Proposed Rules

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This section of the FEDERAL REGISTER contains notices to the public of the proposed issuance of rules and regulations. The purpose of these notices is to give interested persons an opportunity to participate in the rule making prior to the adoption of the final rules.

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. 99–NM–160–AD]

RIN 2120–AA64

Airworthiness Directives; Raytheon Model Hawker 800 and 1000 Airplanes and Model DH.125, HS.125, BH.125, and BAe.125 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 certain Raytheon Model Hawker 800 and 1000 airplanes and Model DH.125, HS.125, BH.125, and BAe.125 series airplanes. This proposal would require replacement of cadmium plated fittings and cone caps in the oxygen system plumbing with improved fittings and cone caps, a detailed visual inspection of the oxygen system plumbing in the area of the replaced parts, and corrective actions, if necessary. This proposal is prompted by reports indicating that a field survey of the affected parts revealed that a reaction process was occurring, which resulted in cadmium flaking. The actions specified by the proposed AD are intended to prevent flaking of cadmium from certain oxygen system plumbing fittings and cone caps from blocking the valves and impairing the function of the oxygen system, which could deprive the crew and passengers of necessary oxygen during an emergency that requires oxygen.

DATES: Comments must be received by January 3, 2000.

ADDRESSES: Submit comments in triplicate to the Federal Aviation Administration (FAA), Transport Airplane Directorate, ANM–114, Attention: Rules Docket No. 99–NM–160–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; or at the Small Airplane Directorate, Wichita Aircraft Certification Office, 1801 Airport Road, Room 100, Mid-Continent Airport, Wichita, Kansas 67209.

FOR FURTHER INFORMATION CONTACT: Paul C. DeVore, Aerospace Engineer, Systems and Propulsion Branch, ACE–116W, FAA, Small Airplane Directorate, Wichita Aircraft Certification Office, 1801 Airport Road, Room 100, Mid-Continent Airport, Wichita, Kansas 67209; telephone (316) 946–4142; fax (316) 946–4407.

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 99–NM–160–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–114, Attention: Rules Docket No. 99–NM–160–AD, 1601 Lind Avenue, SW., Renton, Washington 98055–4056.

Discussion

The FAA has received reports indicating that, during a field survey of two Raytheon Model DH.125, HS.125, BH.125 series 400A/400B airplanes equipped with cadmium plated cone caps, a reaction process occurred, which resulted in cadmium flaking. The cause of the flaking has been attributed to the cone caps being made of mild steel with cadmium plating, which may decompose and flake when exposed to oxygen. Flaking of cadmium from oxygen system plumbing fittings and cone caps can block valves and impair the function of the oxygen system. This condition, if not corrected, could result in depriving the crew and passengers of necessary oxygen during an emergency that requires oxygen.

Cone caps and oxygen system plumbing fittings on Raytheon Model Hawker 800 and 1000 airplanes and Model DH.125, HS.125, BH.125, and BAe.125 series airplanes are similar to those on the affected Model DH.125, HS.125, BH.125 series 400A/400B airplanes. Therefore, all of these models may be subject to the same unsafe condition.

Explanation of Relevant Service Information

The FAA has reviewed and approved Raytheon Service Bulletins SB 35–3034, SB 35–3167, SB 35–3168, SB 35–3169, SB 35–3171, and SB 35–3170, all dated September 1998. These service bulletins describe procedures for replacement of cadmium plated fittings and cone caps in the oxygen system plumbing with improved fittings and cone caps; and a detailed visual inspection of the oxygen system plumbing in the area of the replaced parts, and corrective actions, if necessary. The corrective actions include cleaning affected areas and performing a flow check of the oxygen system. Accomplishment of the actions specified in the service bulletins is

intended to adequately address the identified unsafe condition.

Explanation of Requirements of Proposed Rule

Since an unsafe condition has been identified that is likely to exist or develop on other products of this same type design, the proposed AD would require accomplishment of the actions specified in the service bulletins described previously, except as discussed below.

Differences Between Proposed Rule and Service Bulletin

Operators should note that, although the service bulletin specifies that the manufacturer may be contacted for disposition of certain repair conditions, this proposal would require the repair of those conditions to be accomplished in accordance with a method approved by the FAA.

Cost Impact

There are approximately 724 airplanes of the affected design in the worldwide fleet. The FAA estimates that 481 airplanes of U.S. registry would be affected by this proposed AD.

