

Proposed Rules

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This section of the FEDERAL REGISTER contains notices to the public of the proposed issuance of rules and regulations. The purpose of these notices is to give interested persons an opportunity to participate in the rule making prior to the adoption of the final rules.

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. 94-CE-31-AD]

Airworthiness Directives; Beech Aircraft Corporation Models 1900, 1900C, and 1900D Airplanes

AGENCY: Federal Aviation Administration, DOT.

ACTION: Notice of proposed rulemaking (NPRM).

SUMMARY: This document proposes to supersede Airworthiness Directive (AD) 91-24-15, which currently requires modifying the instrument air plumbing system on Beech Aircraft Corporation (Beech) Models 1900 and 1900C airplanes. The proposed action would require an additional modification to the plumbing of the instrument air system on the Models 1900 and 1900C airplanes, and would add the Model 1900D airplanes to the applicability. Eight reports of moisture freezing in this system on airplanes with the modification required by AD 91-24-15 incorporated prompted the proposed action. In addition, recent testing on the Model 1900D indicates that the design of the instrument air system on these airplanes is also conducive to moisture freeze-ups. The actions specified by the proposed AD are intended to prevent ice formation in the plumbing of the instrument air system, which, if not detected and corrected, could result in aerodynamic problems and subsequent loss of control of the airplane.

DATES: Comments must be received on or before April 21, 1995.

ADDRESSES: Submit comments in triplicate to the Federal Aviation Administration (FAA), Central Region, Office of the Assistant Chief Counsel, Attention: Rules Docket No. 94-CE-31-AD, Room 1558, 601 E. 12th Street, Kansas City, Missouri 64106. Comments may be inspected at this location

between 8 a.m. and 4 p.m., Monday through Friday, holidays excepted.

Service information that applies to the proposed AD may be obtained from the Beech Aircraft Corporation, P.O. Box 85, Wichita, Kansas 67201-0085. This information also may be examined at the Rules Docket at the address above.

FOR FURTHER INFORMATION CONTACT: Mr. Harvey E. Nero, Aerospace Engineer, Wichita Aircraft Certification Office, FAA, 1801 Airport Road, Mid-Continent Airport, Wichita, Kansas 67209; telephone (316) 946-4137; facsimile (316) 946-4407.

SUPPLEMENTARY INFORMATION:

Comments Invited

Interested persons are invited to participate in the making of the proposed 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, specified above, will be considered before taking action on the proposed rule. The proposals contained in this notice may be changed in light of the comments received.

Comments are specifically invited on the overall regulatory, economic, environmental, and energy aspects of the proposed 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 proposal will be filed in the Rules Docket.

Commenters wishing the FAA to acknowledge receipt of their comments submitted in response to this notice must submit a self-addressed, stamped postcard on which the following statement is made: "Comments to Docket No. 94-CE-31-AD." The postcard will be date stamped and returned to the commenter.

Availability of NPRMs

Any person may obtain a copy of this NPRM by submitting a request to the FAA, Central Region, Office of the Assistant Chief Counsel, Attention: Rules Docket No. 94-CE-31-AD, Room

1558, 601 E. 12th Street, Kansas City, Missouri 64106.

Discussion

AD 91-24-15, Amendment 39-8173 (57 FR 3927, February 3, 1992), currently requires modifying the plumbing of the instrument air system on Beech Models 1900 and 1900C airplanes. Several reports of moisture freezing in the plumbing of the instrument air system on the affected airplanes prompted that AD.

Since issuance of AD 91-24-15, the FAA has received eight reports of moisture freezing in the plumbing of the instrument air system on airplanes in compliance with that AD. In addition, recent testing on the Beech Model 1900D indicates that the design of the instrument air systems on these airplanes is also conducive to moisture freeze-ups.

Beech has developed kits that, upon installation, make plumbing changes in the instrument air system, add additional insulation, and make wing leading edge core modifications. Installation of the applicable kit on an affected airplane will maintain the air temperatures in the instrument air system at 50 degrees or higher, and help eliminate the possibility of moisture freezing in this system in cold humid environments. The following presents each kit and the applicable airplane model each kit applies to:

Models	Kit No.
1900 and 1900C.	118-9003-1 or 118-9003-3.
1900D	129-9010-1 or 129-9010-3.

After examining the circumstances and reviewing all available information related to the incidents described above, the FAA has determined that AD action should be taken to prevent ice formation in the plumbing of the instrument air system, which, if not detected and corrected, could result in aerodynamic problems and subsequent loss of control of the airplane.

Since an unsafe condition has been identified that is likely to exist or develop in other Beech Model 1900, 1900C, and 1900D airplanes of the same type design, the proposed AD would supersede AD 91-24-15, Amendment 39-8173, with a new AD that would require modifying the plumbing of the

instrument air system in accordance with the instructions provided with the kits specified above.

