

Issued in Kansas City, Missouri on October 22, 1996.

Michael Gallagher,
Manager, Small Airplane Directorate, Aircraft
Certification Service.

[FR Doc. 96-27677 Filed 10-28-96; 8:45 am]

BILLING CODE 4910-13-U

14 CFR Part 39

[Docket No. 96-CE-30-AD; Amendment 39-
9800; AD 96-22-12]

RIN 2120-AA64

Airworthiness Directives; Raytheon Aircraft Corp. (Formerly Beech Aircraft Corp.) Models 1900C, 1900D, and 2000 Airplanes

AGENCY: Federal Aviation
Administration, DOT.

ACTION: Final rule.

SUMMARY: This amendment adopts a new airworthiness directive (AD) that applies to certain Raytheon Aircraft Corporation (Raytheon) Models 1900C, 1900D, and 2000 airplanes. This action requires inspecting (one-time) the fuel filter assemblies to detect any bypass valve that is glued shut. If a bypass valve is glued shut, the AD requires replacing the associated fuel filter assembly. Three in-flight occurrences in which the low fuel pressure light illuminated prompted this action. In each of the instances, a bypass valve on the affected airplane engine was glued shut with anaerobic thread lock adhesive and when the fuel filter became clogged, proper fuel flow to the engine was not obtained. The actions specified by this AD are intended to prevent lack of fuel to the engine and eventual engine shutdown caused by a clogged fuel filter and a contaminated fuel filter bypass valve.

DATES: Effective December 13, 1996.

The incorporation by reference of certain publications listed in the regulations is approved by the Director of the Federal Register as of December 13, 1996.

ADDRESSES: Service information that applies to this AD may be obtained from the Raytheon Aircraft Corporation, 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 96-CE-30-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. Karl Schletzbaum, Aerospace Safety Engineer, FAA, Wichita Aircraft Certification Office, 1801 Airport Road, Mid-Continent Airport, Wichita, Kansas 67209; telephone (316) 946-4146; facsimile (316) 946-4407.

SUPPLEMENTARY INFORMATION:

Events Leading to the AD

A proposal to amend part 39 of the Federal Aviation Regulations (14 CFR part 39) to include an AD that would apply to Raytheon Models 1900C, 1900D, and 2000 airplanes that were manufactured during the period when the fuel filter assembly bypass valves were susceptible to anaerobic thread lock adhesive contamination was published in the Federal Register on July 8, 1996 (61 FR 35695). The action proposed to require inspecting (one-time) the fuel filter assemblies to detect any bypass valve that is glued shut. If a bypass valve is glued shut, the proposal would require replacing the fuel filter assembly. Accomplishment of the inspection and replacement (if necessary) as specified in the notice of proposed rulemaking (NPRM) would be in accordance with Beechcraft Mandatory Service Bulletin (SB) No. 2677 (for Model 2000 airplanes), dated March, 1996; or Raytheon Mandatory SB No. 2678 (for Models 1900C and 1900D airplanes), dated June, 1996, as applicable.

Three in-flight occurrences in which the low fuel pressure light illuminated prompted the NPRM.

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 asks why the FAA is not mandating an inspection of the fuel filter bypass valves upon replacement to ensure that no valve is glued shut. This commenter is concerned that owners/operators of the affected airplanes may have defective fuel filter bypass valves utilized as spares and may replace the current valve with a defective valve at a later date. The FAA partially concurs. The FAA's Wichita Manufacturing and Inspection District Office (MIDO) and Aircraft Certification Office (ACO), in working with Raytheon, have identified all inventory of the suspect part and have determined that the one-time inspection of the fleet will detect any fuel filter bypass valves glued shut. However, as currently worded, the NPRM does not prevent these nonfunctional bypass valves from being reinstalled at a later date. The final rule

will contain a paragraph preventing reinstallation of a fuel filter bypass valve that was found nonfunctional while complying with this AD.

Another commenter agrees and supports the NPRM as written.

No comments were received on the FAA's determination of the cost impact upon the public.

