

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:

98-25-03 Cessna Aircraft Company:

Amendment 39-10925; Docket No. 98-CE-109-AD.

Applicability: Model 172R airplanes, serial numbers 17280437, 17280439, 17280454, 17280456, and 17280459; certificated in any category, that were not factory equipped with an autopilot.

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

To prevent loss of aileron control caused by a damaged or frayed aileron control cable, which could result in loss of directional control of the airplane, accomplish the following:

(a) Inspect the right wing for an incorrectly routed, frayed, or damaged aileron control cable, in accordance with the Accomplishment Instructions in Cessna Service Bulletin SB98-27-05, which incorporates the following pages:

Pages	Revision Level	Date
1, 2, 9 and 10	Revision 1	August 17, 1998
3 through 8 ...	Original Issue	June 1, 1998

(b) Prior to further flight, re-route any incorrectly routed cable and replace any frayed or damaged cable, in accordance with the applicable maintenance manual.

(c) If an incorrectly routed, damaged, or frayed cable is found during the inspection required by paragraph (a) of this AD, at the applicable time specified in paragraph (c)(1) or (c)(2) of this AD, submit a report of inspection findings to the Manager, Wichita Manufacturing Inspection Office, 1801 Airport Road, Room 101, Mid-Continent Airport, Wichita, Kansas, 67209; telephone: (316) 946-4175; facsimile: (316) 946-4452. The report must include the condition found, date of inspection, and the serial number of

the airplane. Information collection requirements contained in this regulation have been approved by the Office of Management and Budget (OMB) under the provisions of the Paperwork Reduction Act of 1980 (44 U.S.C. 3501 *et seq.*) and have been assigned OMB Control Number 2120-0056.

(1) *For airplanes on which the inspection is accomplished after the effective date of this AD:* Submit the report within 10 days after performing the inspection required by paragraph (a) of this AD.

(2) *For airplanes on which the inspection has been accomplished prior to the effective date of this AD:* Submit the report within 10 days after the effective date of this AD.

(d) 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.

(e) An alternative method of compliance or adjustment of the compliance times 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.

(f) The inspection required by this AD shall be done in accordance with Cessna Service Bulletin SB98-27-05, which incorporates the following pages:

Pages	Revision Level	Date
1, 2, 9 and 10	Revision 1	August 17, 1998
3 through 8 ...	Original Issue	June 1, 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 The Cessna Aircraft Company, P.O. Box 7706, Wichita, Kansas 67277. 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.

(g) This amendment becomes effective on December 18, 1998.

Issued in Kansas City, Missouri, on November 24, 1998.

Michael Gallagher,

Manager, Small Airplane Directorate, Aircraft Certification Service.

[FR Doc. 98-32044 Filed 12-2-98; 8:45 am]

BILLING CODE 4910-13-P

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

[Docket No. 98-CE-107-AD; Amendment 39-10924; AD 98-25-02]

RIN 2120-AA64

Airworthiness Directives; BFGoodrich Avionics Systems, Inc. SKYWATCH SKY497 Installations with a Top-Mounted Antenna

AGENCY: Federal Aviation Administration, DOT.

ACTION: Final rule; request for comments.

SUMMARY: This amendment adopts a new airworthiness directive (AD) that applies to all BFGoodrich Avionics Systems, Inc. (BFGoodrich) SKYWATCH SKY497 installations with a top-mounted antenna that are installed on aircraft. This AD requires incorporating information into the airplane flight manual (AFM) that specifies verifying the correct antenna configuration each time an aircraft equipped with a SKY497 installation with a top-mounted antenna is powered-up. The AD also requires removing from service any of these SKY497 installations with an incorrect antenna configuration. This AD results from numerous reports of internal component failure of the above-referenced installations, which changed the antenna configuration (from TOP to BOTTOM mount). The actions specified by this AD are intended to prevent the display of target indicators on the wrong side of the aircraft caused by an internal component failure in the SKY497 installations with a top-mounted antenna, which could result in the pilot making an incorrect initial maneuver based on the displayed information while trying to visually acquire the aircraft.

