

this AD, unless already accomplished. You may insert a copy of this AD in the AFM to accomplish this action:

• Except for certain phases of flight where the AFM specifies that deicing boots should not be used (e.g., take-off, final approach, and landing), compliance with the following is required.

• Wing and Tail Leading Edge Pneumatic Deicing Boot System, if installed, must be activated:

—At the first sign of ice formation anywhere on the aircraft, or upon annunciation from an ice detector system, whichever occurs first; and

—The system must either be continued to be operated in the automatic cycling mode, if available; or the system must be manually cycled as needed to minimize the ice accretions on the airframe.

• The wing and tail leading edge pneumatic deicing boot system may be deactivated only after:

—Leaving known or observed/detected icing that the flight crew has visually observed on the aircraft or was identified by the on-board sensors; and

—After the airplane is determined to be clear of ice."

**Note:** The FAA recommends periodic treatment of deicing boots with approved ice release agents, such as ICEX, in accordance with the manufacturer's application instructions.

(e) *Can the pilot accomplish the action?* Yes. Anyone who holds at least a private pilot certificate, as authorized by § 43.7 of the Federal Aviation Regulations (14 CFR 43.7), may incorporate the AFM revisions required by this AD. You must make an entry into the aircraft records that shows compliance with this AD, in accordance with section 43.9 of the Federal Aviation Regulations (14 CFR 43.9).

(f) *Can I comply with this AD in any other way?* Yes.

(1) You may use an alternative method of compliance or adjust the compliance time if:

(i) Your alternative method of compliance provides an equivalent level of safety; and

(ii) The Manager, Small Airplane Directorate, approves your alternative. Submit your request through an FAA Principal Maintenance Inspector, who may add comments and then send it to the Manager.

(2) 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 (f)(1) 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 you have not eliminated the unsafe condition, specific actions you propose to address it.

(g) *Where can I get information about any already-approved alternative methods of*

*compliance?* Contact the Small Airplane Directorate, 901 Locust, Room 301, Kansas City, Missouri 64106; telephone: (816) 329-4121; facsimile: (816) 329-4091.

(h) *What if I need to fly the airplane to another location to comply with this AD?* The FAA can issue a special flight permit under §§ 21.197 and 21.199 of the Federal Aviation Regulations (14 CFR 21.197 and 21.199) to operate your airplane to a location where you can accomplish the requirements of this AD.

(i) *When does this amendment become effective?* This amendment becomes effective on May 5, 2000.

Issued in Kansas City, Missouri, on March 10, 2000.

**Michael Gallagher,**

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

[FR Doc. 00-6691 Filed 3-17-00; 8:45 am]

**BILLING CODE 4910-13-P**

## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### 14 CFR Part 39

[Docket No. 2000-CE-11-AD; Amendment 39-11634; AD 2000-05-24]

RIN 2120-AA64

#### Airworthiness Directives; Honeywell International Inc. KAP 140 and KFC 225 Autopilot Systems

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

**ACTION:** Final rule; request for comments.

**SUMMARY:** This amendment adopts a new airworthiness directive (AD) that applies to all aircraft equipped with a certain Honeywell International Inc. (Honeywell) KAP 140 or KFC 225 autopilot system. AlliedSignal Avionics Inc. manufactured these autopilot systems before transferring the design data to Honeywell. This AD requires that you inspect the autopilot servo actuator for a loose fastener and modify the autopilot servo actuator when a loose fastener is found. This AD is the result of a report of failure of the autopilot servo actuator to disengage when the autopilot power was removed. The actions specified by this AD are intended to detect and correct a loose fastener in the autopilot servo actuator, which could cause the autopilot servo actuator to not disengage when power to the autopilot is removed. This could cause the pilot to experience additional control forces.

**DATES:** Effective April 12, 2000.

The Director of the Federal Register approved the incorporation by reference of certain publications listed in the regulation as of April 12, 2000.

The FAA must receive any comments on this rule on or before April 28, 2000.

