

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

[Docket No. 96-CE-60-AD; Amendment 39-10131; AD 97-15-13 R1]

RIN 2120-AA64

**Airworthiness Directives; Raytheon Aircraft Company Models 1900, 1900C, and 1900D Airplanes**

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

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

**SUMMARY:** This amendment revises Airworthiness Directive (AD) 97-15-13, which currently requires installing lubrication fittings in the airstair door handle and latch housing mechanisms on certain Raytheon Aircraft Company (Raytheon) Models 1900, 1900C, and 1900D airplanes (formerly referred to as Beech Models 1900, 1900C, and 1900D airplanes). Certain Model 1900C serial number airplanes were incorrectly referenced as Model 1900D airplanes in the Applicability section of AD 97-15-13. This AD maintains the requirements of AD 97-15-13, and corrects the model and serial number reference as described above. The actions specified by this AD are intended to prevent moisture from accumulating and freezing in the airstair door handle and latch housing, which could result in the door freezing shut and passengers not being able to evacuate the airplane in an emergency situation.

**DATES:** Effective September 22, 1997.

The incorporation by reference of certain publications listed in the regulations was previously approved by the Director of the Federal Register as of September 5, 1997 (62 FR 39927, July 25, 1997).

Comments for inclusion in the Rules Docket must be received on or before October 20, 1997.

**ADDRESSES:** Submit comments in triplicate to the Federal Aviation Administration (FAA), Central Region, Office of the Assistant Chief Counsel, Attention: Rules Docket 96-CE-60-AD, Room 1558, 601 E. 12th Street, Kansas City, Missouri 64106.

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-60-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 Safety Engineer, FAA, Wichita Aircraft Certification Office, 1801 Airport Road, Mid-Continent Airport, Wichita, Kansas 67209; telephone (316) 946-4124; facsimile (316) 946-4407.

**SUPPLEMENTARY INFORMATION:**

**Discussion**

AD 97-15-13, Amendment 39-10087 (62 FR 39927, July 25, 1997), currently requires installing lubrication fittings in the airstair door handle and latch housing mechanisms on Raytheon Models 1900, 1900C, and 1900D airplanes. Accomplishment of the actions specified in this AD are in accordance with Raytheon Mandatory Service Bulletin No. 2572, dated July, 1996.

The FAA has since realized that it inadvertently referenced the Model 1900C (C-12J) airplanes, serial numbers UD-1 through UD-6, as Model 1900D (C-12J) airplanes.

These Raytheon Model 1900C (C12J) airplanes are all owned by the U.S. military and are not currently on the U.S. Register. The FAA believes that the actions of AD 97-15-13 are already incorporated on these airplanes. With this in mind, there would be no further cost impact upon U.S. operators over that of AD 97-15-13 if these airplanes are transferred from military to civilian service.

**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 in order to prevent moisture from accumulating and freezing in the airstair door handle and latch housing, which could result in the door freezing shut and passengers not being able to evacuate the airplane in an emergency situation.

**Explanation of the Provisions of the AD**

Since an unsafe condition has been identified that is likely to exist or develop in other Raytheon Models 1900, 1900C, and 1900D airplanes of the same type design, this AD revises AD 97-15-13 to require the same actions, but changes the designation of the Model 1900D (C-12J) airplanes, serial numbers UD-1 through UD-6, to Model 1900C (C-12J) airplanes, serial numbers UD-1 through UD-6.

**Determination of the Effective Date of the AD**

Since the portion of AD 97-15-13 that is being revised does not affect any airplane that is currently on the U.S. register, there are no adverse economic impacts or additional burdens on any person. Therefore, prior notice and public procedures hereon are unnecessary and the AD may be made effective in less than 30 days after publication in the **Federal Register**.

**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. 96-CE-60-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, 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 removing Airworthiness Directive (AD) 97-15-13, Amendment 39-10087, and by adding a new AD to read as follows:

**97-15-13 R1 Raytheon Aircraft Company:** Amendment 39-10131; Docket No. 96-CE-60-AD. Revises AD 97-15-13, Amendment 39-10087.

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

Model	Serial Nos.
1900 .....	UA-1 through UA-3.
1900C .....	UB-1 through UB-74, and UC-1 through UC-174.
1900C (C-12J).	UD-1 through UD-6.
1900D .....	UE-1 through UE-157.

**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 after the effective date of this AD, unless already accomplished.

To prevent moisture from accumulating and freezing in the airstair door handle and latch housing, which could result in the door freezing shut and passengers not being able to evacuate the airplane in an emergency situation, accomplish the following:

(a) Install lubrication fittings in the airstair door handle and latch housing mechanisms in accordance with the ACCOMPLISHMENT INSTRUCTIONS section of Raytheon Mandatory Service Bulletin No. 2572, dated July, 1996.

(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 Raytheon Mandatory Service Bulletin No. 2572, dated July, 1996. This incorporation by reference was previously approved by the Director of the Federal Register in accordance with 5 U.S.C. 552(a) and 1 CFR part 51 as of September 5, 1997 (62 FR 39927, July 25, 1997). 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.

(e) This amendment (39-10131) revises AD 97-15-13, Amendment 39-10087.

(f) This amendment (39-10131) becomes effective on September 22, 1997.

Issued in Kansas City, Missouri, on September 8, 1997.

**James E. Jackson,**

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

[FR Doc. 97-25052 Filed 9-19-97; 8:45 am]

BILLING CODE 4910-13-P

## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### 14 CFR Part 39

[Docket No. 97-ANE-03; Amendment 39-10138; AD 97-19-18]

RIN 2120-AA64

#### Airworthiness Directives; AlliedSignal Inc. TSCP700-4B and -5 Auxiliary Power Units

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

**ACTION:** Final rule.

**SUMMARY:** This amendment supersedes an existing airworthiness directive (AD), applicable to AlliedSignal Inc. (formerly AiResearch and Garrett) TSCP700-4B and -5 Series Auxiliary Power Units (APUs), that currently requires restretching the first stage low pressure compressor (LPC) tie rods, or replacing affected disks at or before 8,000 cycles since new (CSN). This amendment requires removing from service affected disks, replacing them with serviceable parts, and establishing a life limit of 8,000 CSN for affected disks. This amendment is prompted by a report of a first stage LPC disk rim separation due to low cycle fatigue on an APU that had its tie rods restretched in accordance with the current AD. The actions specified by this AD are intended to prevent first stage LPC disk rim separation due to low cycle fatigue, which could result in an uncontained APU failure and damage to the aircraft.

**DATES:** Effective October 27, 1997.

The incorporation by reference of certain publications listed in the regulations is approved by the Director of the Federal Register as of October 27, 1997.

**ADDRESSES:** The service information referenced in this AD may be obtained from AlliedSignal Aerospace, Attn: Data Distribution, M/S 64-3/2101-201, P.O. Box 29003, Phoenix, AZ 85038-9003; telephone (602) 365-2493, fax (602) 365-5577. This information may be examined at the Federal Aviation Administration (FAA), New England Region, Office of the Assistant Chief Counsel, 12 New England Executive Park, Burlington, MA 01803-5299; or at