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## **DEPARTMENT OF TRANSPORTATION**

### **Federal Aviation Administration**

#### **14 CFR Part 39**

**[Docket No. FAA-2008-0492; Directorate Identifier 2008-CE-023-AD; Amendment 39-15734; AD 2008-23-13]**

**RIN 2120-AA64**

#### **Airworthiness Directives; Hawker Beechcraft Corporation Model 390 Airplanes**

**AGENCY:** Federal Aviation Administration (FAA), Department of Transportation (DOT).

**ACTION:** Final rule.

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**SUMMARY:** We are adopting a new airworthiness directive (AD) for certain Hawker Beechcraft Corporation (HBC) Model 390 airplanes. This AD requires you to remove the current preformed packing, elbow fitting, and jam nut from the left and right hydraulic pump pressure output port and replace with new parts. This AD also requires you to install a hydraulic pump case drain check valve. This AD results from nine occurrences of hydraulic fluid leaking from the engine hydraulic pump output fitting as a result of an improperly installed elbow connecting the output port to the pulse dampener hose. We are issuing this AD to prevent hydraulic fluid leaks from the left and right hydraulic fluid pump and to prevent the flow of hydraulic fluid into the engine compartment. The loss of hydraulic fluid can result in loss of airplane hydraulic system pressure and the consequent loss of hydraulic system functions including gear extension/retraction, spoiler functions, and anti-skid braking system actuation. The inability of the hydraulic installation to isolate flow of hydraulic fluid could result in a hazardous amount of flammable fluid in the corresponding engine compartment. These conditions, if not corrected, could result in loss of system functions and/or fire in the engine compartment.

**DATES:** This AD becomes effective on December 22, 2008.

On December 22, 2008, the Director of the Federal Register approved the incorporation by reference of certain publications listed in this AD.

**ADDRESSES:** For service information identified in this AD, contact Hawker Beechcraft Corporation, 9709 East Central, Wichita, Kansas 67201; telephone: (316) 676-5034; fax: (316) 676-6614; Internet: [https://www.hawkerbeechcraft.com/service\\_support/pubs/](https://www.hawkerbeechcraft.com/service_support/pubs/).

To view the AD docket, go to U.S. Department of Transportation, Docket Operations, M-30, West Building Ground Floor, Room W12-140, 1200 New Jersey Avenue, SE., Washington, DC

20590, or on the Internet at <http://www.regulations.gov>. The docket number is FAA-2008-0492; Directorate Identifier 2008-CE-023-AD.

**FOR FURTHER INFORMATION CONTACT:** Aaron Waters, Aerospace Engineer, 1801 Airport Road, Room 100, Wichita, Kansas 67209; telephone: (316) 946-4174; fax: (316) 946-4107.

## **SUPPLEMENTARY INFORMATION:**

### **Discussion**

On April 24, 2008, we issued a proposal to amend part 39 of the Federal Aviation Regulations (14 CFR part 39) to include an AD that would apply to certain Model 390 airplanes. This proposal was published in the Federal Register as a notice of proposed rulemaking (NPRM) on May 1, 2008 (73 FR 23988). The NPRM proposed to require you to remove the current preformed packing, elbow fitting, and jam nut from the left and right hydraulic pump pressure output port and replace with new parts. The NPRM also proposed to require you to install a hydraulic pump case drain check valve.

### **Comments**

We provided the public the opportunity to participate in developing this AD. We received no comments on the proposal or on the determination of the cost to the public.

### **Conclusion**

We have carefully reviewed the available data and determined that air safety and the public interest require adopting the AD as proposed except for minor editorial corrections. We have determined that these minor corrections:

- Are consistent with the intent that was proposed in the NPRM for correcting the unsafe condition; and
- Do not add any additional burden upon the public than was already proposed in the NPRM.

### **Costs of Compliance**

We estimate that this AD affects 182 airplanes in the U.S. registry.  
We estimate the following costs to do the modifications:

<b>Labor cost</b>	<b>Parts cost</b>	<b>Total cost per airplane</b>	<b>Total cost on U.S. operators</b>
Hydraulic pressure output fitting assembly: 8 work-hours × \$80 per hour = \$640	\$100	\$740	\$134,680
Hydraulic pump case drain check valve: 16 work-hours × \$80 per hour = \$1,280	4,353	5,633	1,025,206

HBC will provide warranty credit as specified in Hawker Beechcraft Mandatory Service Bulletin SB 29-3869, dated January 2008; and Hawker Beechcraft Mandatory Service Bulletin SB 29-3851, dated January 2008.

## **Authority for This Rulemaking**

Title 49 of the United States Code specifies the FAA's authority to issue rules on aviation safety. Subtitle I, Section 106 describes the authority of the FAA Administrator. Subtitle VII, Aviation Programs, describes in more detail the scope of the agency's authority.

We are issuing this rulemaking under the authority described in Subtitle VII, Part A, Subpart III, Section 44701, "General requirements." Under that section, Congress charges the FAA with promoting safe flight of civil aircraft in air commerce by prescribing regulations for practices, methods, and procedures the Administrator finds necessary for safety in air commerce. This regulation is within the scope of that authority because it addresses an unsafe condition that is likely to exist or develop on products identified in this AD.