**ADDRESSES:** Submit comments in triplicate to the Federal Aviation Administration (FAA), Central Region, Office of the Regional Counsel, Attention: Rules Docket No. 2000-CE-11-AD, 901 Locust, Room 506, Kansas City, Missouri 64106.

You may get the service information referenced in this AD from Honeywell International Inc., 23500 West 105th Street, Olathe, Kansas 66061. You may examine this information at the FAA, Central Region, Office of the Regional Counsel, Attention: Rules Docket No. 2000-CE-11-AD, 901 Locust, Room 506, 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:

Clyde Erwin, Aerospace Engineer, Wichita Aircraft Certification Office, FAA, 1801 Airport Road, Mid-Continent Airport, Wichita, Kansas 67209; telephone: (316) 946-4149; facsimile: (316) 946-4407.

#### SUPPLEMENTARY INFORMATION:

##### Discussion

##### *What Events Have Caused this AD?*

We recently received a field report describing an instance of excessive flight control friction associated with an airplane equipped with a Honeywell KS 271C aileron servo actuator. This event occurred during ground operations with no power applied to the airplane. The Honeywell KS 270C, KS 271C, and KS 272 series autopilot servo actuators are utilized on aircraft equipped with a Honeywell KAP 140 or KFC 225 autopilot system.

AlliedSignal Avionics Inc. manufactured these autopilot systems before transferring the design data to Honeywell.

Examination of the subject actuator revealed a loose fastener, which inhibited free motion of the servo actuator engagement and disengagement mechanism. This autopilot servo actuator failed to properly disengage when power to the autopilot was removed.

##### *What Are the Consequences if the Condition Is Not Corrected?*

This condition, if not detected and corrected, could cause the autopilot servo actuator to not disengage when power to the autopilot is removed. This could cause the pilot to experience additional control forces.

**Relevant Service Information**

*Is there service information that applies to this subject?* Yes. Honeywell

has issued the following service bulletins:

Service Bulletin No.	Date	Applies to
SB KS 270C-4 ALERT Part number (P/N): 600-01514-0041.	Revision 1: February/2000 .....	KS 270C Pitch Servo Actuators, P/N 065-00178-XXXX (all versions), serial numbers (S/N) 2701 and below.
SB KS 271C-5 ALERT P/N: 600-01516-0051.	Revision 1: February/2000 .....	KS 271C Primary Servo Actuators, P/N 065-00179-XXXX (all versions), S/N 4201, 4158 through 4148, and 4103 and below.
SB KS 272C-4 ALERT P/N: 600-01518-0042.	Revision 2: February/2000 .....	KS 272C Trim Servo Actuators, P/N 065-00180-XXXX (all versions), S/N 2435 and below.

*What are the provisions of the service bulletins?* The service bulletins specify and include procedures for inspecting the autopilot servo actuator for a loose fastener and modifying the autopilot servo actuator when a loose fastener is found.

### **The FAA's Determination and an Explanation of the Provisions of the AD**

*What has the FAA decided?:* After examining the circumstances and reviewing all available information related to the events described above, including the relevant service information, the FAA has determined that:

—An unsafe condition exists or could develop on all aircraft that are certificated in any category and are equipped with a certain Honeywell KAP 140 or KFC 225 autopilot system;

—The actions of the above-referenced service bulletins should be accomplished on aircraft with an affected autopilot servo actuator installed; and

—AD action should be taken in order to detect and correct a loose fastener in the autopilot servo actuator, which could cause an autopilot servo actuator to not disengage when power to the autopilot is removed. This could cause the pilot to experience additional control forces.

*What does this AD require?:* This AD requires that you inspect the autopilot servo actuators for a loose fastener and modify the autopilot servo actuator when a loose fastener is found. This AD also gives you the option of accomplishing the following actions as an alternative to the inspection and modification actions:

—Check the primary flight controls for normal feel and motion and make any necessary adjustments;

—Pull and tie off the applicable circuit breakers as referenced in the Compliance section of the applicable service information; and

—Fabricate a placard, using letters of 1/8-inch in height, with the words "Autopilot Not Operational", and install

this placard in the cockpit within the pilot's clear view.

