

Aerospace Jetstream Alert Service Bulletin 27-A-JM7847, dated December 24, 1997, the affected airplane still needs to be re-tested in accordance with British Aerospace Jetstream Alert Service Bulletin 27-A-JM7847, Revision 1, dated April 27, 1998.

(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, Aircraft Certification Service, 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 2:** 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 British Aerospace Jetstream Alert Service Bulletin 27-A-JM7847, Revision 1, dated April 27, 1998, should be directed to British Aerospace Regional Aircraft, Prestwick International Airport, Ayrshire, KA9 2RW, Scotland; telephone: (01292) 479888; facsimile: (01292) 479703. 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.

(f) The modifications required by this AD shall be done in accordance with British Aerospace Jetstream Alert Service Bulletin 27-A-JM7847, Revision 1, dated April 27, 1998. This incorporation by reference was approved by the Director of the Federal Register in accordance with 5 U.S.C. 552(a) and 1 CFR part 51. Copies may be obtained from British Aerospace Regional Aircraft, Prestwick International Airport, Ayrshire, KA9 2RW, Scotland. Copies may be inspected at the FAA, Central Region, Office of the Regional 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.

**Note 3:** The subject of this AD is addressed in British Aerospace Jetstream Alert Service Bulletin 27-A-JM7847, dated December 24, 1997, Revision 1, dated April 27, 1998. This service bulletin is classified as mandatory by the United Kingdom Civil Aviation Authority (CAA).

(g) This amendment becomes effective on November 26, 1998.

Issued in Kansas City, Missouri, on October 5, 1998.

**James E. Jackson,**

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

[FR Doc. 98-27327 Filed 10-14-98; 8:45 am]

BILLING CODE 4910-13-P

## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### 14 CFR Part 39

[Docket No. 98-CE-22-AD; Amendment 39-10829; AD 98-21-20]

RIN 2120-AA64

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

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

**ACTION:** Final rule.

**SUMMARY:** This amendment supersedes Airworthiness Directive (AD) 97-04-02, which currently requires installing new exterior placards with operating instructions for the airstair door, cargo door, and emergency exits, as applicable, on certain Raytheon Aircraft Company (Raytheon) Models 1900, 1900C, and 1900D airplanes. This AD requires either modifying the existing exterior placards with door operating instructions installed in accordance with AD 97-04-02; or installing new exterior placards with operating instructions for the airstair door, cargo door, and emergency exits, as applicable. This AD results from reports of the placards (required by AD 97-04-02) covering the atmospheric vents for the cabin door differential pressure lock. The actions specified by this AD are intended to continue to assure that clear and complete operating instructions are visible for opening the airstair door, cargo door, or emergency exits, and to prevent improper operation of the cabin door differential pressure lock caused by the placards blocking the atmospheric vents.

**DATES:** Effective November 20, 1998.

The incorporation by reference of certain publications listed in the regulations is approved by the Director of the **Federal Register** as of November 20, 1998.

**ADDRESSES:** 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 Regional Counsel, Attention: Rules Docket No. 98-CE-22-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 Engineer, Wichita Aircraft Certification Office,

FAA, 1801 Airport Road, Mid-Continent Airport, Wichita, Kansas 67209; telephone: (316) 946-4124; facsimile: (316) 946-4407.

#### SUPPLEMENTARY INFORMATION:

#### Events Leading to the Issuance of This AD

A proposal to amend part 39 of the Federal Aviation Regulations (14 CFR part 39) to include an AD that would apply to certain Raytheon Models 1900, 1900C, and 1900D airplanes was published in the **Federal Register** as a notice of proposed rulemaking (NPRM) on April 27, 1998 (63 FR 20543). The NPRM proposed to require either modifying the existing exterior placards with operating instructions installed in accordance with AD 97-04-02; or installing new exterior placards with operating instructions for the airstair door, cargo door, and emergency exits, as applicable. Accomplishment of the proposed action as specified in the NPRM would be in accordance with Raytheon Mandatory Service Bulletin No. 2741, Rev. 1, Issued: February, 1997; Revised: May, 1997.

The NPRM was the result of reports of the placards (required by AD 97-04-02) covering the atmospheric vents for the cabin door differential pressure lock.

Interested persons have been afforded an opportunity to participate in the making of this amendment. Due consideration has been given to the comments received.

#### Comment Disposition

One commenter recommends that an additional method of compliance be added to the proposal. The commenter states that the actions of AD 97-04-02 have already been accomplished on the commenter's fleet of aircraft. In addition to these actions, the modification of the placards that is proposed in this action was accomplished in accordance with the instructions in Beechcraft message No. 52-0506, dated February 21, 1997. These instructions basically incorporate the same information included in the modification instructions in Raytheon Mandatory Service Bulletin No. 2741, Rev.1, dated May, 1997.

