

**14 CFR Part 39**

[Docket No. 93-NM-105-AD; Amendment 39-9307; AD 95-15-04]

**Airworthiness Directives; Raytheon Corporate Jets Model BAe 125-800A and -1000A Airplanes**

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

**ACTION:** Final rule.

**SUMMARY:** This amendment adopts a new airworthiness directive (AD), applicable to certain Raytheon Corporate Jets Model BAe 125-800A and -1000A airplanes, that requires inspections to detect corrosion of the wing leading edge skins, including the wing anti-ice fluid distribution panel (TKS panel) rebate and radius; repair, if necessary; and subsequent corrosion protection treatment. This amendment also requires inspections and treatments of the landing/taxiing lamp window assembly recess and stall vane spoiler rebate/radius. This amendment is prompted by reports of corrosion of the wing leading edge skin at the interface with the TKS panels. The actions specified by this AD are intended to prevent reduced structural integrity of the wing leading edge section at the interface with the TKS panels and stall vane spoilers, which could adversely affect the flight characteristics of the airplane.

**DATES:** Effective August 23, 1995.

The incorporation by reference of certain publications listed in the regulations is approved by the Director of the Federal Register as of August 23, 1995.

**ADDRESSES:** The service information referenced in this AD may be obtained from Raytheon Corporate Jets, Inc., 3 Bishops Square Street, Albans Road West, Hatfield, Hertfordshire, AL109NE, United Kingdom. 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 Raytheon

Corporate Jets Model BAe 125-800A and -1000A airplanes was published as a supplemental notice of proposed rulemaking (NPRM) in the **Federal Register** on April 17, 1995 (60 FR 19183). That action proposed to require inspections to detect corrosion of the wing leading edge skins, including the wing anti-ice fluid distribution panel (TKS panel) rebate and radius; repair, if necessary; and subsequent corrosion protection treatment. That action also proposed to require inspections and treatments of the landing/taxiing lamp window assembly recess and the stall vane spoiler rebate/radius.

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.

The FAA estimates that 154 Model BAe 125-800A and -1000A airplanes of U.S. registry will be affected by this AD. It will take approximately 130 work hours per airplane to accomplish the inspections and treatment of the wing leading edge skins (including the TKS rebate and radius) at an average labor rate of \$60 per work hour. Based on these figures, the total cost impact of the AD on U.S. operators is estimated to be \$1,201,200, or \$7,800 per airplane.

The total 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.

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. App. 1354(a), 1421 and 1423; 49 U.S.C. 106(g); and 14 CFR 11.89.

**§ 39.13 [Amended]**

2. Section 39.13 is amended by adding the following new airworthiness directive:

**95-15-04 Raytheon Corporate Jets, Inc.**

(Formerly DeHavilland, Inc.; Hawker Siddeley; British Aerospace, PLC): Amendment 39-9307. Docket 93-NM-105-AD.

**Applicability:** Model BAe 125-800A and -1000A airplanes, as listed in Raytheon Corporate Jets Service Bulletin S.B. 57-77, Revision 1, dated October 28, 1993, 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 use the authority provided in paragraph (c) of this AD to request approval from the FAA. This approval may address either no action, if the current configuration eliminates the unsafe condition; or different actions necessary to address the unsafe condition described in this AD. Such a request should include an assessment of the effect of the changed configuration on the unsafe condition addressed by this AD. In no case does the presence of any modification, alteration, or repair remove any airplane from the applicability of this AD.

**Compliance:** Required as indicated, unless accomplished previously.

To prevent reduced structural integrity of the wing leading edge skin and wing anti-ice fluid distribution panel (TKS panel) interface joint, which could adversely affect the flight characteristics of the airplane, accomplish the following:

(a) Accomplish the actions specified in paragraphs (a)(1), (a)(2), (a)(3), and (a)(4) of