

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

[Docket No. 98-CE-123-AD]

RIN 2120-AA64

**Airworthiness Directives; Raytheon Aircraft Company Model 1900D Airplanes**

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 certain Raytheon Aircraft Company (Raytheon) Model 1900D airplanes that are equipped with the electric elevator trim option. The proposed AD would require installing electric elevator trim servo covers. The proposed AD is the result of reports of the affected airplanes leaving the factory without electric elevator trim servo covers installed. If the covers are not installed, moisture could freeze on parts of the electric actuator. The actions specified by the proposed AD are intended to prevent failure of the electric elevator trim and difficulty operating the manual elevator trim caused by moisture freezing on parts of the electric actuator installation, which would result in the pilot having to apply constant pressure to the control wheel during flight.

**DATES:** Comments must be received on or before April 30, 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-123-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 Raytheon Aircraft Company, PO Box 85, Wichita, Kansas 67201-0085; telephone: (800) 625-7043 or (316) 676-4556. This information also may be examined at the Rules Docket at the address above.

**FOR FURTHER INFORMATION CONTACT:** Mr. Todd Dixon, Aerospace Engineer, Wichita Aircraft Certification Office, FAA, 1801 Airport Road, Mid-Continent Airport, Wichita, Kansas 67209; telephone: (316) 946-4152; 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. 98-CE-123-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. 98-CE-123-AD, Room 1558, 601 E. 12th Street, Kansas City, Missouri 64106.

**Discussion**

The FAA has received reports of certain Raytheon Model 1900D airplanes leaving the factory without electric elevator trim servo covers installed. This condition could be present on those airplanes without the Collins APS-65H Autopilot system that incorporate the optional electric motor-driven actuator installation for elevator trim control.

Without these electric elevator trim servo covers installed, moisture could freeze on parts of the electric actuator installation and cause failure of the electric elevator trim and difficulty operating the manual elevator trim. This would result in the pilot having to apply constant pressure to the control wheel during flight.

**Relevant Service Information**

Raytheon has issued Mandatory Service Bulletin SB 27-3080, Issued: October, 1998, and Mandatory Service Bulletin SB 27-3080, Revision 1, Issued December, 1998, which specify installing elevator trim servo covers on certain Raytheon Model 1900D airplanes that incorporate the electric elevator trim option. The procedures for accomplishing this installation are included in the instructions to Raytheon Kit No. 129-5035-1.

**The FAA's Determination**

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 the above-referenced condition from existing or developing on the affected airplanes.

**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 that are equipped with the electric elevator trim option, the FAA is proposing AD action. The proposed AD would require installing electric elevator trim servo covers. Accomplishment of the proposed installation would be required in accordance with the instructions to Raytheon Kit No. 129-5035-1, as referenced in Raytheon Mandatory Service Bulletin SB 27-3080, Issued: October, 1998, and Raytheon Mandatory Service Bulletin SB 27-3080, Revision 1, Issued: December, 1998.

**Cost Impact**

The FAA estimates that 205 airplanes in the U.S. registry would be affected by the proposed AD, that it would take approximately 5 workhours per airplane to accomplish the proposed installation, and that the average labor rate is approximately \$60 an hour. Raytheon will provide parts free of charge under warranty credit. Based on these figures, the total cost impact of the proposed AD on U.S. operators is estimated to be \$61,500.

Raytheon will also give warranty credit for labor until October 31, 1999.

**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** (Type Certificate No. A24CE formerly held by the Beech Aircraft Corporation): Docket No. 98-CE-123-AD.

**Applicability:** Model 1900D airplanes, serial numbers UE-1 through UE-246, certificated in any category, that incorporate the electric elevator trim option.

**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 600 hours time-in-service (TIS) after the effective date of this AD, unless already accomplished.

To prevent failure of the electric elevator trim and difficulty operating the manual elevator trim caused by moisture freezing on parts of the electric actuator installation, which would result in the pilot having to apply constant pressure to the control wheel during flight, accomplish the following:

(a) Install electric elevator trim servo covers in accordance with the instructions in Kit No. 129-5035-1, as referenced in Raytheon Mandatory Service Bulletin SB 27-3080, Issued: October, 1998, and Raytheon Mandatory Service Bulletin SB 27-3080, Revision 1, Issued: December, 1998.

**Note 2:** The compliance time of this AD takes precedence over the compliance time specified in Raytheon Mandatory Service Bulletin SB 27-3080, Revision 1, Issued: December, 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) All persons affected by this directive may obtain copies of the documents referred to herein upon request to the Raytheon Aircraft Corporation, P.O. Box 85, Wichita, Kansas 67201-0085; 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.

Issued in Kansas City, Missouri, on February 24, 1999.

**Marvin R. Nuss,**

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

[FR Doc. 99-5177 Filed 3-2-99; 8:45 am]

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## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### 14 CFR Part 71

[Airspace Docket No. 99-AGL-13]

#### Proposed Modification of Class D Airspace and Class E Airspace; Rochester, MN

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

**ACTION:** Notice of proposed rulemaking.

**SUMMARY:** This notice proposes to modify Class D airspace and Class E airspace at Rochester, MN. This action would correct technical errors in the legal descriptions of the Class D airspace and the Class E airspace extension to the Class D airspace for Rochester International Airport, and amend the Class E surface area for the airport to include the Class E airspace extension. The purpose of these actions is to make technical corrections to the airspace legal descriptions in order to make the Class D airspace and Class E airspace for the airport consistent with each other, and to provide adequate controlled airspace for instrument approach procedures when the airport traffic control tower (ATCT) is closed.

**DATES:** Comments must be received on or before April 20, 1999.

**ADDRESSES:** Send comments on the proposal in triplicate to: Federal Aviation Administration, Office of the Assistant Chief Counsel, AGL-7, Rules Docket No. 99-AGL-13, 2300 East Devon Avenue, Des Plaines, Illinois 60018.

The official docket may be examined in the Office of the Assistant Chief Counsel, Federal Aviation Administration, 2300 East Devon Avenue, Des Plaines, Illinois. An informal docket may also be examined during normal business hours at the Air Traffic Division, Airspace Branch, Federal Aviation Administration, 2300 East Devon Avenue, Des Plaines, Illinois.

**FOR FURTHER INFORMATION CONTACT:** Michelle M. Behm, Air Traffic Division, Airspace Branch, AGL-520, Federal Aviation Administration, 2300 East Devon Avenue, Des Plaines, Illinois 60018, telephone (847) 294-7568.

#### SUPPLEMENTARY INFORMATION:

##### Comments Invited

Interested parties are invited to participate in this proposed rulemaking by submitting such written data, views, or arguments as they may desire. Comments that provide the factual basis supporting the views and suggestions presented are particularly helpful in developing reasoned regulatory decisions on the proposal. Comments are specifically invited on the overall regulatory, aeronautical, economic, environmental, and energy-related aspects of the proposal. Communications should identify the airspace docket number and be submitted in triplicate to the address listed above. Commenters wishing the FAA to acknowledge receipt of their