

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.

*Are There any Specific Portions of the AD I Should pay Attention to?*

We specifically invite comments on the overall regulatory, economic, environmental, and energy aspects of the rule that might suggest a need to modify the rule. You may view 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.

*How Can I Be Sure FAA Receives my Comment?*

If you want us to acknowledge the receipt of your written comments, you must include a self-addressed, stamped postcard. On the postcard, write "Comments to Docket No. 2003-CE-07-AD." We will date stamp and mail the postcard back to you.

### Regulatory Impact

*Does This AD Impact Various Entities?*

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, FAA has determined that this final rule does not have federalism implications under Executive Order 13132.

*Does This AD Involve a Significant Rule or Regulatory Action?*

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

**2003-03-18 Raytheon Aircraft Company:**  
Amendment 39-13043; Docket No. 2003-CE-07-AD.

(a) *What airplanes are affected by this AD?*  
This AD applies to Beech Models 1900, 1900C, and 1900D airplanes, all serial numbers, that are certificated in any category.

(b) *Who must comply with this AD?*  
Anyone who operates any of the airplanes identified in paragraph (a) of this AD must comply with this AD.

(c) *What problem does this AD address?*  
The actions specified by this AD are intended to detect and correct any mis-rigged elevator control system, which could lead to insufficient elevator control authority and loss of control of the airplane.

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

Actions	Compliance	Procedures
<p>(1) Perform a control column sweep inspection to verify full elevator travel to the primary up and down stops. Accomplish this inspection using the following procedures:</p> <p>(i) Remove the aft fairing from the vertical stabilizer to gain visual access to surface stop bolts on the elevator control horn support using the applicable Raytheon Aircraft Company 1900/1900C or 1900D maintenance manual.</p> <p>(ii) Have another appropriately-rated maintenance person perform a full pitch-down to full pitch-up control column sweep. Visually ensure that the elevator control horns contact the surface stop bolts for both the full pitch-down and full pitch-up control column positions.</p> <p>(iii) Measure the length of both elevator down stop bolts from the crown of the bolt head to the face of the elevator lower stop bolt support.</p> <p>(A) If the dimension of each stop bolt is equal to or less than 1.00 inch, the bolts are acceptable for the purposes of this inspection.</p> <p>(B) If the dimension of either stop bolt is greater than 1.00 inch, accomplish (prior to further flight) the travel board inspection procedures as specified in paragraph (d)(3)(i) of this AD. If it passes the procedure specified in paragraph (d)(3)(i), the bolt is acceptable even though it exceeds 1.00 inch.</p>	<p>Initially inspect within 4 days after February 5, 2003 (the effective date of this AD), except that this action was required no later than January 31, 2003, for those who received emergency AD 2003-03-18. If necessary, accomplish the travel board inspection prior to further flight after the inspection required by paragraph (d)(1)(iii)(B) of this AC.</p>	<p>In accordance with the applicable Raytheon Aircraft Company 1900/1900C or 1900D maintenance manual.</p>