

effective date of this AD, whichever occurs first; or

(ii) Within 100 landings after the effective date of this AD.

(c) If no crack is detected during the eddy current inspection required by paragraph (b) of this AD, repeat the eddy current inspection thereafter at intervals not to exceed 3,000 landings.

(d) If any crack is detected during any eddy current inspection required by this AD, prior to further flight, repair it in accordance with Airbus All Operators Telex 53/90/01, dated April 12, 1990, or Airbus Service Bulletin A300-53-283, Revision 2, dated March 17, 1994. After accomplishing the repair, within 15,000 landings or 20,000 flight hours after repair, whichever occurs first, modify the structure at frames 28A and 30A between stringers 27 and 30 (left- and right-hand), in accordance with Airbus Service Bulletin A300-53-285, Revision 1, dated November 22, 1993. Accomplishment of this

reinforcement constitutes terminating action for this AD.

(e) Except for airplanes on which the repair required by paragraph (d) of this AD has been accomplished: Modify the structure at frames 28A and 30A between stringers 27 and 30 (left- and right-hand), in accordance with Airbus Service Bulletin A300-53-285, Revision 1, dated November 22, 1993, at the later of the times specified in paragraphs (e)(1) or (e)(2) of this AD. Accomplishment of this modification constitutes terminating action for the eddy current inspection requirements of paragraph (c) of this AD.

(1) Prior to the accumulation of 25,000 total landings or 40,000 total flight hours, whichever occurs first.

(2) Within 1,000 landings after the effective date of this AD.

(f) 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 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.

(g) 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.

(h) The actions shall be done in accordance with one of the following Airbus service documents, which contain the specified list of effective pages:

| Service document referenced and date                         | Page No.  | Revision level shown on page | Date shown on page |
|--|---|------------------------------|--------------------|
| All Operators Telex (AOT) 53/90/01 April 12, 1990 ...        | 1, 2 .....  | Original .....               | April 12, 1990.    |
| Service Bulletin A300-53-283, Revision 2, March 17, 1994.    | 1-17 .....  | 2 .....                      | March 17, 1994.    |
| Service Bulletin A300-53-285, Revision 1, November 22, 1993. | 1-3, 6, 13, 14, 18, 20, 29-31, 35, 36, 51, 52, 57, 58, 61, 62, 71, 72, 75, 76, 107, 108, 111, 112, 115-120. | 1 .....                      | November 22, 1993. |
|  | 4, 5, 7-12, 15-17, 19, 21-28, 32-34, 37-50, 53-56, 59, 60, 63-70, 73, 74, 77-106, 109, 110, 113, 114, 121.  | Original .....               | August 19, 1992.   |

This incorporation by reference was approved by the Director of the Federal Register in accordance with 5 U.S.C. 552(a) and 1 CFR part 51. Copies may be obtained from Airbus Industrie, 1 Rond Point Maurice Bellonte, 31707 Blagnac Cedex, France. Copies may be inspected at the FAA, Transport Airplane Directorate, 1601 Lind Avenue, SW., Renton, Washington; or at the Office of the Federal Register, 800 North Capitol Street, NW., suite 700, Washington, DC.

(i) This amendment becomes effective on September 30, 1996.

Issued in Renton, Washington, on August 16, 1996.

Darrell M. Pederson,

*Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.*

[FR Doc. 96-21458 Filed 8-23-96; 8:45 am]

BILLING CODE 4910-13-U

#### 14 CFR Part 39

[Docket No. 95-NM-166-AD; Amendment 39-9723; AD 96-17-13]

RIN 2120-AA64

#### Airworthiness Directives; Beech (Raytheon) Model BAe 125 Series 1000A and Model Hawker 1000 Airplanes

**AGENCY:** Federal Aviation Administration, DOT.

**ACTION:** Final rule.

**SUMMARY:** This amendment adopts a new airworthiness directive (AD), applicable to certain Beech (Raytheon) Model BAe 125 series 1000A and Model Hawker 1000 airplanes, that requires a one-time inspection for correct sleeve lengths, an inspection to detect discrepancies of the elevator pulley assembly, and correction of any discrepancy. This amendment is prompted by reports indicating that some aircraft have been fitted with an elevator pulley that was assembled incorrectly during manufacture. The actions specified by this AD are intended to prevent reduced structural integrity of the elevator control circuit due to failure of one or more outer lugs or malfunction of the elevator pulley

assembly as a result of incorrect assembly of the pulley.

