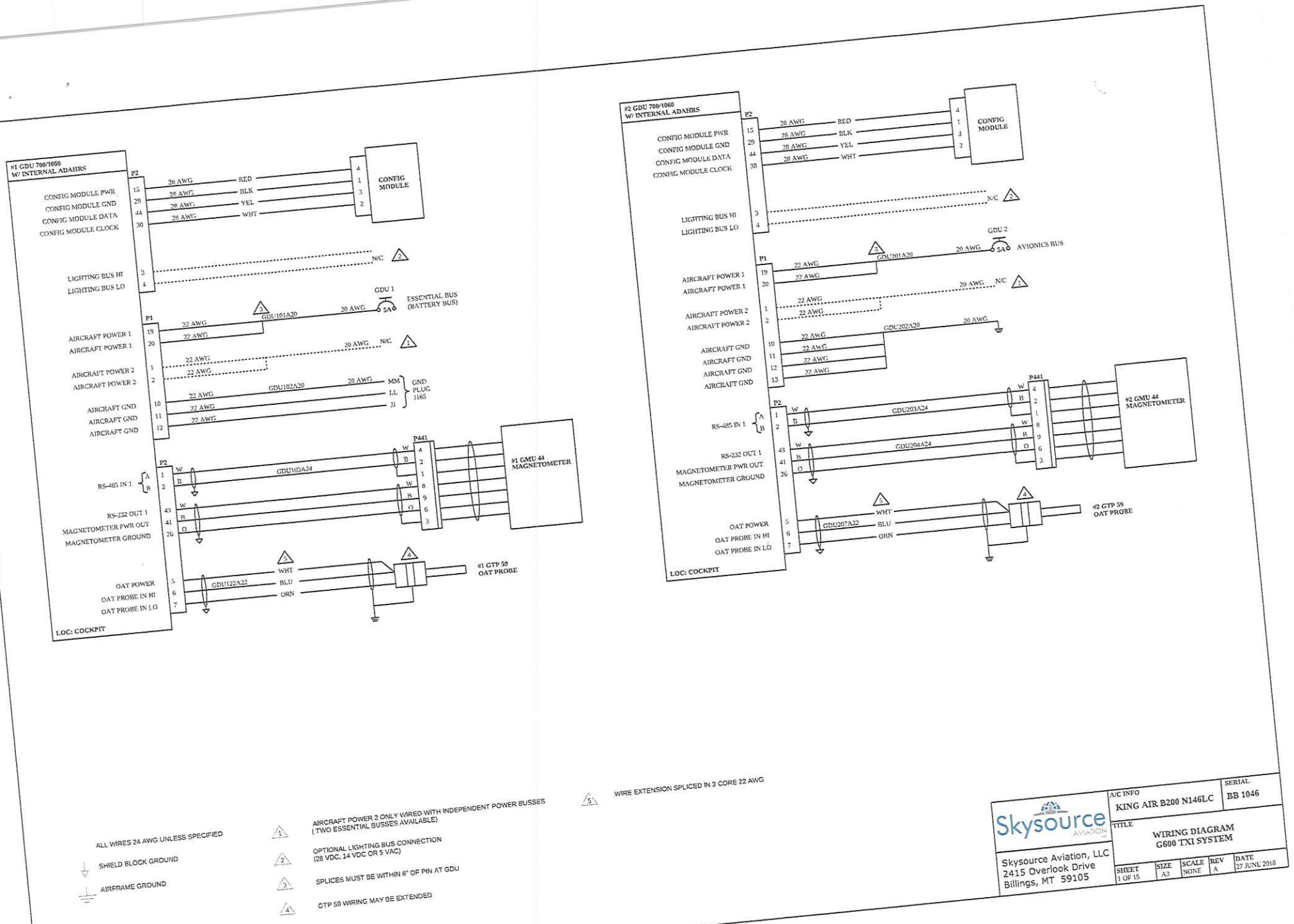
PT Blades

PT Blades

END

Not intended for release of aircraft or engine. Premature failure of component or engine would be considered as un-foreseen or hidden as in the case of over temp condition. Borescope was performed using 3.9mm fiber and video scope system with 10x magnification. Images digitally captured and embedded in this report. Due to the optical and access limitations of borescope inspections, Prime in no way implies this borescope inspection as a replacement for acceptance or rejection of parts and/or components at an overhaul shop but rather used as a tool for workscope guidance and related.

Completed By:	Signature:	Date:
Matt Woodworth		12/16/2021



ALL WIRES 24 AWG UNLESS SPECIFIED

SHIELD BLOCK GROUND

AIRFRAME GROUND

1. AIRCRAFT POWER 2 ONLY WIRED WITH INDEPENDENT POWER BUSSES (TWO ESSENTIAL BUSSES AVAILABLE)
2. OPTIONAL LIGHTING BUS CONNECTION (28 VDC, 14 VDC OR 5 VAC)
3. SPLICES MUST BE WITHIN 6" OF PIN AT GDU
4. GTP 59 WIRING MAY BE EXTENDED
5. WIRE EXTENSION SPLICED IN 3 CORE 22 AWG