DATES: Effective December 22, 1998.

Comments for inclusion in the Rules Docket must be received on or before January 29, 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-107-AD, Room 1558, 601 E. 12th Street, Kansas City, Missouri 64106.

Service information that applies to this AD may be obtained from BFGoodrich Avionics Systems, Inc., 5353 52nd Street, Southeast, P.O. Box 873, Grand Rapids, Michigan 49588-0873; telephone: (800) 453-0288;

facsimile: (616) 285-4224. 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-107-AD, Room 1558, 601 E. 12th Street, Kansas City, Missouri 64106.

FOR FURTHER INFORMATION CONTACT: Brenda Ocker, Aerospace Engineer, FAA, Chicago Aircraft Certification Office, 2300 East Devon Avenue, Des Plaines, Illinois 60018; telephone: (847) 294-7126; facsimile: (847) 294-7834.

SUPPLEMENTARY INFORMATION:

Discussion

BFGoodrich has communicated to the FAA 11 reports of internal component failure of BFGoodrich SKYWATCH SKY497 installations with a top-mounted antenna. When this failure occurs, the antenna configuration changes from the TOP to BOTTOM mount; e.g., the actual target at the 9 o'clock position relative to the aircraft shows on the SKY497 installation in the 3 o'clock position.

This condition, if not corrected in a timely manner, could result in the display of target indicators on the wrong side of the aircraft. The SkyWatch system is an advisory system and the pilot should not maneuver based on the displayed information alone. However, the pilot may make an incorrect initial maneuver based on the displayed information while trying to visually acquire the aircraft.

Relevant Service Information

BFGoodrich has issued Alert Service Bulletin SB #78A, dated October 21, 1998, which specifies procedures for verifying that the SKY497 antenna configuration is in the top mount position every time an affected aircraft is powered-up.

The FAA's Determination

After examining the circumstances and reviewing all available information related to the incidents described above, including the relevant service information, the FAA has determined that AD action should be taken to prevent the display of target indicators on the wrong side of the aircraft caused by the current design of the SKY497 installations with a top-mounted antenna. This could result in the pilot making incorrect aircraft maneuvers based on the displayed information.

Explanation of the Provisions of the AD

Since an unsafe condition has been identified that is likely to exist or develop in other aircraft equipped with SKY497 installations with a top-

mounted antenna, the FAA is taking AD action. This AD requires incorporating information into the airplane flight manual (AFM) that specifies verifying the correct antenna configuration each time an aircraft equipped with a SKY497 installation with a top-mounted antenna is powered-up. The AD also requires removing from service any of these SKY 497 installations with an incorrect antenna configuration.

Determination of the Effective Date of the AD

Since a situation exists that requires the immediate adoption of this regulation, it is found that notice and opportunity for public prior comment hereon are impracticable, and that good cause exists for making this amendment effective in less than 30 days.

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. 98-CE-107-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, 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 adding a new airworthiness directive (AD) to read as follows:

98-25-02 BFGoodrich Avionics Systems, Inc.: Amendment 39-10924, Docket No. 98-CE-107-AD.

Applicability: SKYWATCH SKY497 installations with a top-mounted antenna that are installed on, but not limited to, the following aircraft, all serial numbers, certificated in any category:

Manufacturer	Aircraft models and/or series
Raytheon	Beech 90, 100, 200, and 300 Series.
Cessna	172, 182, 206, 208, 210, 300, 400, and 500 Series.
Piper	PA-23, PA-31-360, PA-31T, PA-32, PA-34, PA-42, and PA-46.
Hawker	HS-700 and HS-800.
Mitsubishi	MU-2 Series.
Dassault	F10.
Mooney	M20 Series.
Bombardier	DHC-6 Series.
Westwind	1124.
Bell	407.
Eurocopter	AS365.
Socata	TBM700.

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 as indicated in the body of this AD, unless already accomplished.