For Model DH.125, HS.125, BH.125 series 1A/1B, 3A/3B, 400A, 400B, 401B, 403A, 403B, 600A, 600B, 700A, 700B airplanes (236 airplanes of U.S. registry), it would take approximately 7 work hours per airplane to accomplish the proposed actions, at an average labor rate of $60 per work hour. Required parts would cost approximately between $28 and $79 per airplane. Based on these figures, the cost impact of the proposed AD on U.S. operators of these airplanes is estimated to be between $105,728, and $117,764, or between $448 and $499 per airplane.

For Model BAe.125 series 800A (C–29A) airplanes (6 airplanes of U.S. registry), it would take approximately 3 work hours per airplane to accomplish the proposed actions, at an average labor rate of $60 per work hour. Required parts would cost approximately $61 per airplane. Based on these figures, the cost impact of the proposed AD on U.S. operators of these airplanes is estimated to be $1,446, or $241 per airplane.

For Model BAe.125 series 800A, and 800B airplanes, and Model Hawker 800 airplanes (202 airplanes of U.S. registry), it would take approximately 10 work hours per airplane to accomplish the proposed actions, at an average labor rate of $60 per work hour. Required parts would cost approximately between $16 and $22 per airplane. Based on these figures, the cost impact of the proposed AD on U.S. operators of these airplanes is estimated to be between $124,432 and $125,644, or between $616 and $622 per airplane.

For Model BAe.125 series 1000A and 1000B airplanes, and Model Hawker 1000 airplanes (37 airplanes of U.S. registry), it would take approximately 6 work hours per airplane to accomplish the proposed actions, at an average labor rate of $60 per work hour. Required parts would cost approximately between $66 and $122 per airplane. Based on these figures, the cost impact of the proposed AD on U.S. operators of these airplanes is estimated to be between $15,762 and $17,834, or between $426 and $482 per airplane.

The cost impact figures discussed above are 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. However, the FAA has been advised that manufacturer warranty remedies are available for some labor costs associated with accomplishing the actions required by this proposed AD. Therefore, the future economic cost impact of this rule on U.S. operators may be less than the cost impact figures indicated above.

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): Docket 99–NM–160–AD.

Applicability: Models and series of airplanes as listed in the applicable service bulletin(s) specified in Table 1 of this AD, certificated in any category:

TABLE 1

Model of airplane	Raytheon service bulletin	Date of service bulletin
DH.125, HS.125, BH.125 series 1A, 1B, 3A, 3B, 400A, 400B, 401B, 403A, 403B, 600A, 600B, 700A, and 700B airplanes.	SB 35–3169	September 1998.
BAe.125 series 800A (C–29A) airplanes	SB 35–3171	September 1998.
BAe.125 series 800A and 800B airplanes, and Hawker 800 airplanes	SB 35–3034 and SB35–3170	September 1998
BAe.125 series 1000A and 1000B airplanes, and Hawker 1000 airplanes.	SB 35–3167 and SB 35–3168	September 1998.

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 (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, unless accomplished previously.

To prevent flaking of cadmium from certain oxygen system plumbing fittings and cone caps from blocking the valves and impairing the function of the oxygen system, which could deprive the crew and passengers of necessary oxygen during an emergency that requires oxygen, accomplish the following:

(a) For Model DH.125, HS.125, BH.125 series 1A, 1B, 3A, 3B, 400A, 400B, 401B, 403A, 403B, 600A, 600B, 700A and 700B airplanes: Within 6 months after the effective date of this AD, replace the cadmium plated cone caps in the oxygen system plumbing with improved cone caps, and perform a detailed visual inspection of the removed cone caps, tee-piece and sleeve for evidence of flaking or corrosion; in accordance with Raytheon Service Bulletin SB 35–3169, dated September 1998. If any flaking or corrosion is detected, prior to further flight, clean the tee-piece and sleeve, and perform an oxygen system flow check in accordance with the service bulletin. If any discrepancy is found during the flow check, prior to further flight, repair the oxygen system in accordance with the service bulletin, except as required by paragraph (e) of this AD.

Note 2: For the purposes of this AD, a detailed visual inspection is defined as: ''An intensive visual examination of a specific structural area, system, installation, or assembly to detect damage, failure, or irregularity. Available lighting is normally supplemented with a direct source of good lighting at intensity deemed appropriate by the inspector. Inspection aids such as mirror, magnifying lenses, etc., may be used. Surface cleaning and elaborate access procedures may be required.''