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 to the AD that prevents reinstallation of defective bypass valves and minor editorial corrections. The FAA has determined that this addition and the minor 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 379 airplanes in the U.S. registry will be affected by this AD, that it will take approximately 2 workhours per airplane to accomplish the required inspection, and that the average labor rate is approximately \$60 an hour. Based on these figures, the total cost impact of the AD on U.S. operators is estimated to be \$45,480. This figure only takes into account the cost of the inspection and does not take into account the cost of replacing any fuel filter assembly found to have a nonfunctional bypass valve. A fuel filter assembly replacement will take approximately 1 workhour (possible two fuel filter assembly replacements per airplane) at approximately \$60 per hour. The manufacturer will provide parts at no cost to the owner/operator. The FAA knows of no affected airplane owner/operator who has already accomplished this action.

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 USC 106(g), 40113, 44701.

§ 39.13 [Amended]

2. Section 39.13 is amended by adding a new airworthiness directive (AD) to read as follows:

96-22-12 Raytheon Aircraft Corporation: Amendment 39-9800; Docket No. 96-CE-30-AD.

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

Models	Serial numbers
1900C	UC-1 through UC-174
1900C (C-12J)	UD-1 through UD-6
1900D	UE-1 through UE-205
2000	NC-4 through NC-53

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 50 hours time-in-service after the effective date of this AD, unless already accomplished.

To prevent lack of fuel to the engine and eventual engine shutdown caused by a clogged fuel filter and a contaminated fuel filter bypass valve, accomplish the following:

(a) Inspect (one-time) the fuel filter assemblies to detect any bypass valve that is glued shut. If a bypass valve is glued shut, prior to further flight, replace the associated fuel filter assembly. Accomplish the inspection and replacement (if necessary) in accordance with Raytheon Mandatory Service Bulletin (SB) No. 2678 (for Models 1900C and 1900D airplanes), dated June, 1996; and Beechcraft Mandatory SB No. 2677 (for Model 2000 airplanes), dated March, 1996.

(b) No person shall re-install a fuel filter bypass valve that was replaced as required by paragraph (a) 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. 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.

(e) The inspection and replacement (if necessary) required by this AD shall be done in accordance with Raytheon Mandatory Service Bulletin No. 2678, dated June, 1996; or Beechcraft Mandatory Service Bulletin No. 2677, dated March, 1996, as applicable. 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 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.

(f) This amendment (39-9800) becomes effective on December 13, 1996.

Issued in Kansas City, Missouri, on October 22, 1996.

Michael Gallagher,

Manager, Small Airplane Directorate, Aircraft Certification Service.

[FR Doc. 96-27756 Filed 10-28-96; 8:45 am]

BILLING CODE 4910-13-U

14 CFR Part 97

[Docket No. 28716; Amdt. No. 1760]

Standard Instrument Approach Procedures; Miscellaneous Amendments

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Final rule.

SUMMARY: This amendment establishes, amends, suspends, or revokes Standard Instrument Approach Procedures (SIAPs) for operations at certain airports. These regulatory actions are needed because of the adoption of new or revised criteria, or because of changes occurring in the National Airspace System, such as the commissioning of new navigational facilities, addition of new obstacles, or changes in air traffic requirements. These changes are designed to provide safe and efficient use of the navigable airspace and to promote safe flight operations under instrument flight rules at the affected airports.

DATES: An effective date for each SIAP is specified in the amendatory provisions.

Incorporation by reference—approved by the Director of the Federal Register on December 31, 1980, and reapproved as of January 1, 1982.

ADDRESSES: Availability of matters incorporated by reference in the amendment is as follows:

For Examination

1. FAA Rules Docket, FAA Headquarters Building, 800 Independence Avenue, SW., Washington, DC 20591;

2. The FAA Regional Office of the region in which the affected airport is located; or

3. The Flight Inspection Area Office which originated the SIAP.

For Purchase

Individual SIAP copies may be obtained from:

1. FAA Public Inquiry Center (APA-200), FAA Headquarters Building, 800 Independence Avenue, SW., Washington, DC 20591; or

2. The FAA Regional Office of the region in which the affected airport is located.

By Subscription

Copies of all SIAPs, mailed once every 2 weeks, are for sale by the Superintendent of Documents, U.S. Government Printing Office, Washington, DC 20402.

FOR FURTHER INFORMATION CONTACT: