

Airworthiness Directive

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39 [65 FR 12463 3/9/2000]

Docket No. 98-CE-88-AD; Amendment 39-11621; AD 98-21-21 R1

RIN 2120-AA64

Airworthiness Directives; Bob Fields Aerocessories Inflatable Door Seals

PDF Copy (If Available):

▼ Preamble Information

AGENCY: Federal Aviation Administration, DOT

ACTION: Final rule

SUMMARY: This amendment revises Airworthiness Directive (AD) 98-21-21, which currently requires de-activating the electric door seal inflation system for all aircraft equipped with Bob Fields Aerocessories inflatable door seals. Since issuance of that AD, the manufacturer has developed a modification that would allow these electric door seal inflation systems to remain in service, and the Federal Aviation Administration (FAA) has approved this modification. This AD requires incorporating this modification as a method of complying with the current AD, and will exclude those airplanes with manual door seal inflation systems from the AD requirements of de-activating the system. The actions specified by this AD are intended to prevent smoke and a possible fire in the cockpit caused by overheating of the electric door seal inflation systems, which could result in passenger injury.

DATES: Effective May 1, 2000.

ADDRESSES: Service information that relates to this AD may be obtained from Bob Fields Aerocessories, 340 East Santa Maria St., Santa Paula, California 93060; telephone: (805) 525-6236; facsimile: (805) 525-5286. This information may also be examined at the Federal Aviation Administration (FAA), Central Region, Office of the Regional Counsel, Attention: Rules Docket No. 98-CE-88-AD, 901 Locust, Room 506, Kansas City, Missouri 64106.

FOR FURTHER INFORMATION CONTACT: George Y. Mabuni, Aerospace Engineer, FAA, Los Angeles Aircraft Certification Office, 3960 Paramount Boulevard, Lakewood, California 90712; telephone: (562) 627-5341; facsimile: (562) 627-5210.

SUPPLEMENTARY INFORMATION:

Events Leading to the Issuance of This AD

A proposal to amend part 39 of the Federal Aviation Regulations (14 CFR part 39) to include an AD that would apply to all aircraft equipped with Bob Fields Aerocessories inflatable door seals that are installed in accordance with either the applicable Supplemental Type Certificate (STC) or through field approval was published in the Federal Register as a notice of proposed rulemaking (NPRM) on October 29, 1999 (64 FR 58359). The NPRM proposed to revise AD 98-21-21, Amendment 39-10844 (63 FR 55321, October 15, 1998). AD 98-21-21 currently requires de-activating the electric door seal inflation system, fabricating and installing a placard specifying that the system is inoperative, and inserting a copy of the AD into the Limitations Section of the airplane flight manual (AFM).

AD 98-21-21 only applies to those aircraft equipped with the Bob Fields Aerocessories inflatable door seals. With this in mind, the owner/operator also has the option of removing all provisions of the Bob Fields Aerocessories inflatable door seals installation, and installing original equipment manufacturer door seals or an FAA-approved equivalent that is of different design than the referenced Bob Fields Aerocessories inflatable door seals.

The NPRM proposed to retain the requirements of the existing AD, would exclude those airplanes incorporating a manual inflatable door seal system from the system de-activation requirements, and would provide the option of incorporating one of the modifications referenced in Bob Fields Aerocessories Service Bulletin No. BFA-001, Date: November 3, 1998, as a method of accomplishing the AD.

The NPRM was the result of the manufacturer developing a modification that would allow these electric door seal inflation systems to remain in service, and the Federal Aviation Administration (FAA) approved this modification.

Interested persons have been afforded an opportunity to participate in the making of this amendment. No comments were received on the proposed rule or the FAA's determination of the cost to 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 minor editorial corrections. The FAA has determined that these 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 does not know the number of aircraft that have the affected electric door seal inflation systems installed. The FAA estimates that it will take approximately 3 workhours per airplane to accomplish the optional modifications that will allow these systems to be put back in service, at an average labor rate of approximately \$60 an hour. Based on these figures, the total cost impact of the optional modification in this document on U.S. operators is estimated to be \$180 per airplane aircraft equipped with Bob Fields Aerocessories inflatable door seals.

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.

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, 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 removing Airworthiness Directive (AD) 98-21-21, Amendment 39-10844 (63 FR 55321, October 15, 1998), and adding a new AD to read as follows:

▼ Regulatory Information

REVISION

98-21-21 R1 BOB FIELDS AEROCESSORIES: Amendment 39-11621; Docket No. 98-CE-88-AD; Revises AD 98-21-21, Amendment 39-10844.

