

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

[Docket No. 98-NM-38-AD; Amendment 39-10364; AD 98-05-02]

RIN 2120-AA64

Airworthiness Directives; Cessna Model 750 Airplanes

AGENCY: Federal Aviation Administration, DOT.

ACTION: Final rule; request for comments.

SUMMARY: This amendment adopts a new airworthiness directive (AD) that is applicable to certain Cessna Model 750 airplanes. This action requires repetitive lubrication of the aileron feel cartridge assembly shaft. This action also requires replacement of the roll feel and centering bungee assembly with an improved assembly, which constitutes terminating action for the repetitive lubrication. This amendment is prompted by reports of partial to full jamming of the aileron control circuit during flight of the airplane. The actions specified in this AD are intended to prevent the possibility of accumulation of ice on the aileron feel cartridge assembly shaft, which could result in jamming of the aileron control circuit, and consequent reduced controllability of the airplane.

DATES: Effective March 16, 1998.

The incorporation by reference of certain publications listed in the regulations is approved by the Director of the Federal Register as of March 16, 1998.

Comments for inclusion in the Rules Docket must be received on or before April 28, 1998.

ADDRESSES: Submit comments in triplicate to the Federal Aviation Administration (FAA), Transport Airplane Directorate, ANM-114, Attention: Rules Docket No. 98-NM-38-AD, 1601 Lind Avenue, SW., Renton, Washington 98055-4056.

The service information referenced in this AD may be obtained from Cessna Aircraft Co., P.O. Box 7706, Wichita, Kansas 67277. This information may be examined at the FAA, Transport Airplane Directorate, 1601 Lind Avenue, SW., Renton, Washington; or at the FAA, Small Airplane Directorate, Wichita Aircraft Certification Office, 1801 Airport Road, Room 100, Mid-Continent Airport, Wichita, Kansas; or at the Office of the Federal Register, 800 North Capitol Street, NW., Suite 700, Washington, DC.

FOR FURTHER INFORMATION CONTACT: Joel Ligon, Aerospace Engineer, Systems and Propulsion Branch, ACE-116W, FAA, Small Airplane Directorate, Wichita Aircraft Certification Office, 1801 Airport Road, Room 100, Mid-Continent Airport, Wichita, Kansas 67209; telephone (316) 946-4138; fax (316) 946-4407.

SUPPLEMENTARY INFORMATION: The FAA recently received reports of four separate incidents of partial to full jamming of the aileron control circuit during flight of Cessna Model 750 airplanes. In each instance, control of the airplane was maintained by reversion to the backup manual control of the flight controls, yaw input, or by application of secondary roll control input. In the reported occurrences, the affected airplanes were exposed to precipitation on the ground prior to flight, or had encountered precipitation while in flight. Investigation revealed that water contamination and subsequent accretion of ice on the center aileron roll feel and centering assembly can prevent free movement of the bungee shaft, which may cause jamming of the aileron control circuit. This condition, if not corrected, could result in reduced controllability of the airplane.

Explanation of Relevant Service Information

Cessna has issued Citation Alert Service Letter ASL750-12-02, dated September 29, 1997, which describes procedures for repetitive lubrication of the aileron feel cartridge assembly shaft.

The FAA has reviewed and approved Cessna Citation Service Bulletin 750-27-10, dated January 16, 1998, which includes Supplemental Data to Service Bulletin 750-27-10, dated January 16, 1998, which describes procedures for replacement of the roll feel and centering bungee assembly with an improved assembly that would prevent ice accumulation on the aileron feel cartridge assembly shaft. Accomplishment of this replacement eliminates the need for the repetitive lubrications of the aileron feel cartridge assembly shaft.

Explanation of the Requirements of the Rule

Since an unsafe condition has been identified that is likely to exist or develop on airplanes of the same type design, this AD is being issued to prevent the possibility of accumulation of ice on the aileron feel cartridge assembly shaft, which could result in jamming of the aileron control circuit, and consequent reduced controllability of the airplane. This AD requires

accomplishment of the actions specified in the alert service letter and the service bulletin described previously, except as discussed below.