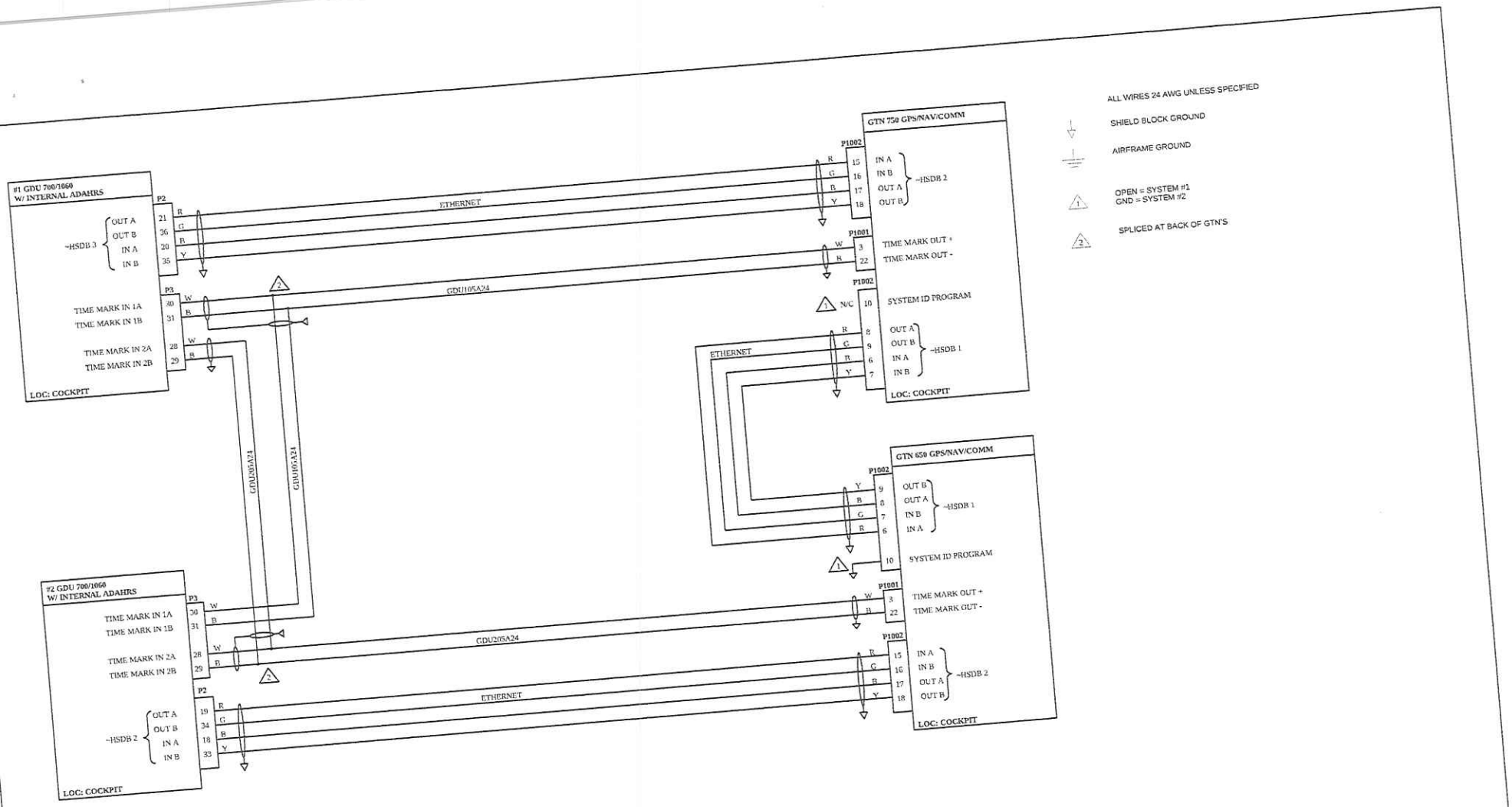
Skysource AVIATION

Skysource Aviation, LLC
2415 Overlook Drive
Billings, MT 59105

A/C INFO	SERIAL
KING AIR B200 N146LC	BB 1046

TITLE: WIRING DIAGRAM G600 TXI SYSTEM

SHEET	SIZE	SCALE	REV	DATE
1 OF 15	A3	NONE	A	27 JUNE 2018



Skysource AVIATION

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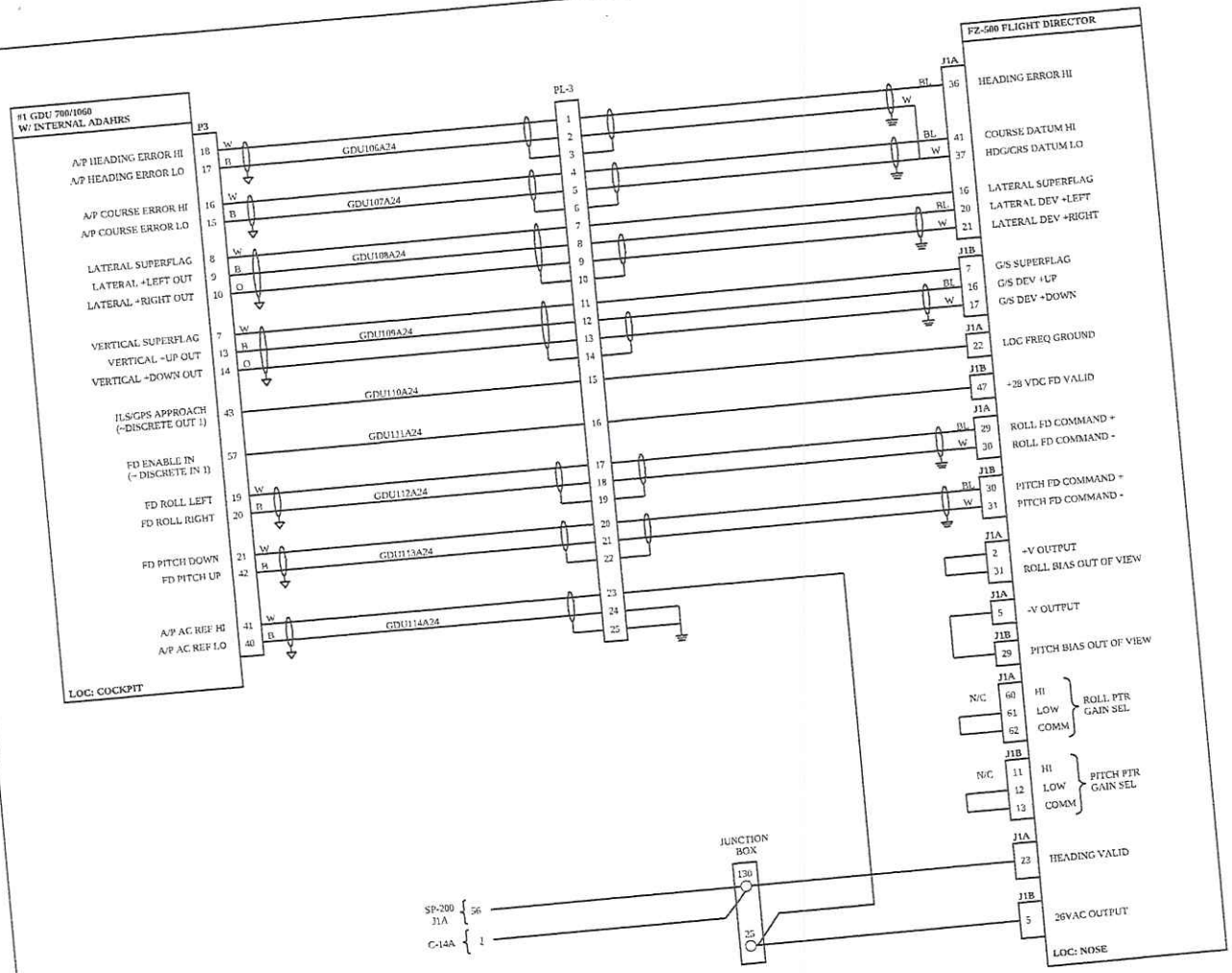
2415 Overlook Drive
Billings, MT 59105

A/C INFO	SERIAL
KING AIR B200 N146LC	BB 1046

TITLE
WIRING DIAGRAM
G600 TXI SYSTEM

SHEET	SIZE	SCALE	REV	DATE
2 OF 15	A3	NONE	A	27 JUNE 2018



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2415 Overlook Drive
Billings, MT 59105

A/C INFO	SERIAL
KING AIR B200 N146LC	BB 1046

TITLE: WIRING DIAGRAM G600 TXI SYSTEM

SHEET	SIZE	SCALE	REV	DATE
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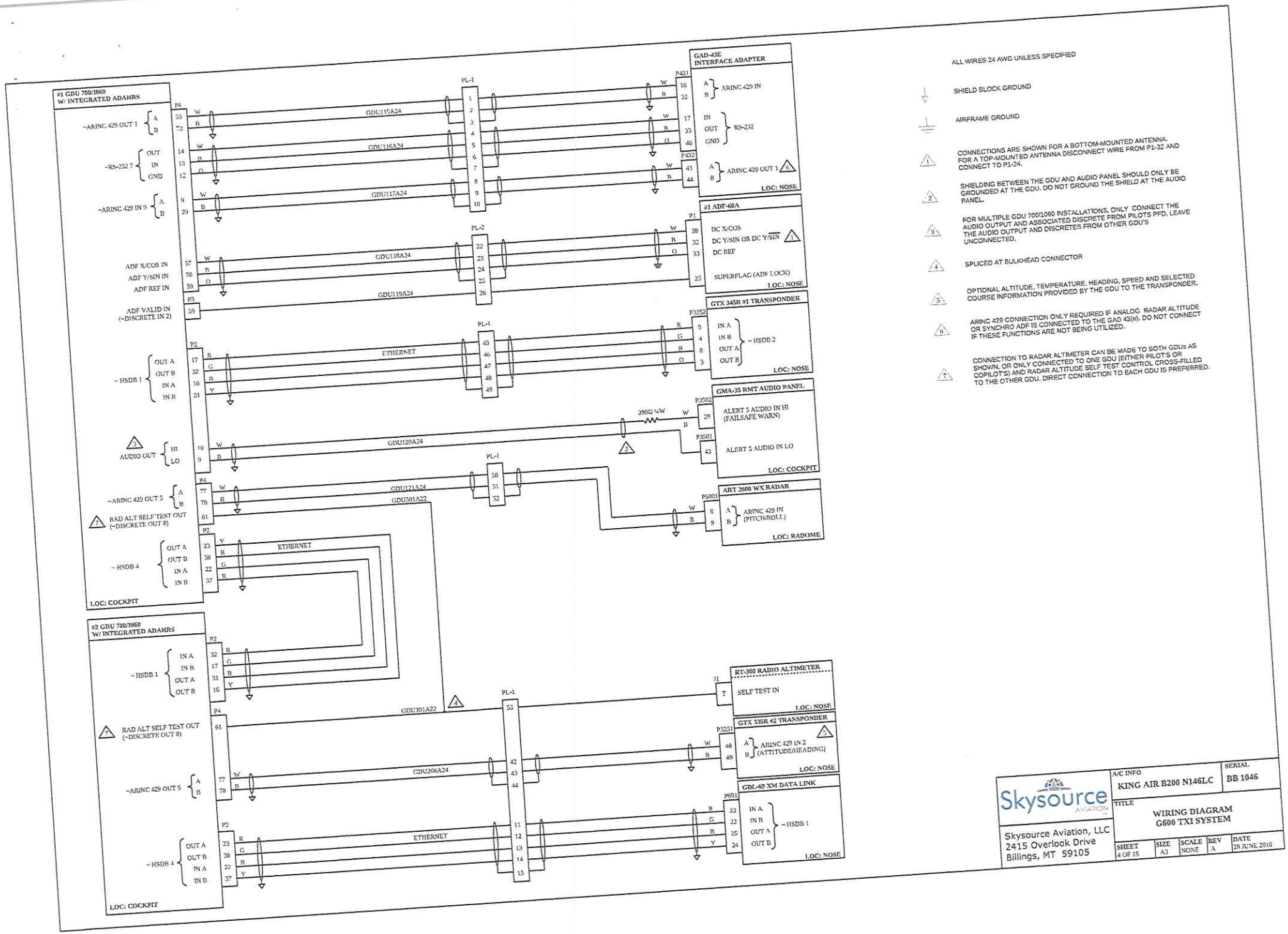

ALL WIRES 24 AWG UNLESS SPECIFIED

SHIELD BLOCK GROUND

AIRFRAME GROUND

1. CONNECTIONS ARE SHOWN FOR A BOTTOM-MOUNTED ANTENNA. FOR A TOP-MOUNTED ANTENNA DISCONNECT WIRE FROM P1-32 AND CONNECT TO P1-24.
2. SHIELDING BETWEEN THE GDU AND AUDIO PANEL SHOULD ONLY BE GROUNDED AT THE GDU. DO NOT GROUND THE SHIELD AT THE AUDIO PANEL.
3. FOR MULTIPLE GDU 700/1060 INSTALLATIONS, ONLY CONNECT THE AUDIO OUTPUT AND ASSOCIATED DISCRETE FROM PILOTS PFD. LEAVE THE AUDIO OUTPUT AND DISCRETES FROM OTHER GDU'S UNCONNECTED.
4. SPLICED AT BULKHEAD CONNECTOR
5. OPTIONAL ALTITUDE, TEMPERATURE, HEADING, SPEED AND SELECTED COURSE INFORMATION PROVIDED BY THE GDU TO THE TRANSPONDER.
6. ARINC 429 CONNECTION ONLY REQUIRED IF ANALOG RADAR ALTITUDE OR SYNCHRO ADF IS CONNECTED TO THE GAD 43(e). DO NOT CONNECT IF THESE FUNCTIONS ARE NOT BEING UTILIZED.
7. CONNECTION TO RADAR ALTIMETER CAN BE MADE TO BOTH GDUs AS SHOWN, OR ONLY CONNECTED TO ONE GDU (EITHER PILOT'S OR COPILOT'S) AND RADAR ALTITUDE SELF TEST CONTROL CROSS-FILLED TO THE OTHER GDU. DIRECT CONNECTION TO EACH GDU IS PREFERRED.

Skysource AVIATION
Skysource Aviation, LLC
2415 Overlook Drive
Billings, MT 59105