*What is the compliance time of this AD?:* Within 15 hours time-in-service (TIS) after the effective date of this AD.

*Will the public have the opportunity to comment prior to the issuance of the rule?:* No. Since a situation exists that requires the immediate adoption of this regulation, the FAA finds 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 and was not preceded by notice and opportunity for public comment, the FAA invites comments on this rule. You may submit whatever written data, views, or arguments you choose. You need to include the rule's docket number and submit your comments in triplicate to the address specified under the caption **ADDRESSES**. The FAA will consider all comments received on or before the closing date. We may amend this rule in light of comments received. Factual information that supports your ideas and suggestions is extremely helpful in evaluating the effectiveness of the AD action and determining whether we need to take additional rulemaking action.

The FAA is re-examining the writing style we currently use in regulatory documents, in response to the Presidential memorandum of June 1, 1998. That memorandum requires federal agencies to communicate more clearly with the public. We are interested in your comments on whether the style of this document is clearer, and any other suggestions you might have to improve the clarity of FAA communications that affect you. You can get more information about the Presidential memorandum and the plain language initiative at <http://www.plainlanguage.gov>.

The FAA specifically invites comments on the overall regulatory, economic, environmental, and energy

aspects of the rule that might suggest a need to modify the rule. You may examine all comments we receive before and after the closing date of the rule in the Rules Docket. We will file a report in the Rules Docket that summarizes each FAA contact with the public that concerns the substantive parts of this AD.

If you want us to acknowledge the receipt of your comments, you must include a self-addressed, stamped postcard. On the postcard, write "Comments to Docket No. 2000-CE-11-AD." We will date stamp and mail the postcard back to you.

### **Regulatory Impact**

These regulations will not have a substantial direct effect 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, the FAA has determined that this final rule does not have federalism implications under Executive Order 13132.

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, 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 a new airworthiness directive (AD) to read as follows:

2000-05-24 **Honeywell International Inc.:**  
Amendment 39-11634; Docket No. 2000-CE-11-AD.

(a) *What aircraft are affected by this AD?*  
Any aircraft, certificated in any category, that is equipped with a Honeywell KAP 140 or KFC 225 autopilot system and incorporates any autopilot servo actuator referenced in the Honeywell service information and the chart presented below. AlliedSignal Avionics Inc. manufactured the KAP 140 and KFC 225 autopilot systems before transferring the design data to Honeywell:

Service Bulletin No.	Date	Applies to
SB KS 270C-4 ALERT Part number (P/N): 600-01514-0041.	Revision 1: February/2000 .....	KS 270C Pitch Servo Actuators, P/N 065-00178-XXXX (all versions), serial numbers (S/N) 2701 and below.
SB KS 271C-5 ALERT P/N: 600-01516-0051.	Revision 1: February/2000 .....	KS 271C Primary Servo Actuators, P/N 065-00179-XXXX (all versions), S/N 4201, 4158 through 4148, and 4103 and below.
SB KS 272C-4 ALERT P/N: 600-01518-0042.	Revision 2: February/2000 .....	KS 272C Trim Servo Actuators, P/N 065-00180-XXXX (all versions), S/N 2435 and below.

(b) *Who must comply with this AD?*  
Anyone who wishes to operate an aircraft on the U.S. Register, where the aircraft

incorporates one of the above-referenced autopilot servo actuators. These autopilot systems and autopilot servo actuators could

be installed on, but not limited to, the following aircraft:

Type certificate holder	Aircraft models	Autopilot installed
Cessna Aircraft Company .....	172R, 172S, 182S, 206H, and T206H airplanes .....	Model KAP 140.
Commander Aircraft Company .....	114B and 114TC airplanes .....	Model KFC 225.
Mooney Aircraft Corporation .....	M20R and M20S airplanes .....	Model KFC 225.
The New Piper Aircraft, Inc .....	PA-28-181 airplanes .....	Model KAP 140.
The New Piper Aircraft, Inc .....	PA-46-350P airplanes .....	Model KFC 225.
Raytheon Aircraft Company .....	Beech A36 airplanes, S/N E3157, E3218 through E3293, E3295, and E3297 through E3301.	Model KFC 225.
Raytheon Aircraft Company .....	Beech B36TC airplanes, S/N EA611, EA620, EA629 through EA649, and EA651.	Model KFC 225.
Raytheon Aircraft Company .....	Beech 58 airplanes, S/N TH1841, TH1870, TH1884 through TH1932, and TH1934.	Model KFC 225

(c) *What problem does this AD address?*  
The actions specified by this AD are intended to detect and correct a loose fastener in an autopilot servo actuator, which could cause

the autopilot servo actuator to not disengage when power to the autopilot is removed. This could cause the pilot to experience additional control forces.

(d) *What must I do to address this problem?* To address this problem, you must accomplish the following:

Action	When	In accordance with
Inspect the autopilot servo actuator for a loose fastener.	Within 15 hours time-in-service after the effective date of this AD.	The applicable service information referenced in paragraph (a) of this AD.
Modify the autopilot servo actuator when a loose fastener is found.	Prior to further flight after the required inspection.	The applicable service information referenced in paragraph (a) of this AD.

(e) *Is it permissible to just not use the autopilot since it is optional equipment?* You may do this provided you accomplish the following:

(1) Check the primary flight controls for normal feel and motion and make any necessary adjustments;

(2) Pull and tie off the applicable circuit breakers as referenced in the Compliance section of the applicable service information referenced in paragraph (a) of this AD;

(3) Fabricate a placard, using letters of 1/8-inch in height, with the words "Autopilot Not Operational"; and

(4) Install this placard in the cockpit within the pilot's clear view.

(f) *Can I comply with this AD in any other way?* Yes.

(1) You may use an alternative method of compliance or adjust the compliance time if:

(i) Your alternative method of compliance provides an equivalent level of safety; and

(ii) The Manager, Wichita Aircraft Certification Office (ACO), approves your alternative. Submit your request through an FAA Principal Maintenance Inspector, who may add comments and then send it to the Manager, Wichita ACO.

(2) This AD applies to each aircraft 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 aircraft 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 (f)(1) 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 you have not eliminated the unsafe condition, specific actions you propose to address it.

(g) *Where can I get information about any already-approved alternative methods of compliance?* Contact Clyde Erwin, Aerospace Engineer, Wichita Aircraft Certification Office, FAA, 1801 Airport Road, Mid-Continent Airport, Wichita, Kansas 67209; telephone: (316) 946-4149; facsimile: (316) 946-4407.

(h) *What if I need to fly the aircraft to another location to comply with this AD?* The FAA can issue a special flight permit under sections 21.197 and 21.199 of the Federal Aviation Regulations (14 CFR 21.197 and 21.199) to operate your aircraft to a location where you can accomplish the requirements of this AD.

(i) *Are any service bulletins incorporated into this AD by reference?* Yes. Actions required by this AD must be done in accordance with Honeywell Service Bulletin No. SB KS 270C-4 ALERT, P/N: 600-01514-0041, Revision 1: February/2000; Honeywell Service Bulletin No. SB KS 271C-5 ALERT, P/N: 600-01516-0051, Revision 1: February/2000; or Honeywell Service Bulletin No. SB KS 272C-4 ALERT, P/N: 600-01518-0042, Revision 2:

February/2000. The Director of the Federal Register approved this incorporation by reference under 5 U.S.C. 552(a) and 1 CFR part 51. You can get copies from Honeywell International Inc., 23500 West 105th Street, Olathe, Kansas 66061. You can look at copies at the FAA, Central Region, Office of the Regional Counsel, 901 Locust, Room 506, Kansas City, Missouri, or at the Office of the Federal Register, 800 North Capitol Street, NW, suite 700, Washington, DC.

(j) *When does this amendment become effective?* This amendment becomes effective on April 12, 2000.

Issued in Kansas City, Missouri, on March 6, 2000.