Applicability: Electric inflatable door seals, installed either in accordance with the applicable supplemental type certificate (STC) or through field approval, that are installed on, but not limited to, the following aircraft:

Affected STC	Make and Model Aircraft Affected
SA3735NM	Cessna Models 170, 170A, and 170B Airplanes
SA4136WE	Cessna Models 310, 310A, 310B, 310C, 310D, 310F, 310G, 310H, 310I, 310J, 310K, 310L, 310N, 310P, 310Q, 310R, T310P, T310Q, and T310R Airplanes
SA2226NM	Cessna Models P210N and P210R Airplanes
SA3736NM	Cessna Models 185, 185A, 185B, 185C, 185D, A185E, and A185F Airplanes
SA4177WE	Cessna Models 175, 175A, 175B, and 175C Airplanes
SA4212WE	Cessna Models 210, 210A, 210B, 210C, 210D, 210E, 210F, 210G, 210H, 210J, 210K, 210L, 210M, 210N, T210F, T210G, T210H, T210J, T210K, T210L, T210M, T210N, 210-5 (205), and 210-5A (205A) Airplanes
SA4283WE	Cessna Models 172, 172A, 172B, 172C, 172D, 172E, 172F, 172G, 172H, 172I, 172K, 172L, 172M, and 172N Airplanes
SA4284WE	Cessna Models 180, 180A, 180B, 180C, 180D, 180E, 180F, 180G, 180H, 180J, and 180K Airplanes
SA4285WE	Cessna Models 182, 182A, 182B, 182C, 182D, 182E, 182F, 182G, 182H, 182J, 182K, 182L, 182M, 182N, 182P, 182Q, R182, and TR182 Airplanes
SA4286WE	Cessna Models 206, P206, P206A, P206B, P206C, P206D, P206E, TP206A, TP206B, TP206C, TP206D, TP206E, U206, U206A, U206B, U206C, U206D, U206E, U206F, U206G, TU206A, TU206B, TU206C, TU206D, TU206E, TU206F, and TU206G Airplanes
SA4287WE	Cessna Models 320, 320A, 320B, 320C, 320D, 320E, 320F, and 320-1 Airplanes
SA4180WE	Raytheon (Beech) Models H35, J35, K35, M35, N35, P35, S35, V35, V35A, V35B, 35-33, 35-A33, 35-B33, 35-C33, 35-C33A, E33, E33A, E33C, F33, F33A, F33C, G33, 36, A36, A36TC, and B36TC Airplanes
SA4184WE	Raytheon (Beech) Models 95, B95, B95A, E95, 95-55, 95-A55, 95-B55, 95-B55A, 95-B55B, 95-C55, D55, E55, 56TC, 58, and 58A Airplanes
SA4239WE	Raytheon (Beech) Models 58P, 58PA, 58TC, and 58TCA Airplanes
SA4240WE	Raytheon (Beech) Models 50, B50, C50, D50, D50A, D50B, D50C, D50E, D50E-5990, E50, F50, G50, H50, and J50 Airplanes

SA4282WE	Raytheon (Beech) Models 35, A35, B35, C35, D35, E35, F35, G35, and 35R Airplanes
SA4178WE	Mooney Models M20, M20A, M20C, M20D, M20E, M20F, M20G, M20J, and M20K Airplanes
SA4234WE	The New Piper Aircraft, Inc. (Piper) Models PA-34-200, PA-34-200T, and PA-34-220T Airplanes
SA4179WE	Piper Models PA-24, PA-24-250, PA-24-260, and PA-24-400 Airplanes
SA4235WE	Piper Models PA-44-180 and PA-44-180T Airplanes
SA4236WE	Piper Models PA-28-140, PA-28-150, PA-28-160, PA-28-180, PA-28-235, PA-28-151, PA-28-181, PA-28-161, PA-28-236, PA-28-201T, PA-28S-160, PA-28S-180, PA-28R-180, PA-28R-200, PA-28R-201, PA-28R-201T, PA-28RT-201, and PA-28RT-201T Airplanes
SA4237WE	Piper Models PA-23, PA-23-160, PA-23-235, PA-23-250, and PA-E23-250 Airplanes
SA4238WE	Piper Models PA-30, PA-39, and PA-40 Airplanes
SA4385WP	Piper Models PA-31, PA-31-300, PA-31-325, and PA-31-350 Airplanes
SA4288WE	Piper Models PA-32-260, PA-32-300, PA-32S-300, PA-32-301, PA-32-301T, PA-32R-300, PA-32R-301, PA-32R-301T, PA-32RT-300, and PA-32RT-300T Airplanes
SA2511NM	Bellanca Models 17-30, 17-31, and 17-31TC Airplanes
SA2510NM	Bellanca Models 17-30A, 17-31A, and 17-31ATC Airplanes
SA4316WE	Wing Aircraft Company Model D-1 Airplanes