A/C INFO	SERIAL
KING AIR B200 N146LC	BB 1046

TITLE: WIRING DIAGRAM
G600 TXI SYSTEM

SHEET	SIZE	SCALE	REV	DATE
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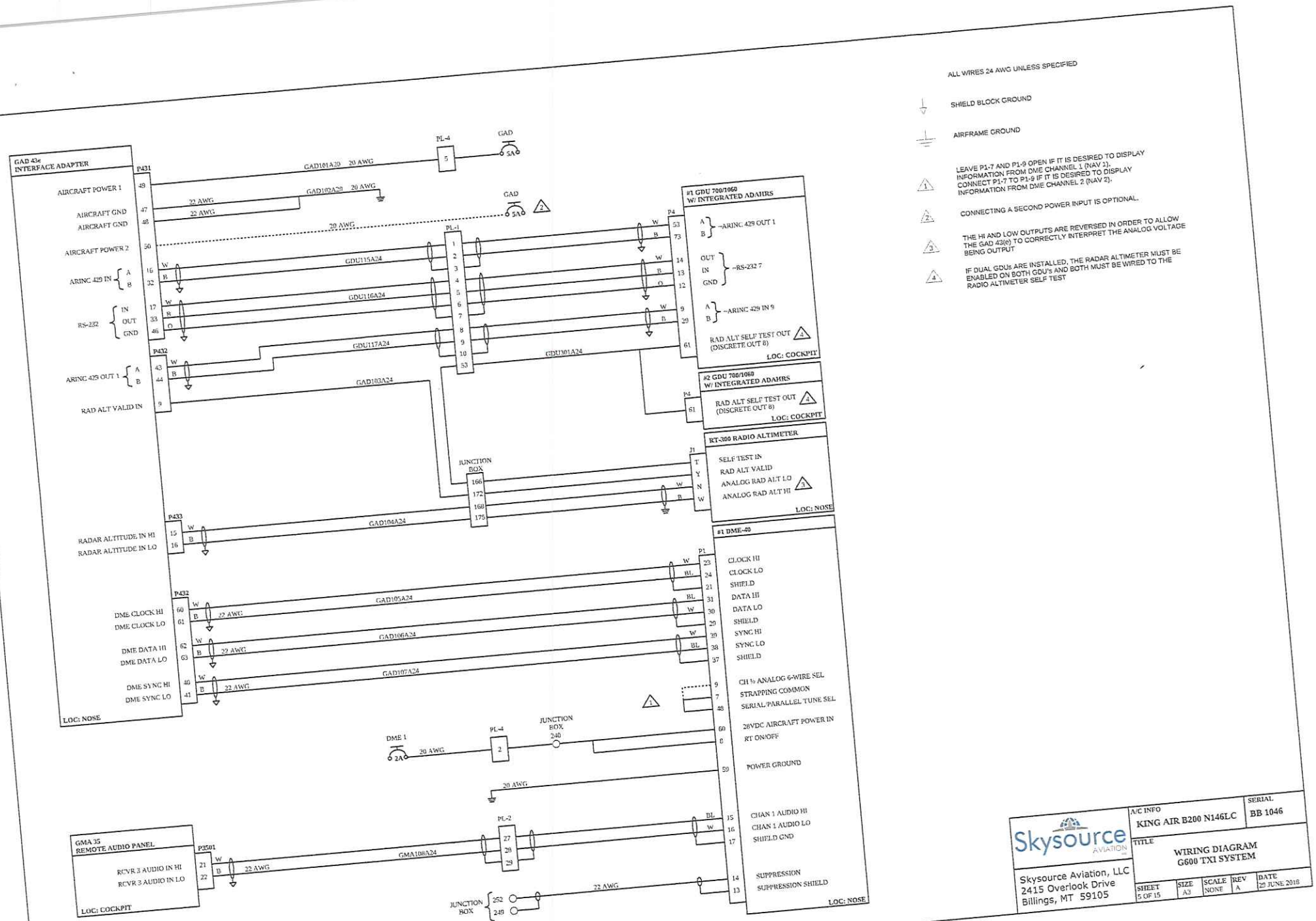
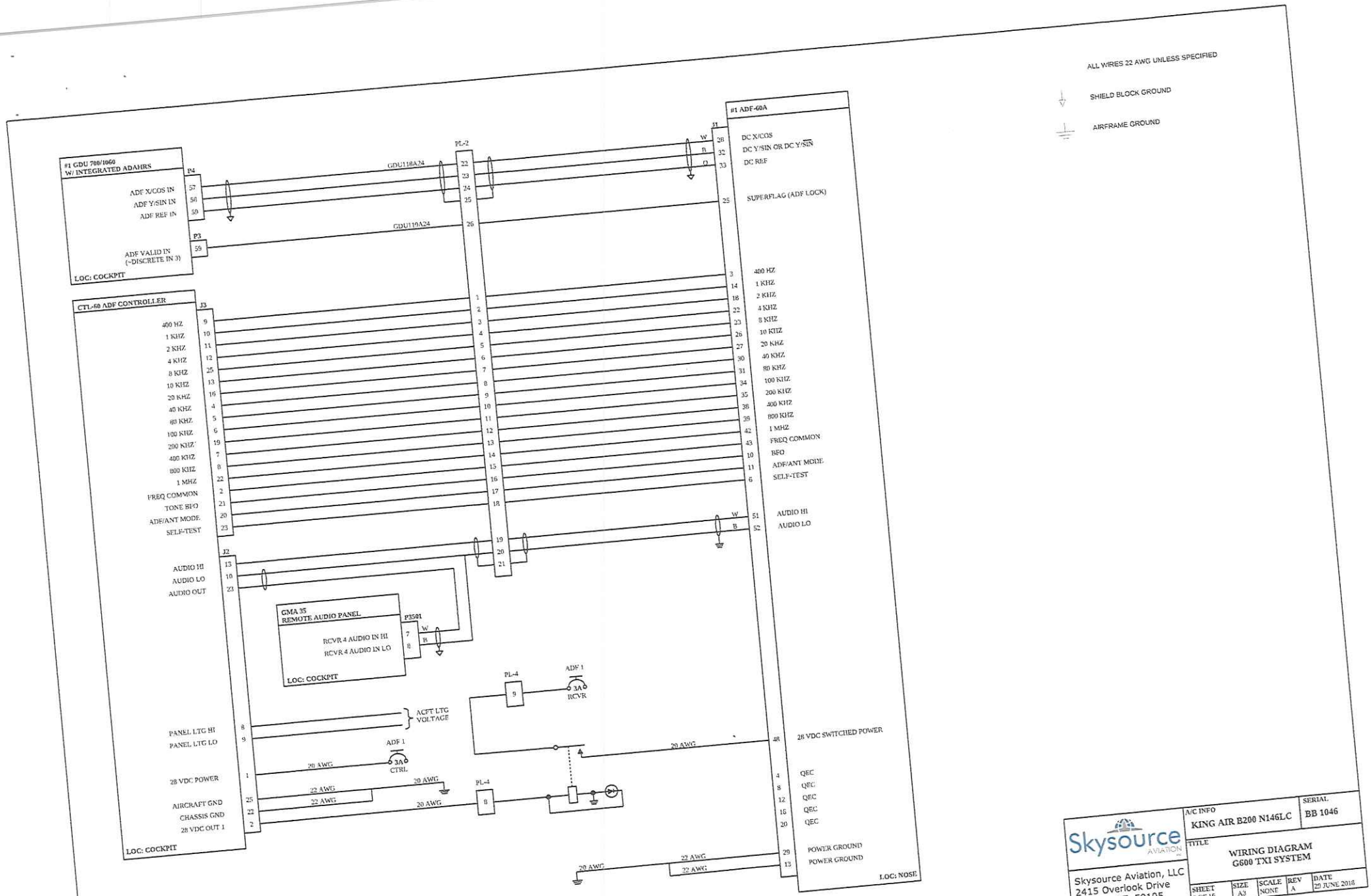

GAD 43e
INTERFACE ADAPTER
P431
AIRCRAFT POWER 1
AIRCRAFT GND
AIRCRAFT GND
AIRCRAFT POWER 2
ARINC 429 IN
RS-232
P432
ARINC 429 OUT 1
RAD ALT VALID IN
P433
RADAR ALTITUDE IN HI
RADAR ALTITUDE IN LO
DME CLOCK HI
DME CLOCK LO
DME DATA HI
DME DATA LO
DME SYNC HI
DME SYNC LO
LOC: NOSE
GAD101A20 20 AWG
GAD102A20 20 AWG
22 AWG
20 AWG
GDU115A24
GDU116A24
GDU117A24
GDU301A24
GAD103A24
GAD104A24
GAD105A24
GAD106A24
GAD107A24
PL-4
PL-1
PL-2
GAD
5A
2A
JUNCTION BOX
166
172
168
175
240
252
249
#1 GDU 700/1060
W/ INTEGRATED ADAHRS
P4
ARINC 429 OUT 1
RS-232
ARINC 429 IN 9
RAD ALT SELF TEST OUT
(DISCRETE OUT 8)
LOC: COCKPIT
#2 GDU 700/1060
W/ INTEGRATED ADAHRS
RT-300 RADIO ALTIMETER
J1
SELF TEST IN
RAD ALT VALID
ANALOG RAD ALT LO
ANALOG RAD ALT HI
LOC: NOSE
#1 DME-40
P1
CLOCK HI
CLOCK LO
SHIELD
DATA HI
DATA LO
SHIELD
SYNC HI
SYNC LO
SHIELD
CH ½ ANALOG 6-WIRE SEL
STRAPPING COMMON
SERIAL/PARALLEL TUNE SEL
28VDC AIRCRAFT POWER IN
RT ON/OFF
POWER GROUND
CHAN 1 AUDIO HI
CHAN 1 AUDIO LO
SHIELD GND
SUPPRESSION
SUPPRESSION SHIELD
LOC: NOSE
DME 1
GMA 35
REMOTE AUDIO PANEL
P3501
RCVR 3 AUDIO IN HI
RCVR 3 AUDIO IN LO
LOC: COCKPIT
GMA108A24
ALL WIRES 24 AWG UNLESS SPECIFIED
SHIELD BLOCK GROUND
AIRFRAME GROUND
1 LEAVE P1-7 AND P1-9 OPEN IF IT IS DESIRED TO DISPLAY INFORMATION FROM DME CHANNEL 1 (NAV 1). CONNECT P1-7 TO P1-9 IF IT IS DESIRED TO DISPLAY INFORMATION FROM DME CHANNEL 2 (NAV 2).
2 CONNECTING A SECOND POWER INPUT IS OPTIONAL.
3 THE HI AND LOW OUTPUTS ARE REVERSED IN ORDER TO ALLOW THE GAD 43(e) TO CORRECTLY INTERPRET THE ANALOG VOLTAGE BEING OUTPUT
4 IF DUAL GDUs ARE INSTALLED, THE RADAR ALTIMETER MUST BE ENABLED ON BOTH GDU's AND BOTH MUST BE WIRED TO THE RADIO ALTIMETER SELF TEST
Skysource AVIATION
Skysource Aviation, LLC
2415 Overlook Drive
Billings, MT 59105
A/C INFO
KING AIR B200 N146LC
SERIAL
BB 1046
TITLE
WIRING DIAGRAM
G600 TXI SYSTEM
SHEET 5 OF 15
SIZE A3
SCALE NONE
REV A
DATE 20 JUNE 2018

