

**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. 106(g), 40113, 44701.

**§ 39.13 [Amended]**

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

**Pilatus Aircraft Ltd:** Docket No. 97-CE-119-AD.

**Applicability:** Models PC-12 and PC-12/45 airplanes, serial numbers MSN 101 through MSN 153, 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 in the body of this AD, unless already accomplished.

To prevent improper operation of the propeller de-icing controller caused by electromagnetic interference (EMI), which could result in ice build-up on the propeller with possible airplane controllability problems, accomplish the following:

(a) Within the next 9 calendar months after the effective date of this AD, accomplish the following in accordance with the instructions in Pilatus Service Bulletin No. 30-002, dated August 19, 1996:

(1) Identify the serial number of the affected propeller de-icing controller, part number (P/N) 968.29.13.223 (BFG 4E3163-1) (or FAA-approved equivalent part number);

(2) For those airplanes with a propeller de-icing controller, P/N 968.29.13.223 (BFG 4E3163-1) (or FAA-approved equivalent part number), with a serial number of U999 or lower that does not have "SB30-1" marked on it, replace it with a P/N 500.50.1.109 (BFG SB4E3163-1-30-1) (or FAA-approved equivalent part number) propeller de-icing controller.

**Note 2:** The airplanes affected by this AD could have propeller de-icing controllers installed that have Parts Manufacturer Approval (PMA). For those airplanes having PMA parts that are equivalent (PMA by equivalency) to those referenced in this AD, the phrase "or FAA-approved equivalent part number" means that this AD applies to airplanes with PMA by equivalency propeller de-icing controllers installed.

(b) As of the effective date of this AD, no person may install, on any affected airplane, a propeller de-icing controller, P/N 968.29.13.223 (BFG 4E3163-1) (or FAA-approved equivalent part number), with a serial number of U999 or lower that does not have "SB30-1" marked on it.

(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, Small Airplane Directorate, 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) Questions or technical information related to Pilatus Service Bulletin No. 30-002 dated August 19, 1996, should be directed to Pilatus Aircraft Ltd., Marketing Support Department, CH-6370 Stans, Switzerland; telephone: +41 41-6196 233; facsimile: +41 41-6103 351. This service information may be examined at the FAA, Central Region, Office of the Regional Counsel, Room 1558, 601 E. 12th Street, Kansas City, Missouri 64106.

**Note 4:** The subject of this AD is addressed in Swiss AD HB-96-416, dated September 30, 1996.

Issued in Kansas City, Missouri, on January 14, 1998.

**Michael Gallagher,**

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

[FR Doc. 98-1463 Filed 1-21-98; 8:45 am]

**BILLING CODE 4910-13-U**

**DEPARTMENT OF TRANSPORTATION****Federal Aviation Administration****14 CFR Part 39**

[Docket No. 97-CE-68-AD]

RIN 2120-AA64

**Airworthiness Directives; Raytheon Aircraft Company Model 1900D Airplane (Formerly Known as Beech Aircraft Corporation Model 1900D Airplane)**

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

**ACTION:** Notice of proposed rulemaking (NPRM).

**SUMMARY:** This document proposes to adopt a new airworthiness directive (AD) that would apply to Raytheon Aircraft Company (Raytheon) Models 1900D airplanes (formerly known as Beech Aircraft Corporation Models 1900D airplanes). The proposed action would require inspecting and repairing the radio switching panel relay printed circuit board (PCB) and the nose avionics wire harnesses, and replacing the existing A017 component PCB with a new A017 component PCB that has internal overcurrent protection fuses. Several reported incidents of lost pilot/co-pilot intercom ability, VHF communication ability, and public address system ability while in flight prompted the proposed action. The actions specified by the proposed AD are intended to prevent the loss of the pilot and co-pilot intercom, VHF communications, and passenger address system, which could result in loss of all communication during critical phases of flight.

**DATES:** Comments must be received on or before March 14, 1998.

**ADDRESSES:** Submit comments in triplicate to the Federal Aviation Administration (FAA), Central Region, Office of the Regional Counsel, Attention: Rules Docket No. 97-CE-68-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 Raytheon Aircraft Company, P. O. Box 85, Wichita, Kansas 67201-0085; telephone (800) 625-7043. This information also may be examined at the Rules Docket at the address above.