NOTE 1: This AD applies to each airplane identified in the preceding applicability provision that has the affected inflatable door seals installed, 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) 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 prevent smoke and a possible fire in the cockpit caused by overheating of the electric door seal inflation systems, which could result in passenger injury, accomplish the following:

(a) Prior to further flight after October 30, 1998 (the effective date of AD 98-21-21), deactivate the electric door seal inflation system by accomplishing the following:

(1) Disconnect the battery.

(2) Locate the air pump and identify the power wire to the air pump.

(3) Trace the power wire to its connection to the airplane's original electrical power system. Disconnect the power wire at its attachment to the airplane's electrical power system and stow the wire end.

(4) For non-pressurized airplanes, fabricate a placard that incorporates the following words utilizing letters that are at least 0.10-inch in height, and install this placard on the instrument panel within the pilot's clear view:

"ELECTRIC DOOR SEAL INFLATION SYSTEM INOPERATIVE"

(5) For pressurized airplanes or for airplanes that do not have an operating manual door seal inflation system, fabricate a placard that incorporates the following words utilizing letters that are at least 0.10-inch in height, and install this placard on the instrument panel within the pilot's clear view:

"ELECTRIC DOOR SEAL INFLATION SYSTEM INOPERATIVE. THIS AIRPLANE CAN ONLY BE OPERATED IN UNPRESSURIZED FLIGHT"

(6) Reconnect the battery before returning to service.

(b) Prior to further flight after October 30, 1998 (the effective date of AD 98-21-21), insert a copy of this AD into the Limitations Section of the airplane flight manual (AFM).

NOTE 2: The prior to further flight compliance time of paragraphs (a) and (b) of this AD is being retained from AD 98-21-21. **The only substantive difference between this AD and AD 98-21-21 is the addition of the alternative method of compliance referenced in paragraph (c) of this AD.**

NOTE 3: This AD only applies to those aircraft equipped with the Bob Fields Aerocessories inflatable door seals. With this in mind, the owner/operator also has the option of removing all provisions of the Bob Fields Aerocessories inflatable door seals installation, and installing original equipment manufacturer door seals or an FAA-approved equivalent that is of a different design than the referenced Bob Fields Aerocessories inflatable door seals.

(c) One of the following actions may be accomplished as an alternative method of compliance to the requirements of paragraphs (a) and (b) of this AD. No further action is required by this AD as long as one of these configurations remains incorporated on the aircraft.

(1) Modify the electric door seal inflation system in accordance with the procedures in Bob Fields Aerocessories Service Bulletin No. BFA-001, Date: November 3, 1998; or

(2) Install a manual door seal inflation system instead of an electric system. Aircraft with existing manual systems as of the effective date of this AD are excluded from the requirements of paragraphs (a) and (b) of this AD.

(d) As of the effective date of this AD, no person may install, on any aircraft, a Bob Fields Aerocessories electric door seal inflation system unless the actions specified in Bob Fields Aerocessories Service Bulletin No. BFA-001, Date: November 3, 1998, are incorporated.

(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) An alternative method of compliance or adjustment of the compliance times that provides an equivalent level of safety may be approved by the Manager, FAA, Los Angeles Aircraft Certification Office (ACO), 3960 Paramount Blvd., Lakewood, California 90712.

(1) The request shall be forwarded through an appropriate FAA Maintenance Inspector, who may add comments and then send it to the Manager, Los Angeles ACO.

(2) Alternative methods of compliance approved in accordance with AD 98-21-21 are considered approved as alternative methods of compliance for this AD.

NOTE 4: Information concerning the existence of approved alternative methods of compliance with this AD, if any, may be obtained from the Los Angeles ACO.

(g) All persons affected by this directive may obtain copies of the document referred to herein upon request to Bob Fields Aerocessories, 340 East Santa Maria St., Santa Paula, California 93060; or may examine this document(s) at the FAA, Central Region, Office of the Regional Counsel, Room 506, 901 Locust, Kansas City, Missouri 64106.

(h) This amendment revises AD 98-21-21, Amendment 39-10844.

(i) This amendment becomes effective on May 1, 2000.

▼ Footer Information

Issued in Kansas City, Missouri, on March 2, 2000.
Michael Gallagher,
Manager, Small Airplane Directorate,
Aircraft Certification Service.

▼ Comments

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