## **Regulatory Findings**

We have determined that this AD will not have federalism implications under Executive Order 13132. This AD 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.

For the reasons discussed above, I certify that this AD:

1. Is not a "significant regulatory action" under Executive Order 12866;
2. Is not a "significant rule" under the 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.

We prepared a summary of the costs to comply with this AD (and other information as included in the Regulatory Evaluation) and placed it in the AD Docket. You may get a copy of this summary by sending a request to us at the address listed under ADDRESSES. Include "Docket No. FAA-2008-0492; Directorate Identifier 2008-CE-023-AD" in your request.

## **List of Subjects in 14 CFR Part 39**

Air transportation, Aircraft, Aviation safety, Incorporation by reference, Safety.

## **Adoption of the Amendment**

Accordingly, under 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. FAA amends § 39.13 by adding the following new AD:



**2008-23-13 Hawker Beechcraft Corporation:** Amendment 39-15734; Docket No. FAA-2008-0492; Directorate Identifier 2008-CE-023-AD.

**Effective Date**

(a) This AD becomes effective on December 22, 2008.

**Affected ADs**

(b) None.

**Applicability**

(c) This AD applies to Model 390 airplanes, serial numbers RB-4 through RB-224, that are certificated in any category.

**Unsafe Condition**

(d) This AD results from nine occurrences of hydraulic fluid leaking from the engine hydraulic pump output fitting as a result of an improperly installed elbow connecting the output port to the pulse dampener hose. We are issuing this AD to prevent hydraulic fluid leaking from the left and right hydraulic fluid pump and to prevent the flow of hydraulic fluid into the engine compartment. The loss of hydraulic fluid can result in loss of airplane hydraulic system pressure and the consequent loss of hydraulic system functions including gear extension/retraction, spoiler functions, and anti-skid braking system actuation. The inability of the hydraulic installation to isolate flow of hydraulic fluid could result in a hazardous amount of flammable fluid in the corresponding engine compartment. These conditions, if not corrected, could result in loss of system functions and/or fire in the engine compartment.

**Compliance**

(e) To address this problem, you must do the following, unless already done:

<b>Actions</b>	<b>Compliance</b>	<b>Procedures</b>
(1) Remove current preformed packing (part number (P/N) MS28778-6), elbow fitting (P/N MS21908J6), and jam nut (P/N AN924-6J) from the left and right hydraulic pump pressure output port and install new preformed packing (P/N MS28778-6), union (P/N MS21902J6), and swivel fitting (P/N NAS1762J0606) in the left and right hydraulic pressure pump output port.	Within the next 200 hours time-in-service (TIS) after December 22, 2008 (the effective date of this AD) or within the next 6 months after December 22, 2008 (the effective date of this AD), whichever occurs first.	Follow Hawker Beechcraft Mandatory Service Bulletin SB 29-3869, dated January 2008.

(2) Install hydraulic pump case drain check valve Kit No. 390-5803-0001.	Within the next 200 hours TIS after December 22, 2008 (the effective date of this AD) or within the next 6 months after December 22, 2008 (the effective date of this AD), whichever occurs first.	Hawker Beechcraft Mandatory Service Bulletin SB 29-3851, dated January 2008.
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### Alternative Methods of Compliance (AMOCs)

(f) The Manager, Wichita Aircraft Certification Office (ACO), FAA, has the authority to approve AMOCs for this AD, if requested using the procedures found in 14 CFR 39.19. Send information to ATTN: Aaron Waters, Aerospace Engineer, Wichita ACO, 1801 Airport Road, Room 100, Wichita, Kansas 67209; telephone: (316) 946-4174; fax: (316) 946-4107. Before using any approved AMOC on any airplane to which the AMOC applies, notify your appropriate principal inspector (PI) in the FAA Flight Standards District Office (FSDO), or lacking a PI, your local FSDO.

### Material Incorporated by Reference

(g) You must use Hawker Beechcraft Mandatory Service Bulletin SB 29-3869, dated January 2008; and Hawker Beechcraft Mandatory Service Bulletin SB 29-3851, dated January 2008, to do the actions required by this AD, unless the AD specifies otherwise.

(1) The Director of the Federal Register approved the incorporation by reference of this service information under 5 U.S.C. 552(a) and 1 CFR part 51.

(2) For service information identified in this AD, contact Hawker Beechcraft Corporation, 9709 East Central, Wichita, Kansas 67201; telephone: (316) 676-5034; fax: (316) 676-6614; Internet: [https://www.hawkerbeechcraft.com/service\\_support/pubs/](https://www.hawkerbeechcraft.com/service_support/pubs/).

(3) You may review copies at the FAA, Central Region, Office of the Regional Counsel, 901 Locust, Kansas City, Missouri 64106; or at the National Archives and Records Administration (NARA). For information on the availability of this material at NARA, call 202-741-6030, or go to: [http://www.archives.gov/federal\\_register/code\\_of\\_federal\\_regulations/ibr\\_locations.html](http://www.archives.gov/federal_register/code_of_federal_regulations/ibr_locations.html).

Issued in Kansas City, Missouri, on November 5, 2008.

Patrick R. Mullen,  
Acting Manager, Small Airplane Directorate,  
Aircraft Certification Service.