To prevent the display of target indicators on the wrong side of the aircraft caused by an internal component failure in the SKY497 installations with a top-mounted antenna, which could result in the pilot making an incorrect initial maneuver based on the displayed information while trying to visually acquire the aircraft, accomplish the following:

(a) Within the next 25 hours time-in-service (TIS) after the effective date of this AD, place the information in the Appendix to this AD into the Limitations Section of the airplane flight manual (AFM).

(1) This information specifies verifying the correct antenna configuration each time an aircraft equipped with a SKY497 installation with a top-mounted antenna is powered-up.

(2) This information is a duplication of the information presented in BFGoodrich Alert Service Bulletin #78A, dated October 21, 1998.

(b) If an incorrect antenna configuration is found during any of the power-up procedures specified in the AFM information required by this AD, prior to further flight, remove the SKY497 installation from service.

(c) Inserting the information into the Limitations Section of the AFM as required by paragraph (a) of this AD may be performed by the owner/operator holding at least a private pilot certificate as authorized by section 43.7 of the Federal Aviation Regulations (14 FR 43.7), and must be entered into the aircraft records showing

compliance with this AD in accordance with section 43.9 of the Federal Aviation Regulations (14 CFR 43.9).

(d) 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.

(e) An alternative method of compliance or adjustment of the compliance times that provides an equivalent level of safety may be approved by the Manager, Chicago Aircraft Certification Office (ACO), 2300 East Devon Avenue, Des Plaines, Illinois 60018. The request shall be forwarded through an appropriate FAA Maintenance Inspector, who may add comments and then send it to the Manager, Chicago ACO.

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

(f) The service information referenced in this AD may be obtained from BFGoodrich Avionics Systems, Inc. 5353 52nd Street, Southeast, P.O. Box 873, Grand Rapids, Michigan 49588-0873. This document or other information related to this AD may be inspected at the FAA, Central Region, Office of the Regional Counsel, Room 1558, 601 E. 12th Street, Kansas City, Missouri.

(g) This amendment becomes effective on December 22, 1998.

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**APPENDIX TO AD 98-25-02;
AMENDMENT 39-10924; DOCKET NO. 98-CE-107-AD.**

**POWER-UP PROCEDURES FOR SKYWATCH SKY497
INSTALLATIONS WITH A TOP-MOUNTED ANTENNA**

The following power-up procedure must be accomplished each time the system is powered-up:

1. If a WX-1000 is installed with the SKYWATCH, ensure that the STORMSCOPE/CWS switch is in the CWS position.
2. At the SKYWATCH display, access the service menu by holding the left two buttons depressed and switch the system on. Hold the buttons until the Service Menu is displayed. The Service Menu is shown in figure 1.

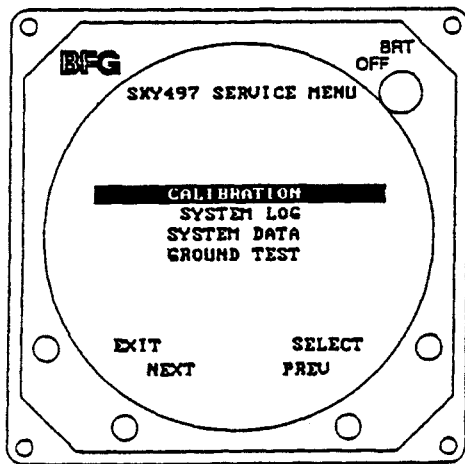


Figure 1.

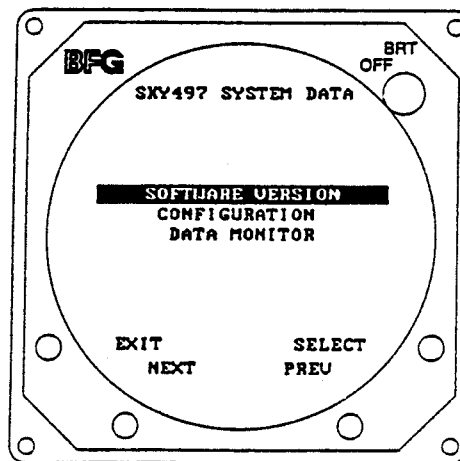


Figure 2.

3. Highlight SYSTEM DATA (press NEXT button two times) and then press SELECT. The SYSTEM DATA screen, as shown in figure 2 will be displayed.
4. Highlight CONFIGURATION by pressing the NEXT button and then press SELECT. The configuration display consists of 4 pages. Advance to Page 3 of 4 (see figure 3) by pressing the NEXT button two times.
5. Verify that the antenna position is configured for TOP mount (i.e., as shown in figure 3).

**APPENDIX TO AD 98-25-02;
AMENDMENT 39-10924; DOCKET NO. 98-CE-107-AD.**

**POWER-UP PROCEDURES FOR SKYWATCH SKY497
INSTALLATIONS WITH A TOP-MOUNTED ANTENNA
(Continued)**

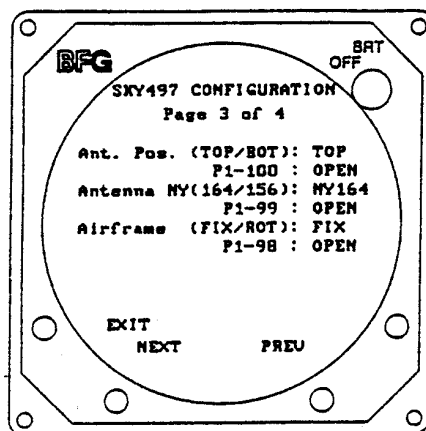


Figure 3.

6. If the antenna configuration is correct, press EXIT until the start-up screen (see figure 4) is displayed.

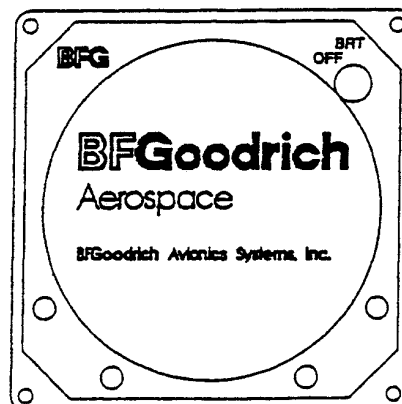


Figure 4.

7. If a WX-1000 is installed, position the STORMSCOPE/CWS switch to the STORMSCOPE position and exit the STORMSCOPE service menu by pressing the EXIT button.
8. If the antenna configuration is not correct (i.e., configured for BOTtom mount), turn SKYWATCH off and return the unit for service.

Issued in Kansas City, Missouri, on November 24, 1998.

Michael Gallagher,

Manager, Small Airplane Directorate, Aircraft Certification Service.

[FR Doc. 98-32101 Filed 12-2-98; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. 97-NM-258-AD; Amendment 39-10927; AD 98-25-04]

RIN 2120-AA64

Airworthiness Directives; McDonnell Douglas Model MD-90-30 Series Airplanes

AGENCY: Federal Aviation Administration, DOT.

ACTION: Final rule.

SUMMARY: This amendment adopts a new airworthiness directive (AD), applicable to certain McDonnell Douglas Model MD-90-30 series airplanes, that requires repetitive inspections to detect debris in the areas behind the aft lavatory toilet shroud, behind the aft lavatory modules, and below the cabin floor aft of the aft cargo compartment bulkhead; and removal of debris. This amendment also requires modification of the lavatory toilet shroud assemblies and modification of the lavatory entry door louvers, which terminates the repetitive inspections. This amendment is prompted by reports of paper debris collecting below the cabin floor. The actions specified by this AD are intended to prevent paper debris from collecting below the cabin floor, which could result in a potential fire hazard or possible loss of elevator control system redundancy.

DATES: Effective January 7, 1999.

The incorporation by reference of certain publications listed in the regulations is approved by the Director of the Federal Register as of January 7, 1999.

ADDRESSES: The service information referenced in this AD may be obtained from The Boeing Company, Douglas Products Division, 3855 Lakewood Boulevard, Long Beach, California 90846, Attention: Technical Publications Business Administration, Dept. C1-L51 (2-60). This information may be examined at the Federal Aviation Administration (FAA), Transport Airplane Directorate, Rules Docket, 1601 Lind Avenue, SW., Renton, Washington; or at the FAA,

Transport Airplane Directorate, Los Angeles Aircraft Certification Office, 3960 Paramount Boulevard, Lakewood, California; or at the Office of the Federal Register, 800 North Capitol Street, NW., suite 700, Washington, DC.

FOR FURTHER INFORMATION CONTACT:

Albert H. Lam, Aerospace Engineer, Systems and Equipment Branch, ANM-130L, FAA, Transport Airplane Directorate, Los Angeles Aircraft Certification Office, 3960 Paramount Boulevard, Lakewood, California 90712-4137; telephone (562) 627-5346; fax (562) 627-5210.

SUPPLEMENTARY INFORMATION:

A proposal to amend part 39 of the Federal Aviation Regulations (14 CFR part 39) to include an airworthiness directive (AD) that is applicable to certain McDonnell Douglas Model MD-90-30 series airplanes was published in the **Federal Register** on May 20, 1998 (63 FR 27692). That action proposed to require repetitive inspections to detect debris in the areas behind the aft lavatory toilet shroud, behind the aft lavatory modules, and below the cabin floor aft of the aft cargo compartment bulkhead; and removal of debris. That action also proposed to require modification of the lavatory toilet shroud assemblies and modification of the lavatory entry door louvers, which would terminate the repetitive inspections.

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

Support for the Proposal

One commenter supports the proposed rule.

Request To Withdraw the Proposed Rule

One commenter [The Boeing Company, Douglas Products Division (DPD)] "takes serious issue" with a statement that appears in the Summary section of the preamble of the proposed rule. That statement specifies that the proposed rule is prompted by reports of paper debris collecting on the hot pneumatic ducts below the cabin floor. The commenter indicates that it has never seen or reported paper on the pneumatic duct, nor has the commenter received such reports from others. In addition, the commenter states that a lit cigarette has always been suggested as the potential fire hazard not paper debris on the ducts.

The FAA infers from the commenter's remarks that it requests the proposed AD be withdrawn. The FAA does not concur. The FAA acknowledges that it

has not received reports of paper debris collecting on the hot pneumatic ducts. Since paper debris collecting below the cabin floor poses a potential fire hazard and could result in possible loss of elevator control system redundancy, the FAA must issue this final rule to correct that unsafe condition.

However, the FAA has received reports of paper debris collecting below the cabin floor, and has revised the Summary section and the unsafe condition of this final rule to clarify this information.

Request To Remove Reporting Requirement

One commenter has no objection to the proposed inspection and modifications specified in the proposal. However, the commenter requests that the proposed rule provide relief from the reporting requirement specified in McDonnell Douglas Alert Service Bulletin MD90-25A017, which is referenced in the proposed rule as the appropriate source of service information. The commenter suggests either exempting operators from the reporting requirement, or only requiring operators to report initial inspection results to McDonnell Douglas. The commenter states that reporting both positive and negative findings of initial and repetitive inspections, as specified in the alert service bulletin, seems to be more of an industry evaluation to determine the viability of the AD, rather than an AD-mandated issue.

The FAA concurs with the commenter's request. The FAA points out that the proposed rule does not specify a requirement for reporting inspection findings to the manufacturer. The alert service bulletin referenced by the commenter is cited in the AD to provide procedures for accomplishment of the required inspection. However, to eliminate any confusion concerning a reporting requirement, this final rule has been revised to cite specific paragraphs of the alert service bulletin that are required to be accomplished. Additionally, the issuance date of Revision R01 of the alert service bulletin has been changed from October 15, 1997, to October 16, 1997, in this final rule.

Conclusion

After careful review of the available data, including the comments noted above, the FAA has determined that air safety and the public interest require the adoption of the rule with the changes previously described. The FAA has determined that these changes will neither increase the economic burden