(b) For Model BAe.125 series 800A (C–29A) airplanes: Within 6 months after the effective date of this AD, replace the cadmium plated cone caps in the oxygen system plumbing with improved cone caps, and perform a detailed visual inspection of the removed cone caps, tee-piece and sleeve for evidence of flaking or corrosion; in accordance with Raytheon Service Bulletin SB 35–3171, dated September 1998. If any flaking or corrosion is detected, prior to further flight, clean the tee-piece and sleeve, and perform an oxygen system flow check in accordance with the service bulletin. If any discrepancy is found during the flow check, prior to further flight, repair the oxygen system in accordance with the service bulletin, except as required by paragraph (e) of this AD.

(c) For Model BAe.125 series 800A and 800B airplanes and Model Hawker 800 airplanes: Within 6 months after the effective date of this AD, replace the cadmium plated cone caps in the oxygen system plumbing with improved cone caps, and perform a detailed visual inspection of the removed cone caps, tee-piece and sleeve for evidence of flaking or corrosion; in accordance with Raytheon Service Bulletins SB35–3034 or SB 35–3170, both dated September 1998, as applicable. If any flaking or corrosion is detected, prior to further flight, clean the tee-piece and sleeve, and perform an oxygen system flow check in accordance with the service bulletin. If any discrepancy is found during the flow check, prior to further flight, repair the oxygen system in accordance with the service bulletin, except as required by paragraph (e) of this AD.

(d) For Model BAe.125 series 1000A and 1000B airplanes and Model Hawker 1000 series airplanes: Within 6 months after the effective date of this AD, replace the cadmium plated fittings in the oxygen system plumbing with improved fittings, and perform a detailed visual inspection of the removed fittings and the pipe connections for evidence of flaking or corrosion; in accordance with Raytheon Service Bulletin SB 35–3167 or SB 35–3168, both dated September 1998, as applicable. If any flaking or corrosion is detected, prior to further flight, clean the pipe connections, and perform an oxygen system flow check in accordance with the service bulletin. If any discrepancy is found during the flow check, prior to further flight, repair the oxygen system in accordance with the service bulletin, except as required by paragraph (e) of this AD.

(e) If any discrepancy is found during a flow check required by paragraph (a), (b), (c), or (d) of this AD and the applicable service bulletin specifies to contact the manufacturer for a repair disposition, prior to further flight, repair the oxygen system in accordance with a method approved by the Manager, Wichita Aircraft Certification Office (ACO), FAA, Small Airplane Directorate.

Alternative Methods of Compliance

(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, Wichita ACO, FAA, Small 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, Wichita ACO.

Note 3: Information concerning the existence of approved alternative methods of compliance with this AD, if any, may be obtained from the Wichita ACO.

Special Flight Permits

(g) 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.

Issued in Renton, Washington, on November 9, 1999.

D.L. Riggin,

Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.

[FR Doc. 99–29828 Filed 11–15–99; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. 99–NM–24–AD]

RIN 2120–AA64

Airworthiness Directives; Airbus Model A300 B2–1A, B2–1C, B2–203, B2K–3C, B4–103, B4–2C, and B4–203 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 certain Airbus Model A300 B2–1A, B2–1C, B2–203, B2K–3C, B4–103, B4–2C, and B4–203 series airplanes. This proposal would require modification of the wire harness routing next to the pitch artificial feel unit, and removal of the green and yellow colors from various connectors. This proposal is prompted by issuance of mandatory continuing airworthiness information by a foreign civil airworthiness authority. The actions specified by the proposed AD are intended to prevent the electrical connections of the actuators of the green and yellow hydraulic systems for the pitch artificial feel unit from being cross connected due to the design of the wire harness routing, which could result in a stiff elevator control at takeoff, and consequent reduced controllability of the airplane.

DATES: Comments must be received by December 16, 1999.

ADDRESSES: Submit comments in triplicate to the Federal Aviation Administration (FAA), Transport Airplane Directorate, ANM–114, Attention: Rules Docket No. 99–NM–24–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 Airbus Industrie, 1 Rond Point Maurice Bellonte, 31707 Blagnac Cedex, France. This information may be examined at the FAA, Transport Airplane Directorate, 1601 Lind Avenue, SW., Renton, Washington.

FOR FURTHER INFORMATION CONTACT: Norman B. Martenson, Manager, International Branch, ANM–116, FAA, Transport Airplane Directorate, 1601 Lind Avenue, SW., Renton, Washington