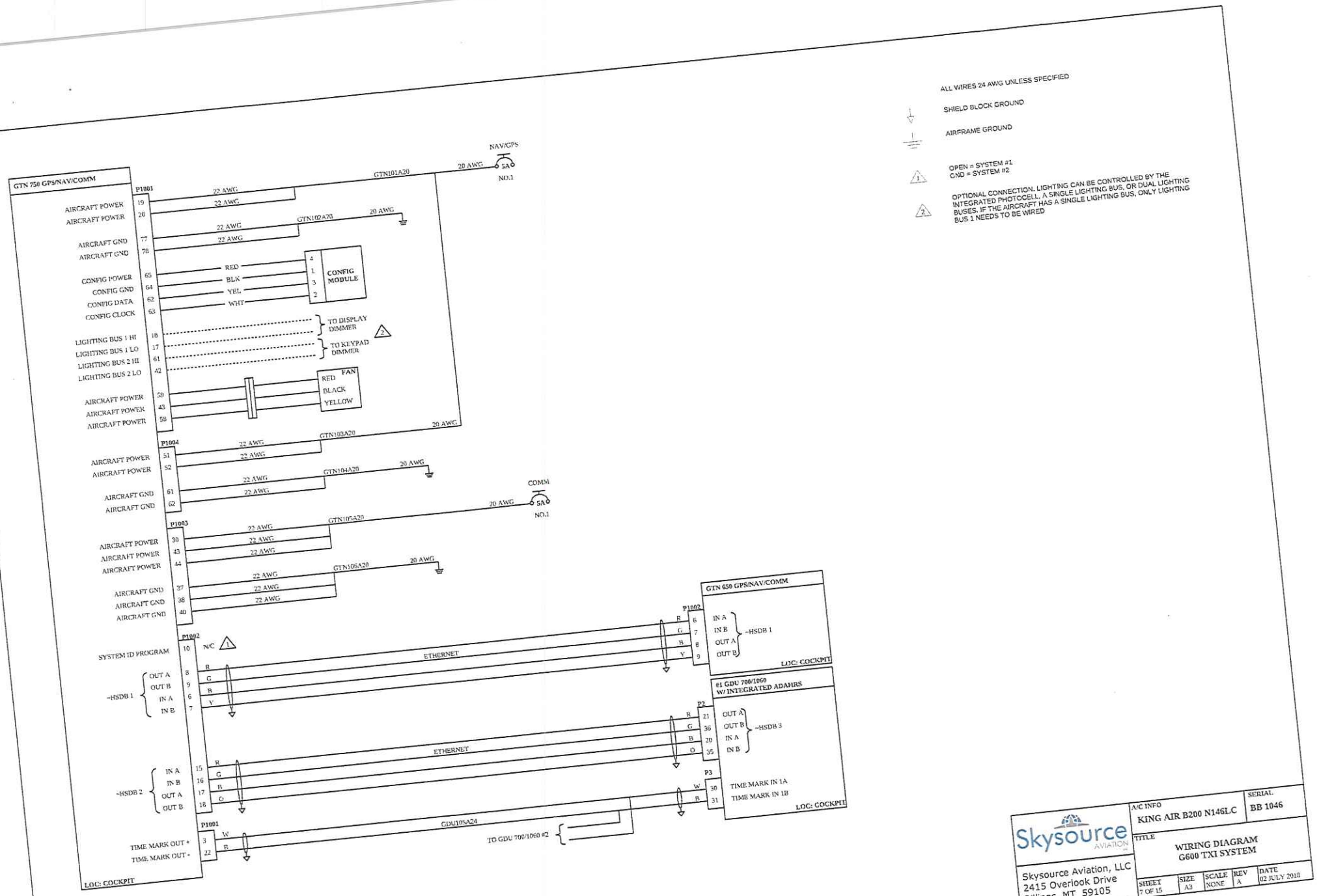


Skysource Aviation, LLC
2415 Overlook Drive
Billings, MT 59105

A/C INFO	SERIAL
KING AIR B200 N146LC	BB 1046

TITLE: WIRING DIAGRAM
G600 TXI SYSTEM

SHEET	SIZE	SCALE	REV	DATE
6 OF 15	A3	NONE	A	20 JUNE 2018



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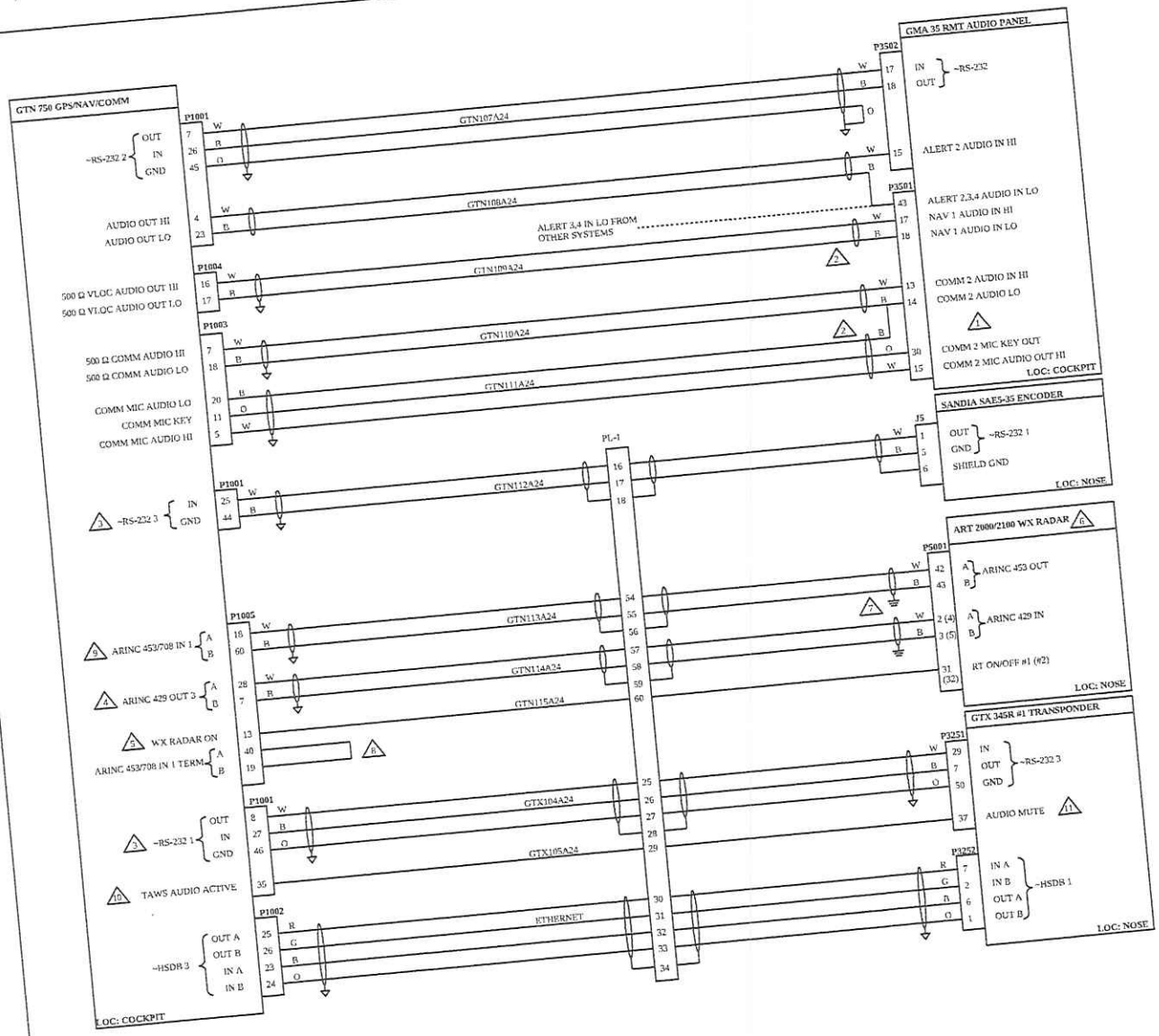
2415 Overlook Drive
Billings, MT 59105

A/C INFO	SERIAL
KING AIR B200 N146LC	BB 1046

TITLE
WIRING DIAGRAM
G600 TXI SYSTEM

SHEET	SIZE	SCALE	REV	DATE
7 OF 15	A3	NONE	A	02 JULY 2018



ALL WIRES 24 AWG UNLESS SPECIFIED

SHIELD BLOCK GROUND

AIRFRAME GROUND

1. WHEN A SECOND COM RADIO IS INSTALLED WITH THE GTN 750 AND GMA 35, THE GTN 750 SHOULD BE CONNECTED TO THE GMA 35 COM 2 PINS AND THE OTHER RADIO SHOULD BE CONNECTED TO COM 1 PINS. THIS WILL PREVENT LOSS OF BOTH COM RADIOS IN THE EVENT THE GTN 750 LOSES RS-232 COMMUNICATION WITH THE GMA 35. A FAILSAFE CIRCUIT IN THE GMA 35 CONNECTS THE PILOT'S HEADSET AND MICROPHONE DIRECTLY TO COM 1 IN CASE POWER TO THE GMA 35 OR RS-232 COMMUNICATION WITH THE GTN 750 IS LOST.

2. TO PREVENT COUPLED INTERFERENCE AND GROUND LOOPS FROM BEING INJECTED INTO THE AUDIO INPUTS, GROUND THE SHIELDS AT ONLY ONE END. EITHER END OF THE SHIELD MAY BE GROUNDED.

3. RS-232 CHANNEL PORTS 1 TO 3 ARE SHOWN. ANY AVAILABLE RS-232 PORT MAY BE USED.

4. ARINC 429 OUTPUT PORT 3 MUST BE USED FOR CONTROLLING THE WEATHER RADAR.

5. DEFAULT DISCRETE FUNCTION FOR PINS P1005-13 IS SHOWN. THESE PIN FUNCTIONS ARE CONFIGURABLE

6. THE ART 2100 IS SUPPORTED WHEN CONFIGURED TO EMULATE AN ART 2000. ONLY ART 2000 FUNCTIONS ARE AVAILABLE.

7. AT WEATHER RADAR UNIT, CONNECT SHIELD GROUNDS TO AIRCRAFT CHASSIS WITH AS SHORT A CONDUCTOR AS PRACTICAL.

8. IF THE GTN IS THE ONLY EQUIPMENT ON THE ARINC 453/708 OUTPUT BUS FROM THE WEATHER RADAR,OR IF IT IS DESIRED TO UTILIZE THE GTN INTERNAL TERMINATION RESISTOR, INSTALL THE TERMINATION JUMPER SHOWN. THIS LENGTH OF THIS JUMPER SHOULD NOT EXCEED 3". IF MULTIPLE PIECES OF EQUIPMENT ARE ON THE ARINC 453/708 BUS, ONLY ONE TERMINATION RESISTOR SHOULD BE UTILIZED, AT THE LAST LRU ON THE ARINC 453/708 BUS.

