

Dated: March 14, 1995.

**Patricia Jensen,**

*Acting Assistant Secretary, Marketing and Regulatory Programs.*

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## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### 14 CFR Part 39

[Docket No. 95-CE-15-AD; Amendment 39-9184; AD 95-02-17]

#### Airworthiness Directives; Beech Aircraft Corporation Model 1900D Airplanes

**AGENCY:** Federal Aviation Administration, DOT.

**ACTION:** Final rule; request for comments.

**SUMMARY:** This document publishes in the **Federal Register** an amendment adopting Airworthiness Directive (AD) 95-02-17, which was sent previously to known U.S. owners and operators of certain Beech Aircraft Corporation Model 1900D airplanes. This AD requires inspecting (one-time) the elevator trim tab control cables at the top of the vertical stabilizer to ensure that cables (at the left, right, and crossover pulleys) are correctly routed around the pulleys, within the cable guide pins, and are not contacting any structure; and replacing any cable that is incorrectly routed or chafed. The actions specified by this AD are intended to prevent in-flight separation of the elevator trim tab control cable caused by misrouting, which could result in loss of control of the airplane.

**DATES:** Effective April 17, 1995, to all persons except those to whom it was made immediately effective by priority letter AD 95-02-17, issued January 25, 1995, which contained the requirements of this amendment.

Comments for inclusion in the Rules Docket must be received on or before June 16, 1995.

**ADDRESSES:** Submit comments in triplicate to the Federal Aviation Administration (FAA), Central Region, Office of the Assistant Chief Counsel, Attention: Rules Docket 95-CE-15-AD, Room 1558, 601 E. 12th Street, Kansas City, Missouri 64106.

Information that relates to this AD may be examined at the Rules Docket at the address above.

**FOR FURTHER INFORMATION CONTACT:** Mr. Steven E. Potter, Wichita Aircraft Certification Office, FAA, 1801 Airport

Road, Mid-Continent Airport, Wichita, Kansas 67209; telephone (316) 946-4124; facsimile (316) 946-4407.

**SUPPLEMENTARY INFORMATION:** The FAA has received a report of an in-flight separation of the elevator trim tab control ("nose up" and "nose down") cable on a Beech Model 1900D airplane. The reported cable separation prevented the airplane flight crew from using manual and electrical nose up trim, and the flight crew experienced high elevator "nose down" control forces. The flight crew was then able to land the airplane without further incident.

Investigation of this incident showed that the elevator trim tab control cable had separated in the vicinity of its guide pulley, which is located at the top of the vertical stabilizer. The cable had been routed outside the lower cable pulley guard pin instead of under the guard pin. The routing configuration caused the cable to rub against the stabilizer rib, resulting in cable separation.

Since an unsafe condition has been identified that is likely to exist or develop in other Beech Model 1900D airplanes of the same type design, the FAA issued priority letter AD 95-02-17 on January 25, 1995, to prevent in-flight separation of the elevator trim tab control cable caused by misrouting, which could result in loss of control of the airplane. The AD requires inspecting (one-time) the elevator trim tab control cables at the top of the vertical stabilizer to ensure that cables (at the left, right, and crossover pulleys) are correctly routed around the pulleys, within the cable guide pins, and are not contacting any structure; and replacing any cable that is incorrectly routed or chafed. Accomplishment of the required actions is in accordance with the Beech 1900D Maintenance Manual, part number 129-590000-15A11, Chapters 5-20-07, page 203; 6-40-00, page 3; 6-50-00, page 16; and 27-30-04, pages 202 and 203.

Since it was found that immediate corrective action was required, notice and opportunity for prior public comment thereon were impracticable and contrary to the public interest, and good cause existed to make AD 95-02-17 effective immediately by individual letters issued on January 25, 1995, to known U.S. operators of certain Beech Model 1900D airplanes. These conditions still exist, and the AD is hereby published in the **Federal Register** as an amendment to section 39.13 of the Federal Aviation Regulations (14 CFR 39.13) to make it effective as to all persons.

#### 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 notice must submit a self-addressed, stamped postcard on which the following statement is made: "Comments to Docket No. 95-CE-15-AD." The postcard will be date stamped and returned to the commenter.

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

The FAA has determined that this regulation is an emergency regulation that must be issued immediately to correct an unsafe condition in aircraft, and is not a "significant regulatory action" under Executive Order 12866. It has been determined further that this action involves an emergency regulation under DOT Regulatory Policies and Procedures (44 FR 11034, February 26, 1979). If it is determined that this emergency regulation otherwise would be significant under DOT Regulatory Policies and Procedures, a final regulatory evaluation will be prepared

and placed in the Rules Docket. A copy of it, if filed, may be obtained from the Rules Docket at the location provided under the caption ADDRESSES.

