

further flight after accomplishing this installation, remove the AFM revision required by paragraphs (a) of this AD.

(c) An alternative method of compliance or adjustment of the compliance time that provides an acceptable level of safety may be used if approved by the Manager, Manager, Standardization Branch, ANM-113, FAA, Transport Airplane Directorate. Operators shall submit their requests through an appropriate FAA Principal Operations Inspector, who may add comments and then send it to the Manager, Standardization Branch, ANM-113.

Note 3: Information concerning the existence of approved alternative methods of compliance with this AD, if any, may be obtained from the Standardization Branch, ANM-113.

(d) 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.

Issued in Renton, Washington, on February 5, 1997.

Darrell M. Pederson,

Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.

[FR Doc. 97-3434 Filed 2-11-97; 8:45 am]

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14 CFR Part 39

[Docket No. 96-NM-180-AD]

RIN 2120-AA64

Airworthiness Directives; Raytheon Model BAe 125-1000A and Model Hawker 1000 Series Airplanes

AGENCY: Federal Aviation Administration, DOT.

ACTION: Notice of proposed rulemaking (NPRM).

SUMMARY: This document proposes the adoption of a new airworthiness directive (AD) that is applicable to all Raytheon Model BAe 125-1000A and Model Hawker 1000 series airplanes. This proposal would require various modifications to increase the size of certain existing pressure venting areas and to add additional venting areas. This proposal is prompted by results of a design review of the requirements for certification of the cabin pressurization system. The actions specified by the proposed AD are intended to prevent inadequate venting of cabin pressure in the event of rapid decompression, which could cause failure or deformation of certain structural members, and consequent reduced controllability of the airplane.

DATES: Comments must be received by March 24, 1997.

ADDRESSES: Submit comments in triplicate to the Federal Aviation Administration (FAA), Transport Airplane Directorate, ANM-103, Attention: Rules Docket No. 96-NM-180-AD, 1601 Lind Avenue, SW., Renton, Washington 98055-4056. Comments may be inspected at this location between 9:00 a.m. and 3:00 p.m., Monday through Friday, except Federal holidays.

The service information referenced in the proposed rule may be obtained from Raytheon Aircraft Company, Manager Service Engineering, Hawker Customer Support Department, P.O. Box 85, Wichita, Kansas 67201-0085. This information may be examined at the FAA, Transport Airplane Directorate, 1601 Lind Avenue, SW., Renton, Washington.

FOR FURTHER INFORMATION CONTACT: William Schroeder, Aerospace Engineer, Standardization Branch, ANM-113, FAA, Transport Airplane Directorate, 1601 Lind Avenue, SW., Renton, Washington 98055-4056; telephone (206) 227-2148; fax (206) 227-1149.

SUPPLEMENTARY INFORMATION:

Comments Invited

Interested persons are invited to participate in the making of the proposed rule by submitting such written data, views, or arguments as they may desire. Communications shall identify the Rules Docket number and be submitted in triplicate to the address specified above. All communications received on or before the closing date for comments, specified above, will be considered before taking action on the proposed rule. The proposals contained in this notice may be changed in light of the comments received.

Comments are specifically invited on the overall regulatory, economic, environmental, and energy aspects of the proposed rule. All comments submitted will be available, both before and after the closing date for comments, in the Rules Docket for examination by interested persons. A report summarizing each FAA-public contact concerned with the substance of this proposal will be filed in the Rules Docket.

Commenters wishing the FAA to acknowledge receipt of their comments submitted in response to this notice must submit a self-addressed, stamped postcard on which the following statement is made: "Comments to Docket Number 96-NM-180-AD." The postcard will be date stamped and returned to the commenter.

Availability of NPRMs

Any person may obtain a copy of this NPRM by submitting a request to the FAA, Transport Airplane Directorate, ANM-103, Attention: Rules Docket No. 96-NM-180-AD, 1601 Lind Avenue, SW., Renton, Washington 98055-4056.

Discussion

The FAA has reviewed results of a design review of requirements for certification of the cabin pressurization system on Raytheon Model BAe 125 and Model Hawker 1000 series airplanes. The Civil Aviation Authority (the airworthiness authority for the United Kingdom) and the manufacturer (Raytheon) conducted the design review, and determined that the existing venting between certain structural members is inadequate to provide rapid equalization of the pressure differential between the two sides of these members when rapid decompression occurs on one side of the member. Inadequate venting of cabin pressure, if not corrected, could cause failure or deformation of certain structural members, and consequent reduced controllability of the airplane.

Explanation of Relevant Service Information

The FAA has reviewed and approved the following Raytheon Service Bulletins:

1. Service Bulletin SB.21-151-25A683C, dated July 12, 1994 (Modification 25A683C), which describes procedures for installing a pressure relief flap in the rear luggage compartment of the bulkhead at frame 19. Installation of the pressure relief flap will limit the pressure differential across the rear luggage compartment in the event of rapid decompression of the airplane.