Differences Between the AD and the Relevant Service Bulletin

Operators should note that, although the service bulletin recommends accomplishing the replacement within 90 days after the release of the service bulletin, the FAA has determined that an interval of 90 days would not address the identified unsafe condition in a timely manner. In developing an appropriate compliance time for this AD, the FAA considered not only the manufacturer's recommendation, but the degree of urgency associated with addressing the subject unsafe condition, the average utilization of the affected fleet, and the time necessary to perform the replacement. In light of all of these factors, the FAA finds 60 days to be an appropriate compliance time for initiating the required actions in that it represents the maximum interval of time allowable for affected airplanes to continue to operate without compromising safety.

Determination of Rule's Effective Date

Since a situation exists that requires the immediate adoption of this regulation, it is found that notice and opportunity for prior public 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 flight safety and, thus, was not preceded by notice and an opportunity for public 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 shall identify the Rules Docket number and be submitted in triplicate to the address specified under the caption **ADDRESSES**. 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 Number 98-NM-38-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 that it 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. A copy of it, if filed, may be obtained from 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 adding the following new airworthiness directive:

98-05-02 Cessna Aircraft Company:

Amendment 39-10364. Docket 98-NM-38-AD.

Applicability: Model 750 airplanes, serial numbers 0001 through 0053 inclusive; 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, unless accomplished previously.

To prevent the possibility of the accumulation of ice on the aileron feel cartridge assembly shaft, which could result in jamming of the aileron control circuit, and consequent reduced controllability of the airplane, accomplish the following:

(a) Within 10 hours time-in-service after the effective date of this AD, lubricate the aileron feel cartridge assembly shaft in accordance with Cessna Citation Alert Service Letter ASL750-12-02, dated September 29, 1997. Thereafter, repeat the action at intervals not to exceed 30 days until the requirements of paragraph (b) are accomplished.

(b) Within 60 days after the effective date of this AD, replace the roll feel centering bungee assembly with an improved bungee assembly in accordance with Cessna Citation Service Bulletin 750-27-10, dated January 16, 1998, which includes Supplemental Data to Service Bulletin 750-27-10, dated January 16, 1998. Accomplishment of this replacement constitutes terminating action for the repetitive actions required by paragraph (a) of this AD.

(c) Airplanes on which the replacement required by paragraph (b) of this AD is performed within the compliance time specified in paragraph (a) of this AD are not required to accomplish the action required by paragraph (a).

(d) An alternative method of compliance or adjustment of the compliance time that provides an acceptable level of safety may be used if approved by the Manager, Wichita Aircraft Certification Office (ACO), FAA, Small Airplane Directorate. Operators shall submit their requests through an appropriate FAA Principal 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.

(e) 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.

(f) The actions shall be done in accordance with Cessna Citation Alert Service Letter ASL750-12-02, dated September 29, 1997; and Cessna Citation Service Bulletin 750-27-10, dated January 16, 1998, which includes Supplemental Data to Service Bulletin 750-27-10, dated January 16, 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 Cessna Aircraft Co., P.O. Box 7706, Wichita, Kansas 67277. Copies may be inspected at the FAA, Transport Airplane Directorate, 1601 Lind Avenue, SW., Renton, Washington; or at the FAA, Small Airplane Directorate, Wichita Aircraft Certification Office, 1801 Airport Road, Room 100, Mid-Continent Airport, Wichita, Kansas; or at the Office of the Federal Register, 800 North Capitol Street, NW., suite 700, Washington, DC.

(g) This amendment becomes effective on March 16, 1998.

Issued in Renton, Washington, on February 23, 1998.

Darrell M. Pederson,

Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.

[FR Doc. 98-5197 Filed 2-26-98; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 71

[Airspace Docket No. 97-ANM-22]

RIN 2120-AA66

Modification of VOR Federal Airway V-204; Yakima, WA

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Final rule; correction.

SUMMARY: This action corrects a final rule published in the **Federal Register** on December 30, 1997 (Airspace Docket No. 97-ANM-22). In that rule, the airway legal description contained an inadvertent error. This action corrects that error.

EFFECTIVE DATE: February 27, 1998.

FOR FURTHER INFORMATION CONTACT: William C. Nelson, Airspace and Rules Division, ATA-400, Office of Air Traffic Airspace Management, Federal Aviation Administration, 800 Independence Avenue, SW., Washington, DC 20591; Telephone: (202) 267-8783.