**Michael Gallagher,**

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

[FR Doc. 00-6161 Filed 3-17-00; 8:45 am]

**BILLING CODE 4910-13-U**

## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### 14 CFR Part 39

[Docket No. 98-NM-58-AD; Amendment 39-11639; AD 2000-05-29]

**RIN 2120-AA64**

#### **Airworthiness Directives; Boeing Model 737-100, -200, -300, -400, and -500 Series Airplanes**

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

**ACTION:** Final rule.

**SUMMARY:** This amendment adopts a new airworthiness directive (AD), applicable to certain Boeing Model 737-100, -200, -300, -400, and -500 series airplanes, that requires repetitive inspections to detect cracking of various areas of the forward pressure bulkhead, and repair, if necessary. This amendment also provides for certain optional preventive modifications, which, if accomplished, would terminate the repetitive inspections for

the affected areas. This amendment is prompted by reports indicating that numerous fatigue cracks were found on critical areas of the forward pressure bulkhead. The actions specified by this AD are intended to prevent such fatigue cracking, which could result in rapid decompression of the airplane fuselage.

**DATES:** Effective April 24, 2000.

The incorporation by reference of certain publications listed in the regulations is approved by the Director of the **Federal Register** as of April 24, 2000.

**ADDRESSES:** The service information referenced in this AD may be obtained from Boeing Commercial Airplane Group, P.O. Box 3707, Seattle, Washington 98124-2207. 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 Office of the **Federal Register**, 800 North Capitol Street, NW., suite 700, Washington, DC.

**FOR FURTHER INFORMATION CONTACT:** Nenita K. Odesa, Aerospace Engineer, Airframe Branch, ANM-120S, FAA, Transport Airplane Directorate, Seattle Aircraft Certification Office, 1601 Lind Avenue, SW., Renton, Washington 98055-4056; telephone (425) 227-2557; fax (425) 227-1181.

**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 Boeing Model 737-100, -200, -300, -400, and -500 series airplanes was published in the **Federal Register** on October 9, 1998 (63 FR 54391). That action proposed to require repetitive inspections to detect cracking of various areas of the forward pressure bulkhead, and repair, if necessary. That action also proposed to require certain preventive modifications, which, when accomplished, would terminate the repetitive inspections for most, but not all, of the affected areas.

#### **Comments**

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**

Two commenters support the proposed rule.

#### **Request to Increase the Initial Inspection Threshold**

Several commenters, including the manufacturer, request an increase in the

initial inspection threshold from 15,000 total flight cycles, as proposed, to 20,000 total flight cycles, as recommended in Boeing Alert Service Bulletin 737-57A1173, Revision 2, dated January 15, 1998. The commenters state that research by the manufacturer supports the conclusion that the compliance threshold recommended in the alert service bulletin is adequate. To justify its request, the manufacturer submitted substantiating data that show that the compliance time recommended in the service bulletin is conservative.

The FAA concurs with the commenters' requests to revise the initial compliance threshold in the final rule to match the compliance time recommended by the manufacturer in the alert service bulletin (i.e., prior to the accumulation of 20,000 total flight cycles or within 3,000 flight cycles after the effective date of this AD, whichever occurs later). After review of the data submitted by the manufacturer, the FAA has determined that the compliance times recommended in the alert service bulletin are adequate to ensure that any cracks will be detected before the cracks reach critical length. Therefore, paragraph (a) of this final rule has been revised accordingly, and paragraphs (a)(1) and (a)(2) have not been included in this final rule.

#### **Request to Use Repetitive Inspection Interval Specified in Alert Service Bulletin**

Most of the commenters request that the repetitive inspection interval be revised to more closely correspond with those recommended in Boeing Alert Service Bulletin 737-57A1173, Revision 2. Several of the commenters justify their requests by stating that, because of the difficulty in accessing the affected area, accomplishing the proposed inspections outside of a regularly scheduled "C"-check would place a significant burden on operators. The commenters also provide various other justifications for their requests, including:

- The compliance times specified in the alert service bulletin are conservative.
- Operators are already performing the inspections specified in the service bulletin, so there is a significant amount of data on cracking in the affected area.
- No in-flight incidents (including loss of pressurization) have been reported related to the cracking addressed in the proposal.
- Cracks in the affected area of the forward pressure bulkhead propagate very slowly.