9. THE WXR ARINC 453/708 INPUT IS UNTERMINATED.

10. TAWS AUDIO INHIBIT FOR GTN 6XX/7XX TAWS UNITS ONLY.

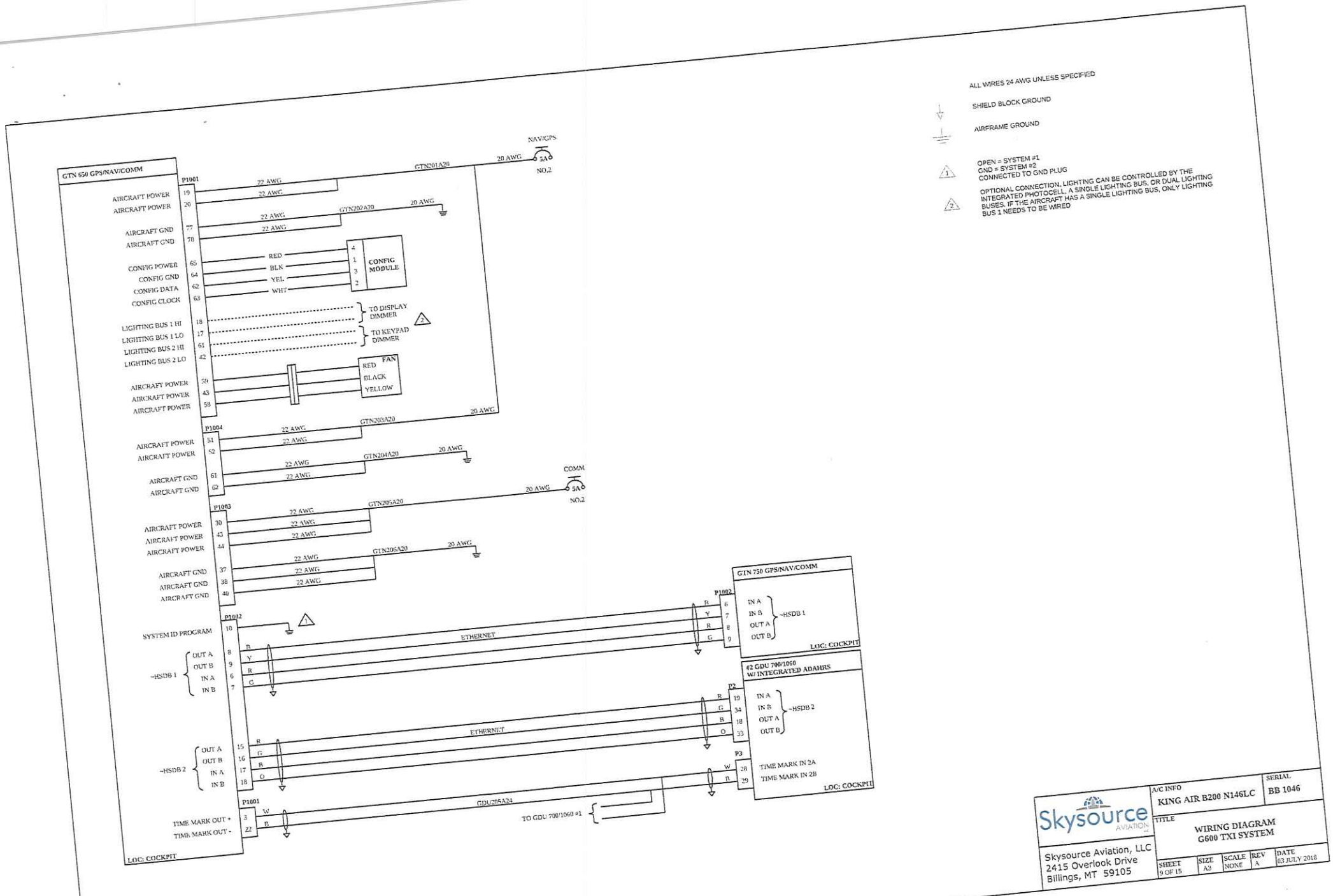
11. ANY AUDIO MUTE CONFIGURABLE DISCRETE CAN BE USED.

Skysource AVIATION
Skysource Aviation, LLC
2415 Overlook Drive
Billings, MT 59105

A/C INFO	SERIAL
KING AIR B200 N146LC	BB 1046

TITLE: WIRING DIAGRAM G600 TXI SYSTEM

SHEET	SIZE	SCALE	REV	DATE
8 OF 15	A3	NONE	A	02 JULY 2018



Skysource AVIATION

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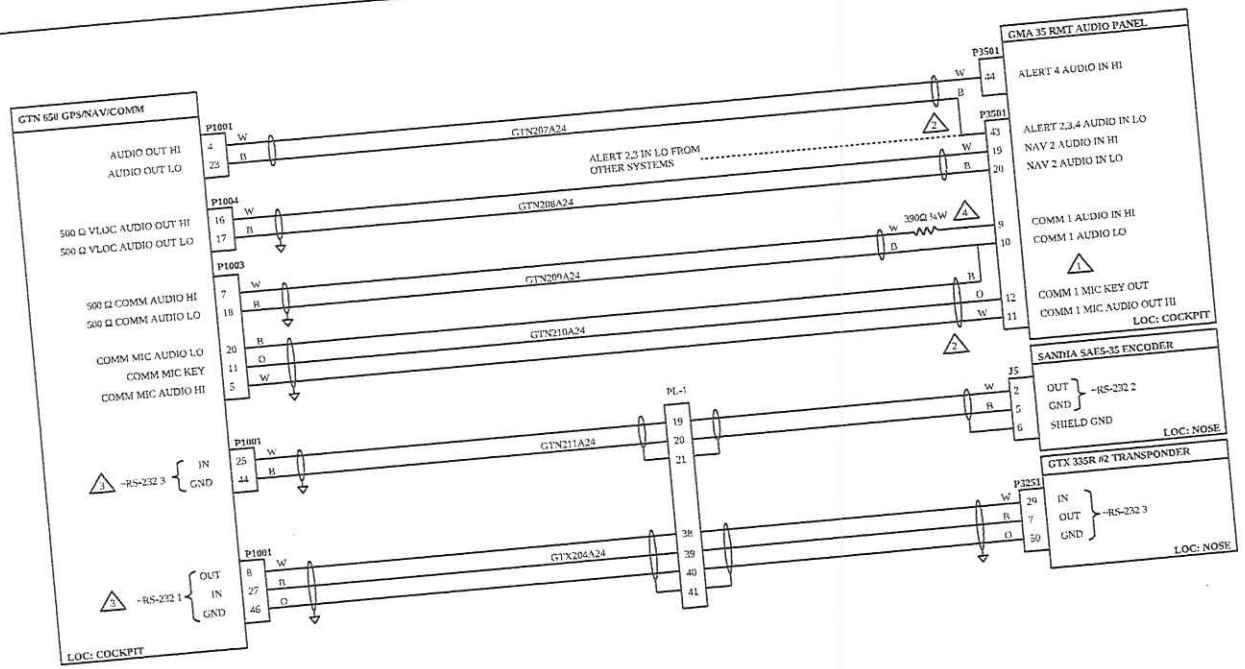
2415 Overlook Drive
Billings, MT 59105

A/C INFO	SERIAL
KING AIR B200 N146LC	BB 1046

TITLE
WIRING DIAGRAM
G600 TXI SYSTEM

SHEET	SIZE	SCALE	REV	DATE
9 OF 15	A3	NONE	A	03 JULY 2018



ALL WIRES 24 AWG UNLESS SPECIFIED

SHIELD BLOCK GROUND

AIRFRAME GROUND

1. WHEN A SECOND COM RADIO IS INSTALLED WITH THE GTN 750 AND GMA 35, THE GTN 750 SHOULD BE CONNECTED TO THE GMA 35 COM 2 PINS AND THE OTHER RADIO SHOULD BE CONNECTED TO COM 1 PINS. THIS WILL PREVENT LOSS OF BOTH COM RADIOS IN THE EVENT THE GTN 750 LOSES RS-232 COMMUNICATION WITH THE GMA 35. A FAILSAFE CIRCUIT IN THE GMA 35 CONNECTS THE PILOT'S HEADSET AND MICROPHONE DIRECTLY TO COM 1 IN CASE POWER TO THE GMA 35 OR RS-232 COMMUNICATION WITH THE GTN 750 IS LOST.

2. TO PREVENT COUPLED INTERFERENCE AND GROUND LOOPS FROM BEING INJECTED INTO THE AUDIO INPUTS, GROUND THE SHIELDS AT ONLY ONE END. EITHER END OF THE SHIELD MAY BE GROUNDED.

3. RS-232 CHANNEL PORTS 1 TO 3 ARE SHOWN. ANY AVAILABLE RS-232 PORT MAY BE USED.

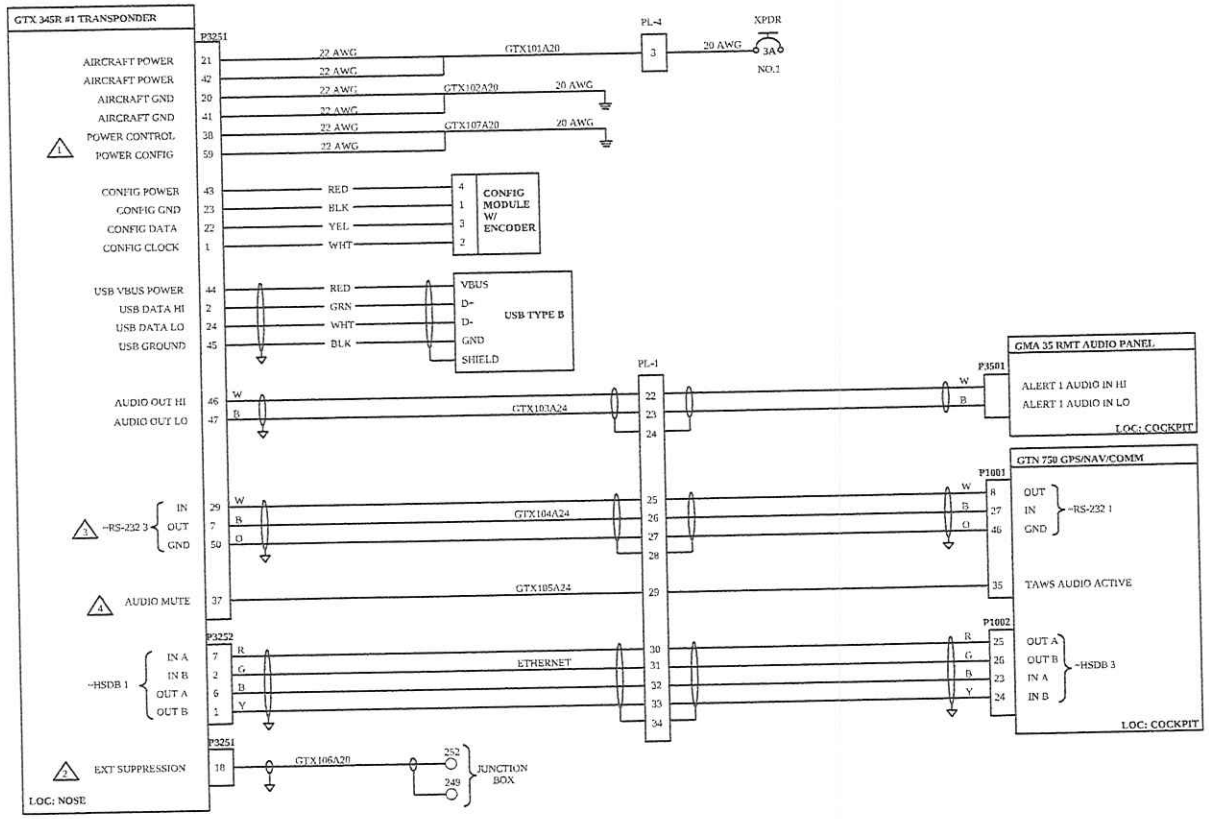
4. FAILSAFE WARN AUDIO IN HI IS HEARD DURING NORMAL OPERATION AS A FIFTH ALERT INPUT. DURING FAILSAFE MODE BOTH FAILSAFE WARN AUDIO IN HI AND COM 1 AUDIO INPUT ARE CONNECTED TO THE PILOT HEADSET LEFT OUTPUT. DURING THIS TIME THE OUTPUT OF THE COM 1 RADIO AND THE OUTPUT OF THE DEVICE CONNECTED TO FAILSAFE WARN AUDIO IN HI WILL BECOME SHORTED TOGETHER, POTENTIALLY CAUSING DAMAGE OR INTERFERENCE. IF THE FAILSAFE WARN AUDIO IN HI IS USED, INSTALL SUMMING RESISTORS IN SERIES BETWEEN THESE SOURCES AND THE INPUTS TO THE AUDIO PANEL TO PROTECT THE OUTPUTS FROM DAMAGE. A TYPICAL VALUE FOR MIXING RESISTORS IS 390 Ω ¼ W. THE AUDIO LEVELS OF EXISTING AUDIO SOURCES WILL HAVE TO BE RE-EVALUATED AFTER MIXING RESISTORS ARE INSTALLED.

