

electrical power to the airplane due to generator outage.

**DATES:** Comments must be received by February 27, 1995.

**ADDRESSES:** Submit comments in triplicate to the Federal Aviation Administration (FAA), Transport Airplane Directorate, ANM-103, Attention: Rules Docket No. 94-NM-200-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 Falcon Jet Corporation, P.O. Box 967, Little Rock, Arkansas 72203-0967. 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) 227-1320.

#### **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 94-NM-200-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. 94-NM-200-AD, 1601 Lind Avenue, SW., Renton, Washington 98055-4056.

##### **Discussion**

Recently, the FAA has received reports indicating that the generators on certain Model Mystere-Falcon 900 series airplanes may shut down due to an intermittent relay failure of flight data recorders that were installed in accordance with Supplemental Type Certificate (STC) SA7255SW-D. This failure occurred because of an electrical short, due to a defective relay. Such electrical shorting resulted in 28 volts in the relay of the control box of the ground power unit (GPU), which controls all three generators when the airplane is powered externally. In these reported instances, the 28 volts of power energized the GPU relay and functioned as though the airplane were powered externally. (That is, all three generators shut down.) After the shutdown of all three generators, all critical and essential equipment would be operable only for the duration of the battery power. This condition, if not corrected, could result in loss of electrical power to the airplane.

Falcon Jet Corporation has issued Service Bulletin 900-54 (F900 31-30), dated October 14, 1994, and Revision 1 (F900 31-1), dated November 17, 1994. (The FAA has reviewed and approved these service bulletins.) The service bulletins describe procedures for modifying the electrical power installation of flight data recorders installed in accordance with STC SA7255SW-D; replacing the currently installed socket box for ground power with a modified socket box; and performing post-modification checks and tests. The modification removes the automatic disabling capability of the electrical power to the flight data recorder when the airplane is powered externally.

This airplane model is manufactured in France and is type certificated for operation in the United States under the provisions of section 21.29 of the Federal Aviation Regulations (14 CFR 21.29) and the applicable bilateral airworthiness agreement. The FAA has determined that AD action is necessary for products of this type design that are certificated for operation in the United States.

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 modification of the electrical power installation of the flight data recorder, replacement of the currently installed socket box for ground power with a modified socket box, and performance of checks and tests. The actions would be required to be accomplished in accordance with the either of the service bulletins described previously.

As a result of recent communications with the Air Transport Association (ATA) of America, the FAA has learned that, in general, some operators may misunderstand the legal effect of AD's on airplanes that are identified in the applicability provision of the AD, but that have been altered or repaired in the area addressed by the AD. The FAA points out that all airplanes identified in the applicability provision of an AD are legally subject to the AD. If an airplane has been altered or repaired in the affected area in such a way as to affect compliance with the AD, the owner or operator is required to obtain FAA approval for an alternative method of compliance with the AD, in accordance with the paragraph of each AD that provides for such approvals. A note has been included in this notice to clarify this requirement.

The FAA estimates that 18 airplanes of U.S. registry would be affected by this proposed AD, that it would take approximately 8 work hours per airplane to accomplish the proposed actions, and that the average labor rate is \$60 per work hour. Required parts would cost approximately \$286 per airplane. Based on these figures, the total cost impact of the proposed AD on U.S. operators is estimated to be \$13,788, or \$766 per airplane.

The total 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.

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