**FOR FURTHER INFORMATION CONTACT:** Mr. Harvey Nero, Aerospace Engineer, Wichita Aircraft Certification Office, Room 100, 1801 Airport Rd., 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. 97-CE-68-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 Regional Counsel, Attention: Rules Docket No. 97-CE-68-AD, Room 1558, 601 E. 12th Street, Kansas City, Missouri 64106.

##### Discussion

The FAA has received several incident reports in which an in-flight overcurrent condition occurred in the avionics/communications equipment resulting in a loss of certain Raytheon Model 1900D airplanes' pilot and co-pilot intercom, VHF communication, and passenger address systems. Investigation of these incidents found that one of the avionics wire harnesses had become chafed by rubbing against the PCB rack in the forward avionics bay. Investigators also found overcurrent conditions opening PCB traces in Collins CTL-22 communication control heads.

These events are occurring because the manufacturer made a change in the configuration design and installation of the avionics/communication equipment and the wire harnesses on the Model 1900D airplanes. The new configuration reduced the space between the equipment and made the proper installation of the wire harnesses a more critical issue. Also, the communication control heads are not internally protected by fuses to prevent a short circuit on any of the distribution circuits from affecting the entire communication system. This design makes it possible for an electrical short in the radio switching panel relay PCB's or in the avionics harnesses to create an overcurrent condition in the CTL-22 communication control heads.

This condition could cause the pilot and co-pilot circuit breaker to open, resulting in the pilot and co-pilot intercom system, VHF communications, and the passenger address system not operating, resulting in the loss of communication during critical phases of flight.

##### Relevant Service Information

Raytheon has issued service bulletin (SB) No. 2643, dated August, 1996, which specifies procedures for:

- inspecting the electrical connectors, the radio switching panel, and this panel's relay PCB's for moisture and corrosion;
- if moisture is found, cleaning and drying the components;
- if corrosion is found, either cleaning or replacing the component, depending on the severity;
- if moisture or corrosion is found, locating and eliminating the source;
- inspecting the nose avionics wire harnesses for proper installation, and if any wire harness is not installed properly, securing it with cable ties; and
- removing the A017 component PCB, part number (P/N) 101-342536-1, and replacing it with a new A017 component PCB, P/N 101-342536-5 (or an approved FAA-equivalent part number).

##### The FAA's Determination

After examining the circumstances and reviewing all available information related to the incidents described above including the referenced service information above, the FAA has determined that AD action should be taken to prevent the loss of the pilot and co-pilot intercom, VHF communications, and passenger address system during critical flight, which could result in loss of all communication during critical phases of flight.

##### Explanation of the Provisions of the Proposed AD

Since an unsafe condition has been identified that is likely to exist or develop in other Raytheon Model 1900D airplanes of the same type design, the proposed AD would require: (1) Inspecting the radio switching panel and nose avionics wire harnesses for moisture and corrosion; (2) removing the corrosion; (3) locating and correcting the source of the moisture that is causing the corrosion; (4) repairing or replacing the corroded part; and, (5) replacing the A017 component PCB with a new A017 component PCB that has internal overcurrent protection fuses. Accomplishment of the proposed AD would be in accordance with Raytheon Service Bulletin (SB) No. 2643, dated August, 1996.

##### Cost Impact

The FAA estimates that 160 airplanes in the U.S. registry would be affected by the proposed AD, that it would take approximately 4 workhours per airplane to accomplish the proposed action, and that the average labor rate is approximately \$60 an hour. Parts cost approximately \$370 per airplane. Based on these figures, the total cost impact of the proposed AD on U.S. operators is estimated to be \$97,600 or \$610 per airplane.

Raytheon has informed the FAA that they have shipped approximately 127 A017 component PCB's to the owners/operators of the affected airplanes. With this information in mind, the FAA would presume that 127 of the airplanes have already accomplished the proposed action, thereby reducing the total cost impact of the proposed AD on U.S. operators by \$77,470 from \$97,600 to \$20,130.

##### Regulatory Impact

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. 106(g), 40113, 44701.

##### § 39.13 [Amended]

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

**Raytheon Aircraft Company:** Docket No. 97-CE-68-AD.

**Applicability:** Model 1900D airplanes (serial numbers UE-1 through UE-160), 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 1,000 hours time-in-service (TIS) after the effective date of this AD, unless already accomplished.