Skysource AVIATION
Skysource Aviation, LLC
2415 Overlook Drive
Billings, MT 59105

A/C INFO	SERIAL
KING AIR B200 N146LC	BB 1046

TITLE: WIRING DIAGRAM G600 TXI SYSTEM

SHEET	SIZE	SCALE	REV	DATE
10 OF 15	A3	NONE	A	03 JULY 2018



ALL WIRES 24 AWG UNLESS SPECIFIED

SHIELD BLOCK GROUND

AIRFRAME GROUND

1. PWR CONFIG INPUT SETS THE REMOTE ON/OFF FEATURE. CONNECT TO GROUND FOR REMOTE UNIT INSTALLATION, LEAVE OPEN FOR PANEL MOUNT INSTALLATION.
PWR CONTROL INPUT IS DEPENDENT ON THE PWR CONFIG CONNECTION. THIS IS USED AS A REMOTE POWER ON/OFF CONTROL OR TO USE THE POWER AUTO ON FEATURE WHEN THE AVIONICS MASTER IS POWERED ON.

2. I/O PULSES MAY NOT BE COMPATIBLE WITH ALL MODELS OF DME. THE BENDIX/KING KN 62, KN 64, AND KNS 80 HAVE AN OUTPUT-ONLY SUPPRESSION AND MAY DAMAGE THE GTX MUTUAL SUPPRESSION OUTPUT. DO NOT CONNECT THE GTX MUTUAL SUPPRESSION PIN.

3. RS-232 PORTS 1 THROUGH 3 AVAILABLE..

4. ANY AUDIO MUTE CONFIGURABLE DISCRETE CAN BE USED.

Skysource AVIATION

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2415 Overlook Drive
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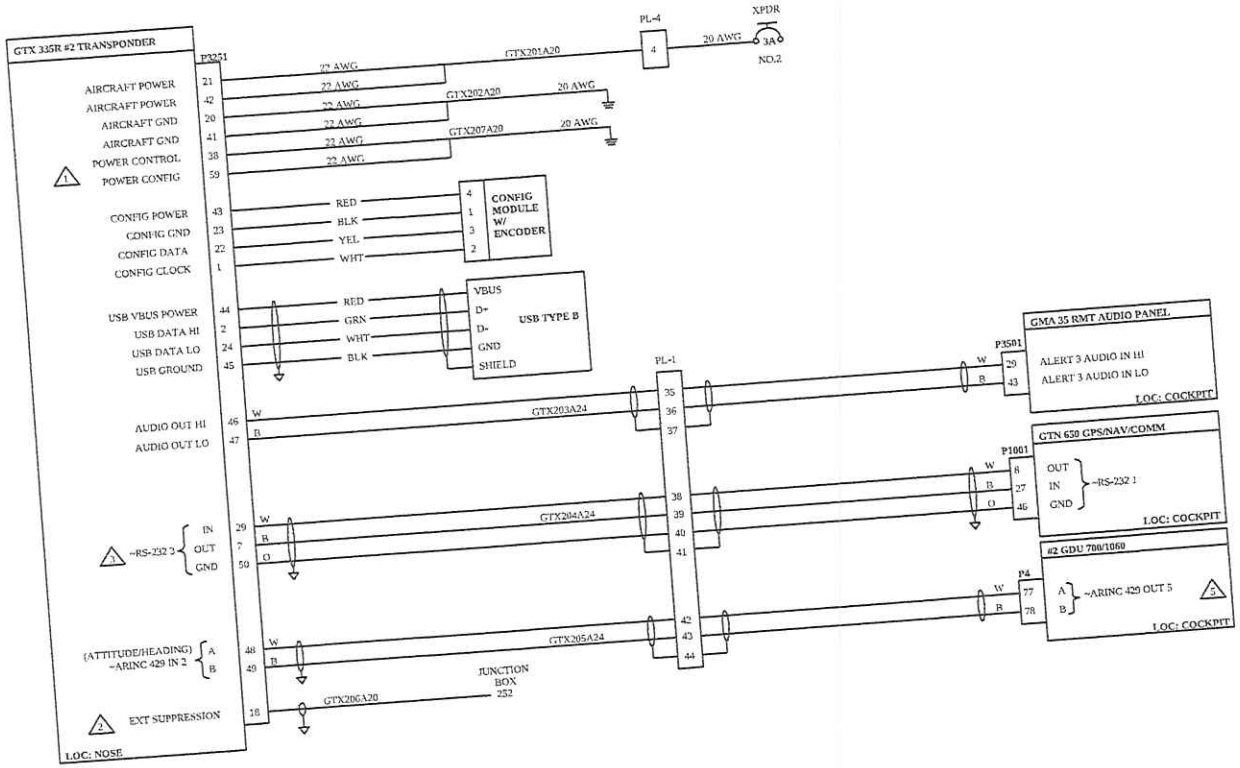
A/C INFO	SERIAL
KING AIR B200 N146LC	BB 1046

TITLE: WIRING DIAGRAM G600 TXI SYSTEM

SHEET	SIZE	SCALE	REV	DATE
11 OF 15	A2	NONE	A	04 JULY 2018



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AIRFRAME GROUND

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PWR CONTROL INPUT IS DEPENDENT ON THE PWR CONFIG CONNECTION. THIS IS USED AS A REMOTE POWER ON/OFF CONTROL OR TO USE THE POWER AUTO ON FEATURE WHEN THE AVIONICS MASTER IS POWERED ON.

2. I/O PULSES MAY NOT BE COMPATIBLE WITH ALL MODELS OF DME. THE BENDIX/KING KN 62, KN 64, AND KNS 80 HAVE AN OUTPUT-ONLY SUPPRESSION AND MAY DAMAGE THE GTX MUTUAL SUPPRESSION OUTPUT. DO NOT CONNECT THE GTX MUTUAL SUPPRESSION PIN.

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5. OPTIONAL ALTITUDE, TEMPERATURE, HEADING, SPEED AND SELECTED COURSE INFORMATION PROVIDED BY THE GDU TO THE TRANSPONDER.

Skysource AVIATION

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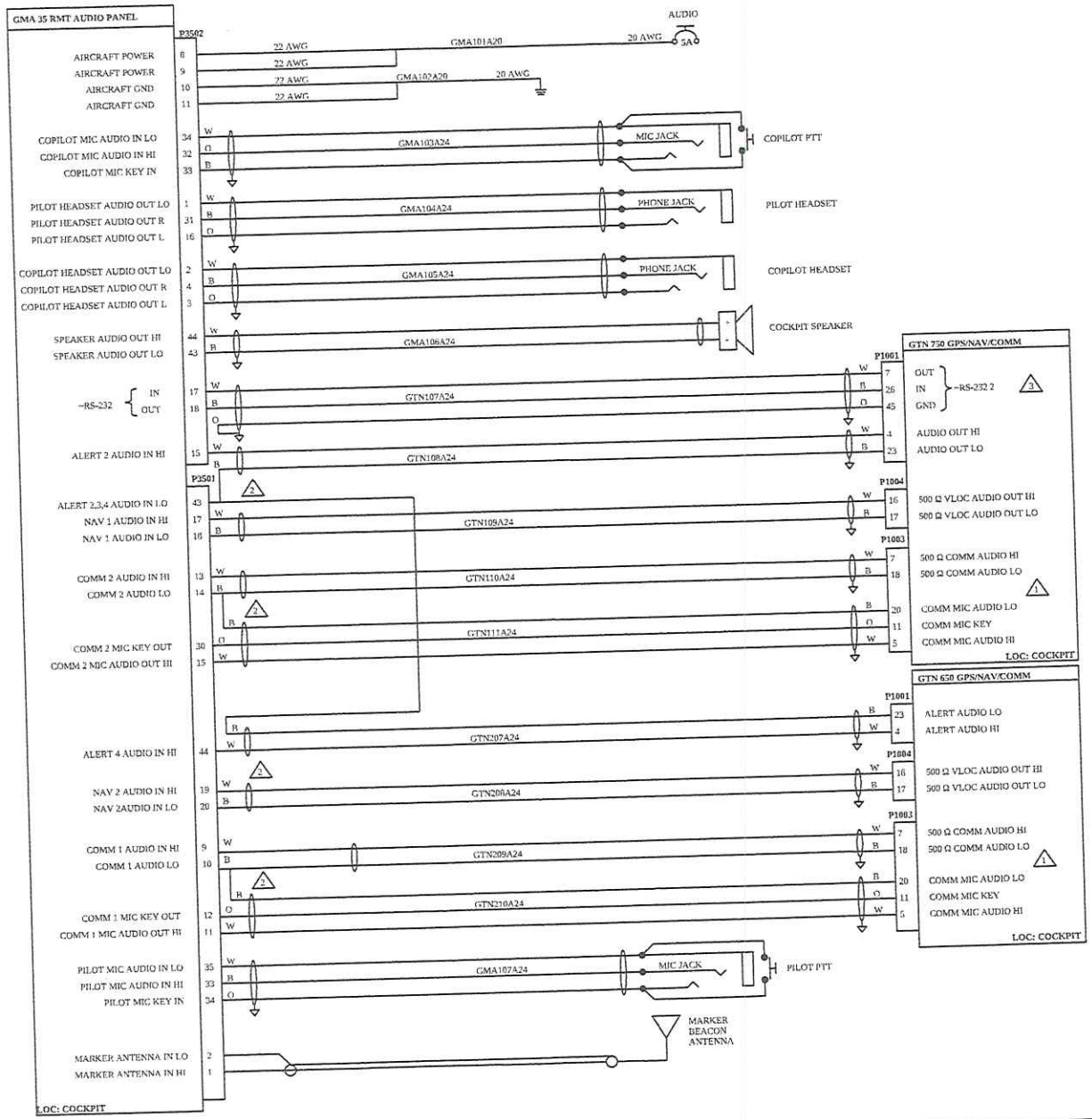
2415 Overlook Drive
Billings, MT 59105