2. Service Bulletin SB.53-81-3661B, dated February 25, 1994 (Modification 253661B), which describes procedures to remove the fiberglass infill cover located outboard of the floor panels between frame 8 and frame 10B. This service bulletin also describes procedures to increase the existing size of the lightening holes in the rail web of the right-hand seat between frame 10B and frame 10D, and to add a third hole to increase the vent area. Additionally, the service bulletin describes procedures for installation of a new reinforcing plate for all three lightening holes. Accomplishment of this modification will ensure the structural integrity of the fuselage in the event of rapid decompression of the airplane.

3. Service Bulletin SB.53-76-3627A, dated February 25, 1994 (Modification

253627A), which describes procedures for adding two holes to the underfloor diaphragm at frame 10D (right-hand). Accomplishment of these procedures increases the vent area between the cabin and the right-hand underfloor area by 4 square inches. Accomplishment of this modification will ensure the continued structural integrity of the fuselage in the event of rapid decompression of the airplane.

Explanation of Requirements of Proposed 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, the proposed AD would require:

1. installing a pressure relief flap in the rear luggage compartment of the bulkhead at frame 19;
2. enlarging two lightening holes and adding one new lightening hole in the rail web of the right seat between frames 10B and 10D, and removing fiberglass fill from the right support structure between frame 8 and frame 10B; and
3. installing two new vent holes in the underfloor diaphragm of frame 10D (right hand).

The actions would be required to be accomplished in accordance with the service bulletins described previously.

Cost Impact

The FAA estimates that 31 Model BAe 125-1000A and Model Hawker 1000 series airplanes of U.S. registry would be affected by this proposed AD, that it would take approximately 44 work hours per airplane to accomplish the proposed actions, and that the average labor rate is \$60 per work hour. Based on these figures, the cost impact of the proposed AD on U.S. operators is estimated to be \$81,840, or \$2,640 per airplane.

The cost impact figure discussed above is based on assumptions that no operator has yet accomplished any of the proposed requirements of this AD action, and that no operator would accomplish those actions in the future if this AD were not adopted.

Regulatory Impact

The regulations proposed herein would not have substantial direct effects 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, in accordance with Executive Order 12612, it is determined that this proposal would not have sufficient federalism implications to warrant the preparation of a Federalism Assessment.

For the reasons discussed above, I certify that this proposed regulation (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) if promulgated, 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 draft regulatory 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.

The Proposed Amendment

Accordingly, pursuant to the authority delegated to me by the Administrator, the Federal Aviation Administration proposes to amend 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 the following new airworthiness directive:

Raytheon Aircraft Company (Formerly Beech, Raytheon Corporate Jets, British Aerospace, Hawker Siddeley, et al):
Docket 96-NM-180-AD.

Applicability: All Model BAe 125-1000A and Model Hawker 1000 series airplanes, certificated in any category.

Note 1: This AD applies to each airplane identified in the preceding applicability provision, regardless of whether it has been otherwise 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 (b) 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.

Note 2: Raytheon Model BAe 125-1000B series airplanes are similar in design to the airplanes that are subject to the requirements of this AD and, therefore, also may be subject to the unsafe condition addressed by this AD.

However, as of the effective date of this AD, those models are not type certificated for operation in the United States. Airworthiness authorities of countries in which Model BAe 125-1000B series airplanes are approved for operation should consider adopting corrective action, applicable to those models, that is similar to the corrective action required by this AD.

Compliance: Required as indicated, unless accomplished previously.

To prevent inadequate venting of cabin pressure in the event of rapid decompression, which could cause failure or deformation of certain structural members, and consequent reduced controllability of the airplane, accomplish the following:

- (a) Within 8 months after the effective date of this AD, accomplish the requirements of paragraphs (a)(1), (a)(2), and (a)(3) of this AD.

Note 3: The manufacturer has advised that the modifications required by paragraphs (a)(2) and (a)(3) of this AD should be incorporated concurrently.

- (1) Install a pressure relief flap in the rear luggage compartment of the bulkhead at frame 19 (Modification No. 25A683C), in accordance with Raytheon Service Bulletin SB.21-151-25A683C, dated July 12, 1994.

- (2) Enlarge two lightening holes, and add one new lightening hole in the rail web of the right-hand seat between frames 10B and 10D, and remove the fiberglass infill cover located outboard of the floor panels between frame 8 and frame 10B (Modification SB.253661B), in accordance with Raytheon Service Bulletin SB.53-81-3661B, dated February 25, 1994.

- (3) Install two new vent holes in the underfloor diaphragm of frame 10D (Modification 253627A), in accordance with Raytheon Service Bulletin SB.53-76-3627A, dated February 25, 1994.

(b) An alternative method of compliance or adjustment of the compliance time that provides an acceptable level of safety may be used if approved by the Manager, Standardization Branch, ANM-113, FAA, Transport Airplane Directorate. Operators shall submit their requests through an appropriate FAA Principal Maintenance Inspector, who may add comments and then send it to the Manager, Standardization Branch, ANM-113.

Note 4: Information concerning the existence of approved alternative methods of compliance with this AD, if any, may be obtained from the Standardization Branch, ANM-113.

- (c) 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.

Issued in Renton, Washington, on February 5, 1997.

Darrell M. Pederson,
Acting Manager, Transport Airplane
Directorate, Aircraft Certification Service.
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