# Proposed Rules

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 25

### System Design Analysis; Proposed Changes to Airworthiness Standards and Advisory Circular

**AGENCY:** Federal Aviation Administration (FAA), DOT.

**ACTION:** Notice of availability of Aviation Rulemaking Advisory Committee (ARAC) recommendations.

**SUMMARY:** The Federal Aviation Administration (FAA) announces the availability of the ARAC-recommended proposed changes to the airworthiness standards for transport category airplanes regarding equipment, systems, and installations, and Advisory Circular (AC) 25.1309–1A, ''System Design Analysis,'' for potential use, upon request, in the certification of applicable airplane systems. The FAA has not yet adopted these ARAC recommendations.

**FOR FURTHER INFORMATION CONTACT:** Mr. Linh Le, Federal Aviation Administration, Transport Airplane Directorate, Transport Standards Staff, Safety Management Branch, ANM–117, 1601 Lind Avenue SW., Renton, WA 98055–4056; telephone (425) 227–1105; fax (425) 227–1320; e-mail: *Linh.Le@faa.gov.*

**SUPPLEMENTARY INFORMATION:** *Reference:* FAA policy memorandum 00–113–1034 ''Use of ARAC (Aviation Rulemaking Advisory Committee) Recommended Rulemaking not yet formally adopted by the FAA, as a basis for equivalent level of safety or exemption to Part 25.''

This policy memorandum describes a standardized, streamlined approach for the use of draft FAA/JAA harmonized regulations as a basis for an equivalent level of safety finding or an exemption to part 25. It may be found on the Internet at the following address: *http://www.faa.gov/certification/ aircraft/anminfo/document/final/ aracesf/index.htm.*

### Background

After a multi-year review of the current § 25.1309 and AC 25.1309–1A, the ARAC submitted to the FAA their recommendations for a rule change and a revised advisory circular in August 2002. The ARAC–recommended proposed changes to 14 CFR 25.1309 and AC 25.1309–1A are available on the Internet at the following address: *http://www1.faa.gov/avr/arm/ aractransairengine.cfm?nav=6.* If you do not have access to the Internet, you can obtain a copy of the policy by contacting the person listed under **FOR FURTHER INFORMATION CONTACT.**

The procedure for using ARAC recommendations for rule changes that are not yet adopted by the FAA is described in the FAA policy memorandum 00–113–1034 referenced above. The memorandum describes the process for requesting an equivalent safety finding, as well as petitioning for an exemption.

A specific portion of the proposed changes to AC 25.1309–1A that *should not* be used as an acceptable means of compliance is paragraph 8.d, which describes an alternative method of compliance by exemption. The FAA does not concur with paragraph 8.d and intends to exclude paragraph 8.d from the final AC. The remainder of the proposed changes to the AC may be used as an acceptable means of compliance to the proposed revision to § 25.1309, or to the existing § 25.1309.

Issued in Renton, Washington, on April 14, 2003.

**Mike Kaszycki,**

*Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.*
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## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

### 14 CFR Part 39

**[Docket No. 2003–CE–04–AD]**

**RIN 2120–AA64**

### Airworthiness Directives; AeroSpace Technologies of Australia Pty Ltd. Models N22B and N24A Airplanes

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

**ACTION:** Notice of proposed rulemaking (NPRM).

**SUMMARY:** This document proposes to supersede Airworthiness Directive (AD) 82–12–06, which applies to certain AeroSpace Technologies of Australia Pty Ltd. (ASTA) Models N22B and N24A airplanes. AD 82–12–06 currently requires repetitive visual inspections of all rudder control lever shaft assemblies for cracks and discrepancies, and, if cracks or discrepancies are found, it requires replacement with new or serviceable rudder control shafts, and a check of the fit of all rod end bearings in lever shafts. AD 82–12–06 also allows you to inspect all lever shafts by magnetic particle inspection or dye penetrant methods as terminating action for the repetitive visual inspections. This proposed AD is the result of recent reports of failures of the upper control lever torque shaft due to fatigue loading on the affected airplanes, including those that included the terminating actions. This proposed AD would require more detailed repetitive inspections (than there are in AD 82–12–06) of the upper and lower rudder pedal torque shafts and a one-time inspection for discrepancies in the thickness of the lever shaft side plates with appropriate follow-up action. The actions specified by this proposed AD are intended to detect and correct cracks in the rudder control lever torque shafts and discrepancies in the thickness of the lever shaft side plates, which could result in failure of the rudder control lever torque shaft. Such failure could lead to reduced controllability of the airplane.

**DATES:** The FAA must receive any comments on this rule on or before June 9, 2003.

**ADDRESSES:** Submit comments to FAA, Central Region, Office of the Regional Counsel, Attention: Rules Docket No. 2003–CE–04–AD, 901 Locust, Room 506, Kansas City, Missouri 64106. You may view any comments at this location between 8 a.m. and 4 p.m., Monday through Friday, except Federal holidays. You may also send comments electronically to the following address: *9-ACE-7—Docket@faa.gov.* Comments sent electronically must contain ''Docket No. 2003–CE–04–AD'' in the subject line. If you send comments electronically as attached electronic files, the files must be formatted in