

DEPARTMENT OF TRANSPORTATION**Federal Aviation Administration****14 CFR Part 39**

[Docket No. 2003–NM–225–AD; Amendment 39–13365; AD 2003–23–02]

RIN 2120–AA64

Airworthiness Directives; Cessna Model 560 Airplanes

AGENCY: Federal Aviation Administration, DOT.

ACTION: Final rule; request for comments.

SUMMARY: This amendment adopts a new airworthiness directive (AD) that is applicable to certain Cessna Model 560 airplanes. This action requires disengaging and tie-strapping the pitch trim and autopilot servo (servo 1) circuit breakers. This action also provides an optional inspection and follow-on actions that, if accomplished, terminates the requirement to disengage and tie-strap those circuit breakers. This action is necessary to prevent a single-point failure in the trim system from causing a runaway trim condition that the pilot may be unable to stop by using the autopilot-disconnect switch. This condition could result in loss of control of the airplane. This action is intended to address the identified unsafe condition.

DATES: Effective November 28, 2003.

The incorporation by reference of certain publications listed in the regulations is approved by the Director of the Federal Register as of November 28, 2003.

Comments for inclusion in the Rules Docket must be received on or before January 12, 2004.

ADDRESSES: Submit comments in triplicate to the Federal Aviation Administration (FAA), Transport Airplane Directorate, ANM–114, Attention: Rules Docket No. 2003–NM–225–AD, 1601 Lind Avenue, SW., Renton, Washington 98055–4056. Comments may be inspected at this location between 9 a.m. and 3 p.m., Monday through Friday, except Federal holidays. Comments may be submitted via fax to (425) 227–1232. Comments may also be sent via the Internet using the following address: *9-anm-iarcomment@faa.gov*. Comments sent via fax or the Internet must contain “Docket No. 2003–NM–225–AD” in the subject line and need not be submitted in triplicate. Comments sent via the Internet as attached electronic files must be formatted in Microsoft Word 97 or 2000 or ASCII text.

The service information referenced in this AD may be obtained from Cessna Aircraft Co., P.O. Box 7706, Wichita, Kansas 67277. This information may be examined at the FAA, Transport Airplane Directorate, 1601 Lind Avenue, SW., Renton, Washington; at the FAA, Wichita Aircraft Certification Office, 1801 Airport Road, Room 100, Mid-Continent Airport, Wichita, Kansas; or at the Office of the Federal Register, 800 North Capitol Street, NW., suite 700, Washington, DC.

FOR FURTHER INFORMATION CONTACT:

Bryan Easterwood, Aerospace Engineer, Systems and Equipment Branch, ACE–116W, FAA, Wichita Aircraft Certification Office, 1801 Airport Road, Room 100, Mid-Continent Airport, Wichita, Kansas 67209; telephone (316) 946–4132; fax (316) 946–4107.

SUPPLEMENTARY INFORMATION: The FAA has received a report of an accident involving a Cessna Model 525 airplane. The pilot reported a problem with the trim system and was forced to ditch the airplane in the water near Coupeville, Washington. Although the final investigation by the National Transportation Safety Board is not complete, investigation revealed a discrepancy that could allow single-wire shorting to 28 volts or the failure of a relay in the trim system such that the relay contacts remain closed. In addition, the pilot may be unable to stop the runaway trim condition by pressing the red autopilot-disconnect switch located on the control wheel, due to the design of the trim system on a certain serial number range of airplanes. A runaway trim condition that the pilot is unable to stop by using the autopilot-disconnect switch could result in loss of control of the airplane.

The design of the trim system on certain Cessna Model 560 airplanes is the same as that on certain Cessna Model 525 airplanes. Therefore, Model 560 airplanes may be subject to the same unsafe condition.

Explanation of Relevant Service Information

We have reviewed and approved Cessna Alert Service Letter ASL560–27–10, dated October 10, 2003. Among other actions, that service letter describes procedures for disengaging the pitch trim and autopilot (AP) servo (servo 1) circuit breakers and tie-strapping those circuit breakers so that they may not be engaged. Accomplishment of these actions specified in the service letter is intended to adequately address the identified unsafe condition.

Cessna Alert Service Letter ASL560–27–10 also describes procedures for an inspection to determine the part number of the installed trim pc board assembly, and follow-on actions. The follow-on actions include replacement of the assembly with an improved assembly and installation of an extension cap on the pitch trim circuit breaker, as applicable. Once the inspection and applicable follow-on actions have been accomplished, the tie straps on the pitch trim and AP servo circuit breakers may be removed and those circuit breakers may be re-engaged.

Explanation of the Requirements of the Rule

Since an unsafe condition has been identified that is likely to exist or develop on other airplanes of the same type design registered in the United States, this AD requires disengaging and tie-strapping the pitch trim and AP servo circuit breakers. This AD also provides for an optional inspection and follow-on actions that terminates the requirement for disengaging and tie-strapping those circuit breakers. These actions must be accomplished per the service letter described previously, except as discussed below.

Differences Between This AD and Service Letter

Although the service letter requires that the disengaging and tie-strapping of the pitch trim and AP servo circuit breakers be accomplished upon receipt of the service letter, this AD allows accomplishment of these actions within 5 days or 10 hours time-in-service after the effective date of this AD, whichever is first. We find that such a compliance time represents an appropriate compliance time for affected airplanes to continue to operate without compromising safety.

Although the service letter is effective for certain Model 560 airplanes having serial numbers 0260 through 0538 inclusive, this AD is applicable to certain Model 560 airplanes having serial numbers 0260 through 0396 inclusive. While the discrepancy that could allow a single-point failure in the trim system, causing a runaway trim condition, may occur on any airplane having a serial number in the range 0260 through 0538 inclusive, on airplanes having serial numbers 0397 through 0538 inclusive, the pilot would be able to stop the runaway trim condition by pressing the red autopilot-disconnect switch located on the control wheel. Therefore, we have determined that an acceptable level of safety exists on airplanes having serial numbers 0397 through 0538 inclusive, and it is not