To prevent the loss of the pilot and co-pilot intercom, VHF communications, and passenger address system, which could result in loss of all communication during critical phases of flight, accomplish the following:

(a) Inspect the electrical connectors, the radio switching panel and its relay printed circuit boards (PCB's) for moisture and corrosion in accordance with the Accomplishment Instructions in Raytheon Service Bulletin (SB) No. 2643, dated August, 1996.

(1) If moisture is found, prior to further flight, clean and dry the component in accordance with the Accomplishment Instructions in Raytheon Service Bulletin (SB) No. 2643, dated August, 1996.

(2) If corrosion is found, prior to further flight, either clean or replace the component, depending on the severity, in accordance with the Accomplishment Instructions in Raytheon Service Bulletin (SB) No. 2643, dated August, 1996.

(3) If moisture or corrosion is found, prior to further flight, locate and eliminate the source (i.e., crack, hole, leak) in accordance with the Accomplishment Instructions in Raytheon Service Bulletin (SB) No. 2643, dated August, 1996.

(b) Inspect the nose avionics wire harnesses for proper installation, and if any wire harness is not installed properly, prior to further flight, secure it with cable ties in accordance with the Accomplishment Instructions in Raytheon Service Bulletin (SB) No. 2643, dated August, 1996.

(c) Remove the A017 component PCB, part number (P/N) 101-342536-1, and replace the PCB with a new A017 component PCB (P/N 101-342536-5 or an FAA-approved equivalent part number) in accordance with the Accomplishment Instructions in Raytheon Service Bulletin (SB) No. 2643, dated August, 1996.

(d) 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.

(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, Room 100, 1801 Airport Rd., 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.

(f) All persons affected by this directive may obtain copies of the document referred to herein upon request to Raytheon Aircraft Company, P.O. Box 85, Wichita, Kansas 67201-0085; or may examine this document at the FAA, Central Region, Office of the Regional Counsel, Room 1558, 601 E. 12th Street, Kansas City, Missouri 64106.

Issued in Kansas City, Missouri, on January 14, 1998.

**Michael Gallagher,**

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

[FR Doc. 98-1461 Filed 1-21-98; 8:45 am]

**BILLING CODE 4910-13-U**

## CONSUMER PRODUCT SAFETY COMMISSION

### 16 CFR Chapter II

#### Bunk Beds; Advance Notice of Proposed Rulemaking; Request for Comments and Information

**AGENCY:** Consumer Product Safety Commission.

**ACTION:** Advance notice of proposed rulemaking.

**SUMMARY:** The Commission has reason to believe that unreasonable risks of injury and death may be associated with bunk beds constructed so that children can become entrapped in the beds' structure or become wedged between the bed and a wall.

This advance notice of proposed rulemaking ("ANPR") initiates a rulemaking proceeding that could result in a rule mandating bunk bed performance requirements to reduce this hazard. This rule could be issued under either the Federal Hazardous Substances Act ("FHSA") or the Consumer Product Safety Act ("CPSA"), or separate rules might be issued under the FHSA and CPSA addressing bunk beds intended for use by children or adults, respectively.

The Commission solicits written comments from interested persons concerning the risks of injury and death associated with bunk beds, the regulatory alternatives discussed in this ANPR, other possible ways to address these risks, and the economic impacts of the various regulatory alternatives. The Commission also invites interested persons to submit an existing standard, or a statement of intent to modify or develop a voluntary standard, to address the risks of injury and death described in this ANPR.

**DATES:** Written comments and submissions in response to this ANPR must be received by the Commission by April 7, 1998.

**ADDRESSES:** Comments should be mailed, preferably in five copies, to the Office of the Secretary, Consumer Product Safety Commission, Washington, D.C. 20207-0001, or delivered to the Office of the Secretary, Consumer Product Safety Commission, Room 502, 4330 East-West Highway, Bethesda, Maryland; telephone (301) 504-0800. Comments also may be filed by telefacsimile to (301) 504-0127 or by email to cpsc-os@cpsc.gov. Comments should be captioned "ANPR for Bunk Beds."<sup>1</sup>

<sup>1</sup> This ANPR was approved by a 2-1 vote of the Commission. Chairman Ann Brown and