A/C INFO	SERIAL
KING AIR B200 N146LC	BB 1046

TITLE
WIRING DIAGRAM
G600 TXI SYSTEM

SHEET	SIZE	SCALE	REV	DATE
12 OF 15	A3	NONE	A	04 JULY 2018



ALL WIRES 24 AWG UNLESS SPECIFIED

SHIELD BLOCK GROUND

AIRFRAME GROUND

1. WHEN A SECOND COM RADIO IS INSTALLED WITH THE GTN 750 AND GMA 35, THE GTN 750 SHOULD BE CONNECTED TO THE GMA 35 COM 2 PINS AND THE OTHER RADIO SHOULD BE CONNECTED TO COM 1 PINS. THIS WILL PREVENT LOSS OF BOTH COM RADIOS IN THE EVENT THE GTN 750 LOSES RS-232 COMMUNICATION WITH THE GMA 35. A FAILSAFE CIRCUIT IN THE GMA 35 CONNECTS THE PILOT'S HEADSET AND MICROPHONE DIRECTLY TO COM 1 IN CASE POWER TO THE GMA 35 OR RS-232 COMMUNICATION WITH THE GTN 750 IS LOST.

2. TO PREVENT COUPLED INTERFERENCE AND GROUND LOOPS FROM BEING INJECTED INTO THE AUDIO INPUTS, GROUND THE SHIELDS AT ONLY ONE END. EITHER END OF THE SHIELD MAY BE GROUNDED.

3. THE RS-232 CONNECTION TO THE GTN 725/750 IS REQUIRED FOR COMMAND AND CONTROL OF THE AUDIO PANEL FUNCTIONS. THE GTN 7XX IS THE CONTROLLER FOR THE GMA 35.

Skysource AVIATION

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2415 Overlook Drive
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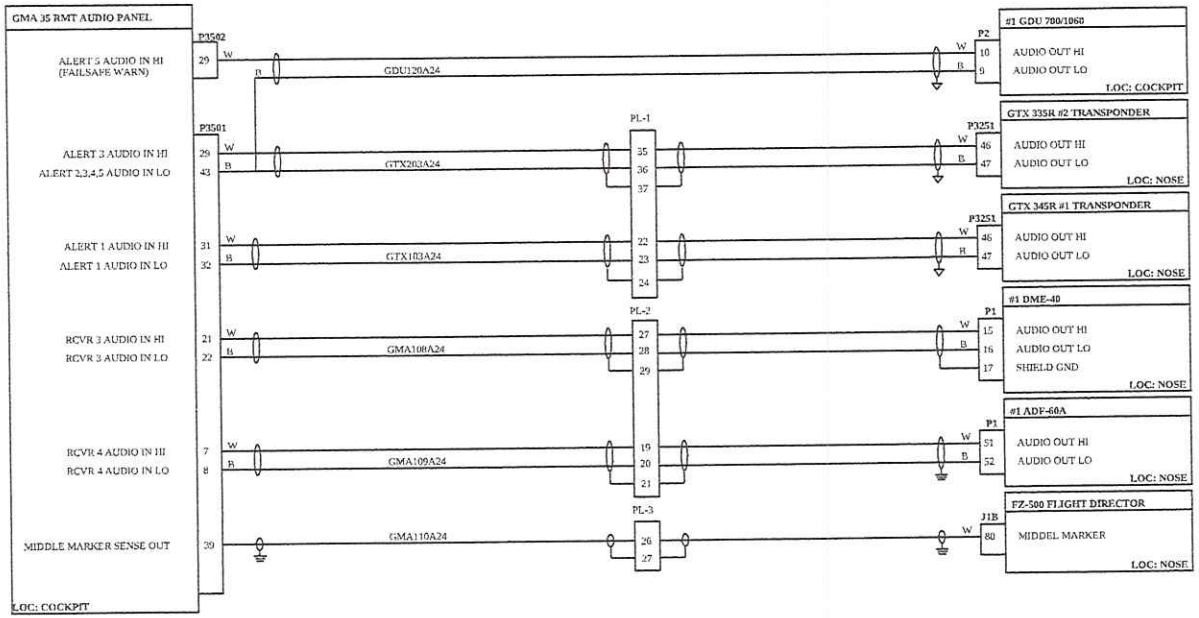
KING AIR B200 N146LC	BB 1046

TITLE
WIRING DIAGRAM
G600 TXI SYSTEM

SHEET	SIZE	SCALE	REV	DATE
13 OF 15	A3	NONE	A	05 JULY 2016



ALL WIRES 24 AWG UNLESS SPECIFIED

SHIELD BLOCK GROUND

AIRFRAME GROUND

Skysource AVIATION
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2415 Overlook Drive
Billings, MT 59105

A/C INFO	SERIAL
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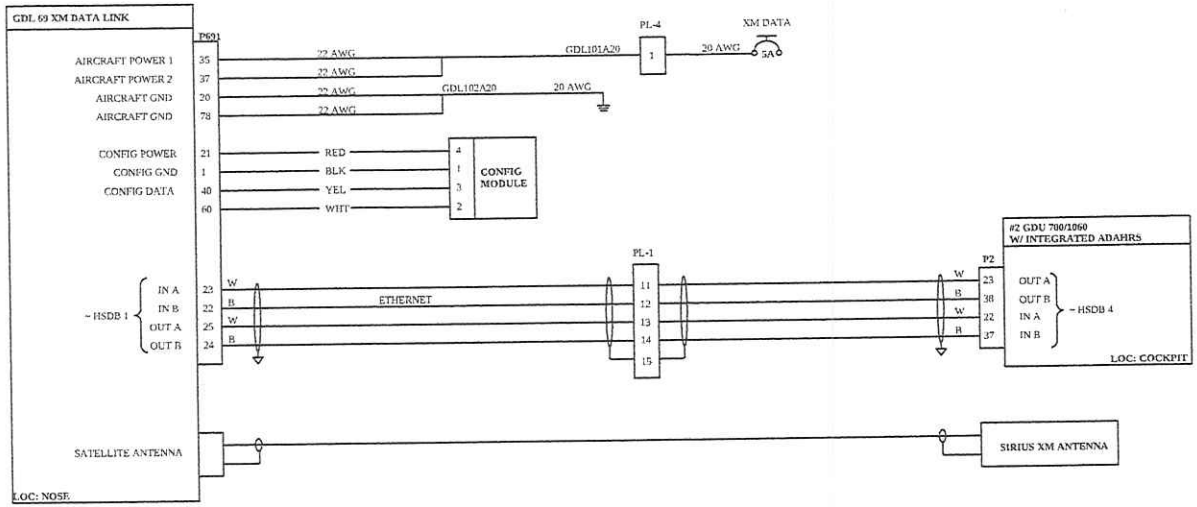
TITLE: WIRING DIAGRAM G600 TXI SYSTEM