**DATES:** Effective September 30, 1996.

The incorporation by reference of certain publications listed in the regulations is approved by the Director of the Federal Register as of September 30, 1996.

**ADDRESSES:** The service information referenced in this AD 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 Federal Aviation Administration (FAA), Transport Airplane Directorate, Rules Docket, 1601 Lind Avenue, SW., Renton, Washington; or at the Office of the Federal Register, 800 North Capitol Street, NW., suite 700, Washington, DC.

**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:** A proposal to amend part 39 of the Federal Aviation Regulations (14 CFR part 39) to include an airworthiness directive (AD)

that is applicable to certain Beech (Raytheon) Model BAe 125 series 1000A and Model Hawker 1000 airplanes was published in the Federal Register on May 30, 1996 (61 FR 27028). That action proposed to require a one-time inspection for correct sleeve lengths, a one-time visual inspection to detect discrepancies of the elevator pulley assembly, and correction of any discrepancy.

Interested persons have been afforded an opportunity to participate in the making of this amendment. No comments were submitted in response to the proposal or the FAA's determination of the cost to the public. The FAA has determined that air safety and the public interest require the adoption of the rule as proposed.

#### Cost Impact

The FAA estimates that 40 Model BAe 125 Series 1000A and Model Hawker 1000 airplanes of U.S. registry will be affected by this AD, that it will take approximately 1 work hour per airplane to accomplish the required actions, and that the average labor rate is \$60 per work hour. Based on these figures, the cost impact of the AD on U.S. operators is estimated to be \$2,400, or \$60 per airplane.

The cost impact figure discussed above is based on assumptions that no operator has yet accomplished any of the 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 adopted herein will 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 final rule does not have sufficient federalism implications to warrant the preparation of a Federalism Assessment.

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 final evaluation has been prepared for this action and it is

contained in the Rules Docket. A copy of it may be obtained from the Rules Docket at the location provided under the caption **ADDRESSES**.

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

Air transportation, Aircraft, Aviation safety, Incorporation by reference, 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 adding the following new airworthiness directive:

96-17-13 Beech Aircraft Company (Formerly DeHavilland; Hawker Siddeley; British Aerospace, PLC; Raytheon Corporate Jets, Inc.): Amendment 39-9723. Docket 95-NM-166-AD.

*Applicability:* Model BAe 125 series 1000A and Model Hawker 1000 airplanes; as listed in Hawker Service Bulletin SB 27-161, Revision 1, dated July 29, 1994; certificated in any category.

Note 1: This AD applies to each airplane identified in the preceding applicability provision, 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 (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: Beech (Raytheon) Model BAe 125 series 1000B 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 series 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 reduced structural integrity of the elevator control circuit, accomplish the following:

(a) Within 6 months after the effective date of this AD: Perform a one-time inspection for correct sleeve lengths, and a one-time visual inspection to detect discrepancies of the elevator pulley assembly, in accordance with Hawker Service Bulletin SB 27-161, Revision 1, dated July 29, 1994.

(1) If no discrepancy is found, no further action is required by this AD.

(2) If any discrepancy is found, prior to further flight, correct the discrepancy in accordance with a method approved by the Manager, Standardization Branch, ANM-113, FAA, Transport Airplane Directorate.

(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 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.

(c) Special flight permits may be issued in accordance with §§ 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.

(d) The inspections shall be done in accordance with Hawker Service Bulletin SB 27-161, Revision 1, dated July 29, 1994. This incorporation by reference was approved by the Director of the Federal Register in accordance with 5 U.S.C. 552(a) and 1 CFR part 51. Copies may be obtained from Raytheon Aircraft Company, Manager Service Engineering, Hawker Customer Support Department, P.O. Box 85, Wichita, Kansas 67201-0085. Copies may be inspected at the FAA, Transport Airplane Directorate, 1601 Lind Avenue, SW., Renton, Washington; or at the Office of the Federal Register, 800 North Capitol Street, NW., suite 700, Washington, DC.

(e) This amendment becomes effective on September 30, 1996.

Issued in Renton, Washington, on August 16, 1996.

Neil D. Schalekamp,

*Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.*  
[FR Doc. 96-21457 Filed 8-23-96; 8:45 am]

**BILLING CODE 4910-13-U**