

Issued in Kansas City, Missouri, on August 23, 1999.

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*Acting Manager, Small Airplane Directorate,
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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. 99-CE-56-AD; Amendment 39-11281; AD 99-18-15]

RIN 2120-AA64

Airworthiness Directives; Raytheon Aircraft Company Beech Models C90A, B200, B300, and 1900D Airplanes

AGENCY: Federal Aviation Administration, DOT.

ACTION: Final rule; request for comments.

SUMMARY: This amendment adopts a new airworthiness directive (AD) that applies to all Raytheon Aircraft Company (Raytheon) Beech Models C90A, B200, B300, and 1900D airplanes. This AD requires replacing the landing gear hand pump for airplanes that had a pump within a certain serial number range installed at manufacture; and prohibits the future installation of any of these pumps on all of the affected airplanes. This AD is the result of information from the manufacturer of improper machining of the pump housing on certain landing gear emergency hand pumps on the affected airplanes. This resulted in an insufficient groove depth to retain a snap ring, which retains the check valve in its proper position within the housing. The actions specified in this AD are intended to detect any improperly machined landing gear emergency hand pumps, which, if not removed from service, could result in the inability to properly lower and lock the landing gear in the event of failure of the primary retraction/extension system.

DATES: Effective September 27, 1999.

Comments for inclusion in the Rules Docket must be received on or before October 27, 1999.

ADDRESSES: Submit comments in triplicate to the Federal Aviation Administration (FAA), Central Region, Office of the Regional Counsel, Attention: Rules Docket No. 99-CE-56-AD, Room 1558, 601 E. 12th Street, Kansas City, Missouri 64106.

This information may be examined at the Federal Aviation Administration

(FAA), Central Region, Office of the Regional Counsel, Attention: Rules Docket No. 99-CE-56-AD, Room 1558, 601 E. 12th Street, Kansas City, Missouri 64106.

FOR FURTHER INFORMATION CONTACT: Mr. Paul DeVore, Aerospace Engineer, FAA, Wichita Aircraft Certification Office, 1801 Airport Road, Mid-Continent Airport, Wichita, Kansas 67209; telephone: (316) 946-4142; facsimile: (316) 946-4407.

SUPPLEMENTARY INFORMATION:

Discussion

The FAA has received information from the Raytheon Aircraft Corporation (Raytheon) of improper machining of the pump housing on landing gear emergency hand pumps, part number 101-388007-3, serial numbers 2702 through 2833; that are installed on certain Raytheon Beech Models C90A, B200, B300, and 1900D airplanes. This resulted in an insufficient groove depth to retain a snap ring, which retains the check valve in its proper position within the housing. These landing gear emergency hand pumps may have been installed at manufacture on airplanes within the following serial number range:

Model	Serial numbers
C90A	LJ-1526 through LJ-1550.
B200	BB-1628 through BB-1659.
B300	FL-213 through FL-237.
1900D	UE-346 through UE-356, UE-358, and UE-367.

Continuing to utilize these pumps in service could result in the inability to properly lower and lock the landing gear in the event of failure of the primary retraction/extension system.

The FAA's Determination

After examining the circumstances and reviewing all available information related to the incidents described above, the FAA has determined that:

- These improperly machined landing gear emergency hand pumps should be removed from service; and
- AD action should be taken to prevent the above-referenced condition from occurring.

Explanation of the Provisions of the AD

Since an unsafe condition has been identified that is likely to exist or develop in other Raytheon Beech Models C90A, B200, B300, and 1900D airplanes of the same type design, the FAA is taking AD action. This AD requires replacing the landing gear hand pump for airplanes that had a pump within a certain serial number range

installed at manufacture; and prohibits the future installation of any of these pumps on all of the affected airplanes.

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. 99-CE-56-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:

99-18-15 Raytheon Aircraft Company (All type certificates of the affected airplanes previously held by the Beech Aircraft Corporation): Amendment 39-11281; Docket No. 99-CE-56-AD.

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

REPLACEMENT REQUIREMENTS OF PARAGRAPH (A) OF THIS AD

Model	Serial numbers
C90A	LJ-1526 through LJ-1550.
B200	BB-1628 through BB-1659.
B300	FL-213 through FL-237.
1900D	UE-346 through UE-356, UE-358, and UE-367.

INSTALLATION REQUIREMENTS OF PARAGRAPH (B) OF THIS AD

Model	Serial numbers
C90A	All serial numbers.
B200	All serial numbers.
B300	All serial numbers.
1900D	All serial numbers.

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 detect any improperly machined landing gear emergency hand pumps, which, if not removed from service, could result in the inability to properly lower and lock the landing gear in the event of failure of the primary retraction/extension system, accomplish the following:

(a) *For the airplanes referenced in the Replacement Requirements of Paragraph (a) of this AD portion of the Applicability section of this AD:* Within the next 25 hours time-in-service (TIS) after the effective date of this AD, replace any landing gear emergency hand pump, part number 101-388007-3, that incorporates a serial number in the range of 2702 through 2833.

Note 2: This AD allows the aircraft owner or pilot to check the maintenance records to determine whether the landing gear emergency hand pump, part number 101-388007-3, has been replaced with one outside the serial number range of 2702 through 2833. See paragraph (c) of this AD for authorization.

(b) *For the airplanes referenced in the Installation Requirements of Paragraph (b) of this AD portion of the Applicability section of this AD:* As of the effective date of this AD, no person may install a landing gear emergency hand pump, part number 101-388007-3, that incorporates a serial number in the range of 2702 through 2833.

(c) The owner/operator holding at least a private pilot certificate as authorized by section 43.7 of the Federal Aviation Regulations (14 CFR 43.7) may check the maintenance records to determine whether the landing gear emergency hand pump, part number 101-388007-3, that is installed incorporates a serial number outside the range of 2702 through 2833. If, by checking the maintenance records, it can be positively shown that an actuator with a serial number outside of the range of 2702 through 2833 is installed, the requirements of paragraph (a) of

this AD do not apply and the owner/operator must make an entry into the aircraft records showing compliance with this portion of the 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, 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.

(f) This amendment becomes effective on September 27, 1999.

Issued in Kansas City, Missouri, on August 23, 1999.

Terry L. Chasteen,

Acting Manager, Small Airplane Directorate, Aircraft Certification Service.

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. 97-NM-03-AD; Amendment 39-11271; AD 99-18-05]

RIN 2120-AA64

Airworthiness Directives; Boeing Model 727 Series Airplanes

AGENCY: Federal Aviation Administration, DOT.

ACTION: Final rule.

SUMMARY: This amendment adopts a new airworthiness directive (AD), applicable to all Boeing Model 727 series airplanes, that requires repetitive inspections to detect cracks in the forward flange of the vertical beam of the aft pressure bulkhead at certain buttock lines, and installation of a splice repair, if necessary. The amendment also requires installation of a preventative modification on the vertical beam of the door frame in certain cases. This amendment is prompted by reports of fatigue cracks found in the vertical beam web and forward flange of the aft pressure bulkhead. The actions specified by this AD are intended to detect and correct