SHEET	SIZE	SCALE	REV	DATE
14 OF 15	A3	NONE	A	05 JULY 2016

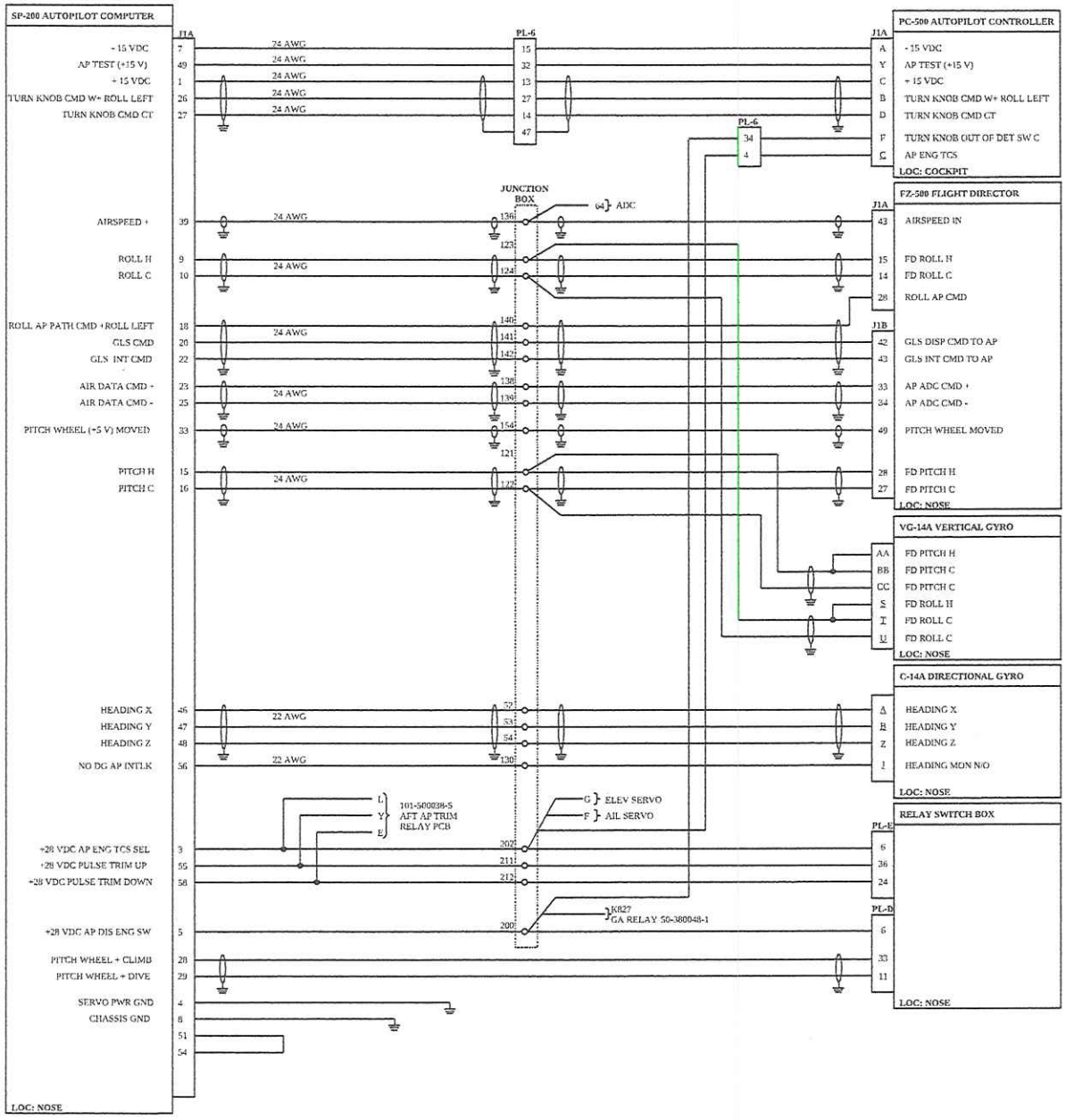


ALL WIRES 24 AWG UNLESS SPECIFIED

SHIELD BLOCK GROUND

AIRFRAME GROUND

Skysource AVIATION	A/C INFO: KING AIR B200 N146LC		SERIAL: BB 1046
Skysource Aviation, LLC 2415 Overlook Drive Billings, MT 59105	TITLE: WIRING DIAGRAM G600 TXI SYSTEM		
SHEET: 15 OF 15	SIZE: A3	SCALE: NONE	REV: A	DATE: 06 JULY 2018

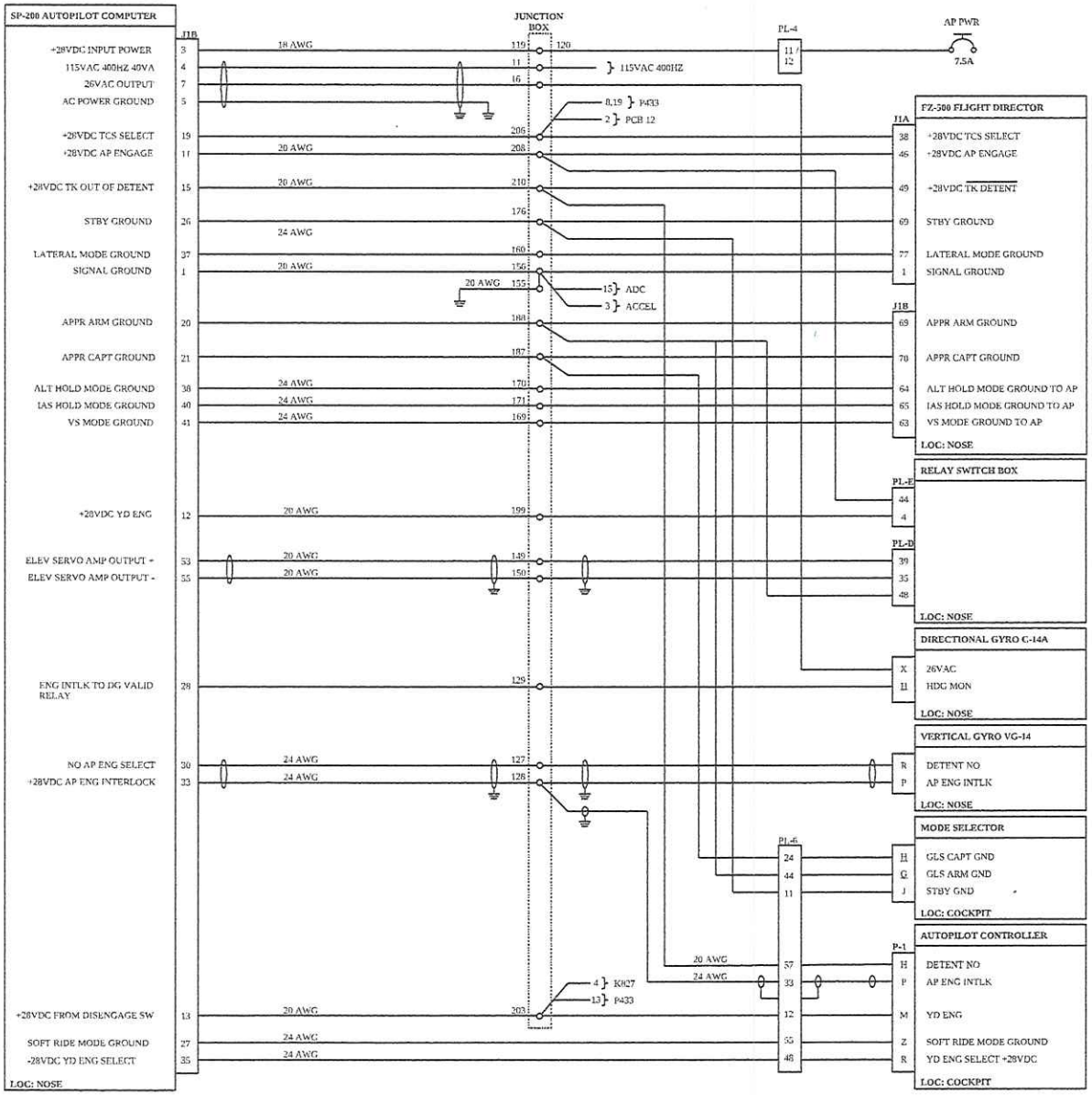


ALL WIRES 24 AWG UNLESS SPECIFIED

SHIELD BLOCK GROUND

AIRFRAME GROUND

Skysource AVIATION	A/C INFO: KING AIR B200 N146LC	SERIAL: BB 1046	
Skysource Aviation, LLC 2415 Overlook Drive Billings, MT 59105	TITLE: WIRING DIAGRAM G600 TXI SYSTEM		
	SHEET: 15 OF 15	SIZE: A3	SCALE: NONE / REV: A / DATE: 06 JULY 2018



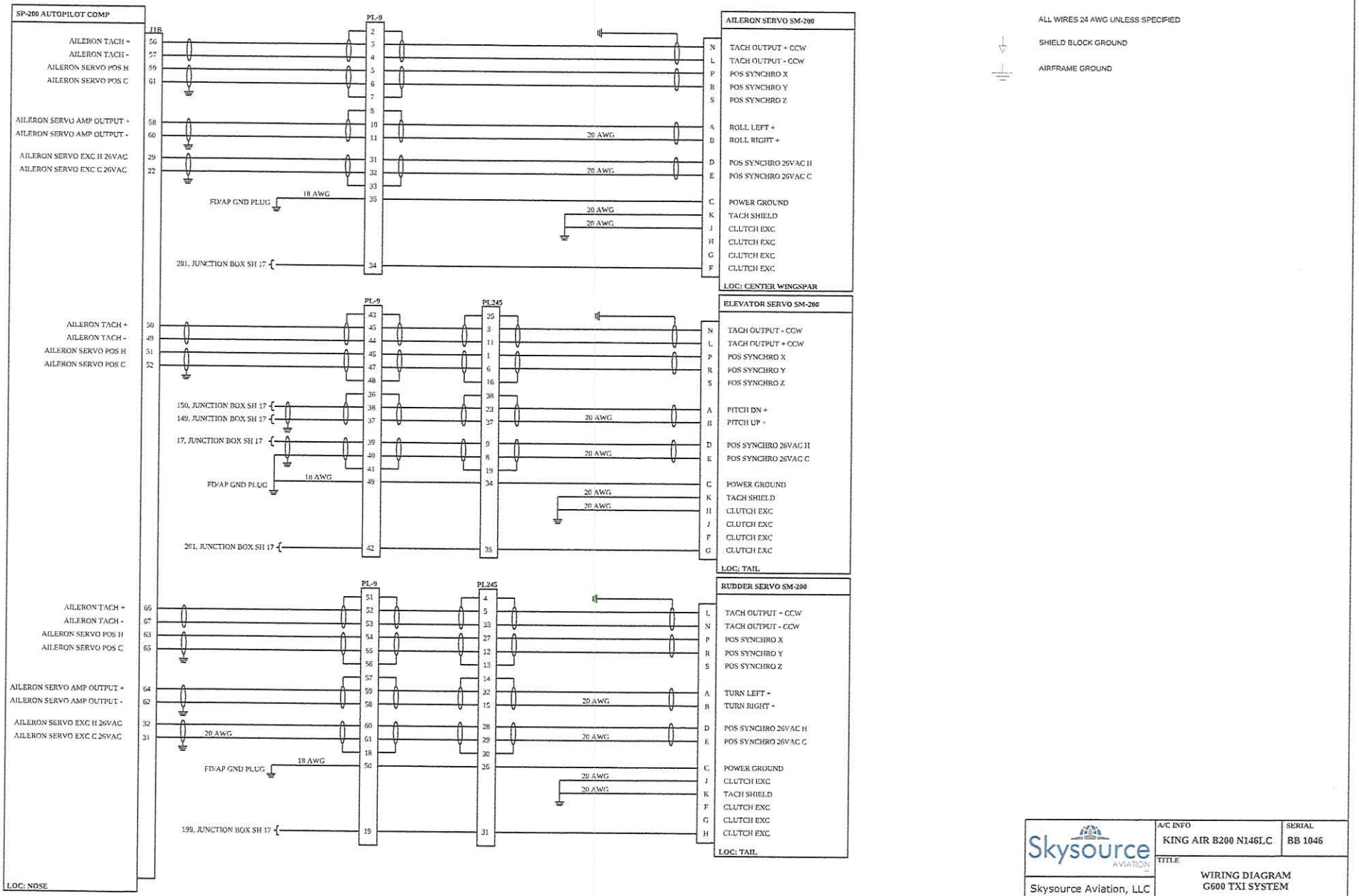
Skysource AVIATION

Skysource Aviation, LLC
2415 Overlook Drive
Billings, MT 59105

A/C INFO	SERIAL
KING AIR B200 N146LC	BB 1046

TITLE: WIRING DIAGRAM G600 TXI SYSTEM

SHEET	SIZE	SCALE	REV	DATE
17 OF	A3	NONE	A	06 JULY 2018



Skysource AVIATION	A/C INFO: KING AIR B200 N146LC	SERIAL: BB 1046	
Skysource Aviation, LLC 2415 Overlook Drive Billings, MT 59105	TITLE: WIRING DIAGRAM G600 TXI SYSTEM		
	SHEET: 18 OF	SIZE: A3	SCALE: NONE
	REV: A	DATE: 06 JULY 2018	