The FAA concurs and will give alternative method of compliance credit in the AD for accomplishing the action in accordance with Beechcraft message No. 52-0506, dated February 21, 1997, in conjunction with Raytheon Mandatory Service Bulletin No. 2741, dated February, 1997.

Another commenter agrees with the intent of the AD, but feels that the FAA should have issued an urgent safety of flight AD through the use of a "final rule; request for comments."

After examining all the information related to the subject of this AD, the FAA did not feel it had sufficient justification for issuing an urgent safety of flight AD. No changes to the final rule are necessary.

#### The FAA's Determination

After careful review of all available information related to the subject presented above, the FAA has determined that air safety and the public interest require the adoption of the rule as proposed except for the addition of the alternative method of compliance previously discussed and minor editorial corrections. The FAA has determined that this addition and the minor editorial corrections will not change the meaning of the AD and will not add any additional burden upon the public than was already proposed.

#### Cost Impact

The FAA estimates that 524 airplanes in the U.S. registry will be affected by this AD, that it will take approximately 1 workhour per airplane to accomplish this action, and that the average labor rate is approximately \$60 an hour. Parts cost approximately \$3 per airplane. Based on these figures, the total cost impact of this AD on U.S. operators is estimated to be \$33,012, or \$63 per airplane.

#### 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.

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) 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 final evaluation prepared for this action is contained 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, 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) 97-04-02, Amendment 39-9937, and by adding a new AD to read as follows:

**98-21-20 Raytheon Aircraft Company (Type Certificate No. A24CE formerly held by the Beech Aircraft Corporation):** Amendment 39-10829; Docket No. 98-CE-22-AD; Supersedes AD 97-04-02, Amendment 39-9937.

**Applicability:** The following model and serial number airplanes, certificated in any category:

Model	Serial numbers
1900 .....	UA-2 and 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-268.

**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 within the next 200 hours time-in-service (TIS) after the effective date of this AD, unless already accomplished.

To continue to assure that clear and complete operating instructions are visible for opening the airstair door, cargo door, or emergency exits, and to prevent improper operation of the cabin door differential pressure lock caused by the placards blocking the atmospheric vents, accomplish the following:

(a) Accomplish one of the following in accordance with ACCOMPLISHMENT INSTRUCTIONS section of Raytheon Mandatory Service Bulletin No. 2741, Rev. 1, dated May, 1997:

(1) Modify the existing exterior placards with operating instructions installed in accordance with AD 97-04-02 (superseded by this AD); or

(2) Remove any existing operating instructions placards and install new exterior placards with operating instructions for the airstair door, cargo door, and emergency exits, as applicable.

(b) Installing placards in accordance with Raytheon Mandatory Service Bulletin No. 2741, dated February, 1997, and then modifying these placards in accordance with Beechcraft message No. 52-0506, dated February 21, 1997, is considered an alternative method of compliance to the requirements of paragraphs (a), (a)(1), and (a)(2) of this AD.

(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, Wichita Aircraft Certification Office (ACO), 1801 Airport Road, Room 100, Mid-Continent Airport, Wichita, Kansas 67209.

(1) The request shall be forwarded through an appropriate FAA Maintenance Inspector, who may add comments and then send it to the Manager, Wichita ACO.

(2) Alternative methods of compliance approved in accordance with AD 97-04-02 are considered approved as alternative methods of compliance for this AD.

**Note 2:** Information concerning the existence of approved alternative methods of compliance with this AD, if any, may be obtained from the Wichita ACO.

(e) The modifications, removal, and installations required by this AD shall be done in accordance with Raytheon Mandatory Service Bulletin No. 2741, Rev. 1, dated May, 1997. This incorporation by reference was approved by the Director of the Federal Register in accordance with 5 U.S.C. 552(a) and 1 CFR part 51. Copies may be obtained from the Raytheon Aircraft Corporation, P.O. Box 85, Wichita, Kansas 67201-0085. Copies may be inspected at the FAA, Central Region, Office of the Regional 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.

(f) This amendment becomes effective on November 20, 1998.

Issued in Kansas City, Missouri, on October 1, 1998.

**Michael Gallagher,**

Manager, Small Airplane Directorate, Aircraft Certification Service.

[FR Doc. 98-27121 Filed 10-14-98; 8:45 am]

BILLING CODE 4910-13-U