The FAA estimates that 370 airplanes in the U.S. registry would be affected by the proposed AD, that it would take approximately 30 workhours per airplane to accomplish the proposed action, and that the average labor rate is approximately \$60 an hour. The cost of the applicable kit ranges from \$505 to \$2,261 depending on the airplane model. Based on these figures (using a \$2,261 part cost for all affected airplanes), the total cost impact of the proposed AD on U.S. operators is estimated to be \$1,502,570.

Beech will provide parts free of charge until December 31, 1995. If all owners/operators would incorporate this modification by that date, then the cost impact of the proposed AD upon the public would be reduced by \$836,570 (370 airplanes × \$2,261) from \$1,502,570 to \$666,000.

In addition, Beech has informed the FAA that it has distributed approximately 18 kits. Assuming that each of these distributed kits is incorporated on one of the affected airplanes and that each of the remaining airplanes would have one of the kits incorporated by December 31, 1995, the cost of the proposed AD would be further reduced by \$32,400 (30 workhours × \$60 × 18 airplanes) from \$666,000 to \$633,600.

The regulations proposed herein would not have substantial direct effects on the States, on the relationship between the national government and the States, or on the distribution of power and responsibilities among the various levels of government. Therefore, in accordance with Executive Order 12612, it is determined that this proposal would not have sufficient federalism implications to warrant the preparation of a Federalism Assessment.

For the reasons discussed above, I certify that this 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) if promulgated, will not have a significant economic impact, positive or negative, on a substantial number of small entities under the criteria of the Regulatory Flexibility Act. A copy of the draft regulatory evaluation prepared for this action has been placed in the Rules Docket. A copy of it may be obtained by contacting the Rules Docket at the location provided under the caption ADDRESSES.

List of Subjects in 14 CFR Part 39

Air transportation, Aircraft, Aviation safety, Safety.

The Proposed Amendment

Accordingly, pursuant to the authority delegated to me by the Administrator, the Federal Aviation Administration proposes to amend part 39 of the Federal Aviation Regulations (14 CFR part 39) as follows:

PART 39—AIRWORTHINESS DIRECTIVES

1. The authority citation for part 39 continues to read as follows:

Authority: 49 U.S.C. App. 1354(a), 1421 and 1423; 49 U.S.C. 106(g); and 14 CFR 11.89.

§ 39.13 [Amended]

2. Section 39.13 is amended by removing AD 91-24-15, Amendment 39-8173 (57 FR 3927, February 3, 1992), and by adding a new airworthiness directive to read as follows:

Beech Aircraft Corporation: Docket No. 94-CE-31-AD; Supersedes AD 91-24-15, Amendment 39-8173.

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

Model	Serial No.
1900	UA-2 and UA-3.
1900C	UB-1 through UB-74 and UC-1 through UC-174.
1900C (C12J)	UD-1 through UD-6.
1900D	UE-2 through UE-115.

Compliance: Required within the next 1,000 hours time-in-service after the effective date of this AD, unless already accomplished.

To prevent ice formation in the plumbing of the instrument air system, which, if not detected and corrected, could result in aerodynamic problems and subsequent loss of control of the airplane, accomplish the following:

(a) Modify the plumbing of the instrument air system in accordance with the instructions provided with the following kits, as applicable:

Models	Kit No.
1900 and 1900C.	118-9003-1 or 118-9003-3.
1900D	129-9010-1 or 129-9010-3.

Note 1: Beech Service Bulletin (SB) No. 2539 and Beech SB No. 2591, both dated December 1994, reference the kits specified above.

Note 2: Beech will provide parts free of charge to the owner/operator until December 31, 1995.

(b) Special flight permits may be issued in accordance with §§ 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) All persons affected by this directive may obtain copies of the document referred to herein upon request to the Beech Aircraft Corporation, P.O. Box 85, Wichita, Kansas 67201-0085; or may examine this document at the FAA, Central Region, Office of the Assistant Chief Counsel, Room 1558, 601 E. 12th Street, Kansas City, Missouri 64106.

(e) This amendment supersedes AD 91-24-15, Amendment 39-8173.

Issued in Kansas City, Missouri, on February 6, 1995.

Michael K. Dahl,
Acting Manager, Small Airplane Directorate,
Aircraft Certification Service.

[FR Doc. 95-3359 Filed 2-9-95; 8:45 am]

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14 CFR Part 39

[Docket No. 92-CE-13-AD]

Airworthiness Directives; Jetstream Aircraft Limited (Formerly British Aerospace, Regional Aircraft Limited) Jetstream Models 3101 and 3201 Airplanes

AGENCY: Federal Aviation Administration, DOT.

ACTION: Supplemental notice of proposed rulemaking (NPRM); reopening of the comment period.

SUMMARY: This document proposes to reopen the comment period of an earlier proposed airworthiness directive (AD), which would have proposed to require modifying the shear fitting at the top of each escape hatch on certain Jetstream Aircraft Limited (JAL) Jetstream Models 3101 and 3201 airplanes. A report of interference between the shear fitting on an escape hatch and a ceiling panel found while removing the escape hatch on one of the affected airplanes prompted the earlier proposal. Since publication of that proposal, the Federal Aviation Administration (FAA) has re-examined various service difficulty reports on the affected airplanes, and