#### List of Subjects in 14 CFR Part 39

Air transportation, Aircraft, Aviation safety, Safety.

#### Adoption of the Amendment

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

#### PART 39—AIRWORTHINESS DIRECTIVES

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

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

##### § 39.13 [Amended]

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

##### 95-02-17 Beech Aircraft Corporation:

Amendment 39-9184; Docket No. 95-CE-15-AD.

**Applicability:** Model 1900D airplanes, serial numbers UE-1 through UE-131, 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 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 aircraft from the applicability of this AD.

**Compliance:** Required prior to further flight after the effective date of this AD, unless already accomplished.

To prevent in-flight separation of the elevator trim tab control cable, which could lead to loss of control of the airplane, accomplish the following:

(a) In accordance with Beech 1900D Maintenance Manual, part number 129-590000-15A11, Chapters 5-20-07, page 203; 6-40-00, page 3; 6-50-00, page 16; and 27-30-04, pages 202 and 203:

(1) Remove access panel Number 333ATC, which is located on the top surface of the

horizontal stabilizer, to gain access to the elevator trim tab cable, guides, and pulleys;

(2) Inspect the cable routing to ensure that cables (at the left, right, and crossover pulleys) are correctly routed around the pulleys, within the cable guide pins, and are not contacting any structure; and

(3) Replace any cable that is incorrectly routed (cable that does not meet the criteria above in paragraph (a)(2) of this AD) or is chafed.

**Note 2:** The procedures listed in Beech Communique 1900D-112, dated January 1995, "Inspection of Elevator Trim Tab Control Cables", are similar to those included in this priority letter AD. Complying with all procedures in Beech Communique 1900D-112 is considered equivalent to the requirements of paragraphs (a)(1), (a)(2), and (a)(3) of this AD, and is considered "unless already accomplished" for this portion of the AD.

**Note 3:** The compliance time specified in this AD takes precedence over that specified in Beech Communique 1900D-112, dated January 1995, "Inspection of Elevator Trim Tab Control Cables".

(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), 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 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) Information that relates to this AD may 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 (39-9184) becomes effective on April 17, 1995, to all persons except those persons to whom it was made immediately effective by priority letter AD 95-02-17, issued January 25, 1995, which contained the requirements of this amendment.

Issued in Kansas City, Missouri, on March 24, 1995.

**Dwight A. Young,**

*Acting Manager, Small Airplane Directorate, Aircraft Certification Service.*

[FR Doc. 95-7784 Filed 3-29-95; 8:45 am]

**BILLING CODE 4910-13-U**

#### 14 CFR Part 71

[Airspace Docket No. 94-ASO-17]

#### Establishment and Alteration of Jet Routes

**AGENCY:** Federal Aviation Administration (FAA), DOT.

**ACTION:** Final rule; correction.

**SUMMARY:** This action corrects an error to the final rule published in the **Federal Register** on February 7, 1995, which modified the airspace designation for Jet Route J-20, Airspace Docket No. 94-ASO-17. This action is necessary to revise a segment of the route to reflect "Falcon, CO; Hugo, CO" in lieu of the Denver, CO, Very High Frequency Omnidirectional Range, which no longer exists.

**EFFECTIVE DATE:** March 30, 1995.

#### FOR FURTHER INFORMATION CONTACT:

Patricia P. Crawford, Airspace and Obstruction Evaluation Branch (ATP-240), Airspace-Rules and Aeronautical Information Division, Air Traffic Rules and Procedures Service, Federal Aviation Administration, 800 Independence Avenue, SW., Washington, DC 20591; telephone: (202) 267-9255.

**SUPPLEMENTARY INFORMATION:** On February 7, 1995 the FAA published a final rule to modify several existing jet routes in the Miami, FL, area (60 FR 7116) with an effective date of March 30, 1995. The airspace designation for Jet Route J-20 was modified in the State of Florida to support the commissioning of the Virginia Key, Very High Frequency Omnidirectional Range and Distance Measuring Equipment (VOR/DME). However, in the interim, a clarification of the current airspace designation for Jet Route J-20 was published in the **Federal Register** on February 10, 1995, Airspace Docket No. 95-ANM-7 (60 FR 8166) with an effective date of February 28, 1995, due to the opening of the new Denver International Airport. This action corrects that segment of the jet route's designation, which should be revised to reflect "Falcon, CO; Hugo, CO;" in lieu of "Denver, CO; Kiowa, CO;".

#### Correction of Final Rule

Accordingly, pursuant to the authority delegated to me, the publication in the **Federal Register** on February 7, 1995 (60 FR 7116; **Federal Register** Document 95-2737) is corrected by substituting the designation for Jet Route J-20 with the following: