

TABLE.—AIRPLANE MODELS, SERIAL NUMBERS, AND EQUIPMENT—Continued

| Model | Serial numbers | Equipped with— |
|-----------------------------------|--|--|
| BAe.125 series 800A (U-125) | All | [Reserved]. |
| BAe.125 series 800B | All | [Reserved]. |
| BH.125 series 400A | All | [Reserved]. |
| DH.125 series airplanes | All | [Reserved]. |
| Hawker 800 | All | [Reserved]. |
| Hawker 800 (U-125A) | Up to and including serial numbers 258493. | [Reserved]. |
| Hawker 800XP | Up to and including serial numbers 258581. | Dunlop wheels part numbers AH51909, AH52075, AH52286, AH52206, AHA1287, AHA1606, or AHA1814. |
| HS.125 series F3B | All | [Reserved]. |
| HS.125 series F3B/RA | All | [Reserved]. |
| HS.125 series F400B | All | [Reserved]. |
| HS.125 series F403B | All | [Reserved]. |
| HS.125 series 1B | All | [Reserved]. |
| HS.125 series 1B-522 | All | [Reserved]. |
| HS.125 series 1B/R-522 | All | [Reserved]. |
| HS.125 series 1B/S-522 | All | [Reserved]. |
| HS.125 series 3B | All | [Reserved]. |
| HS.125 series 3B/R | All | [Reserved]. |
| HS.125 series 3B/RA | All | [Reserved]. |
| HS.125 series 3B/RB | All | [Reserved]. |
| HS.125 series 3B/RC | All | [Reserved]. |
| HS.125 series 400B | All | [Reserved]. |
| HS.125 series 400B/1 | All | [Reserved]. |
| HS.125 series 401B | All | [Reserved]. |
| HS.125 series 403A(C) | All | [Reserved]. |
| HS.125 series 403B | All | [Reserved]. |

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 (d) 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 separation of a main landing gear (MLG) wheel due to loose or missing tie-bolts or tie-bolt nuts, with consequent damage to airplane structure or systems, decompression, loss of full braking ability, or injury to personnel on the ground, accomplish the following:

Inspection

(a) Within 10 landings or 12 days after the effective date of this AD, whichever comes first, inspect the MLG wheels to determine the part numbers (P/Ns) of the tie-bolt nuts; per Raytheon Service Bulletin SB 32-3522, dated September 2002, excluding Service Bulletin/Kit Drawing Report Fax.

Replacement

(b) If any tie-bolt nut having P/N NAS1804 is found installed during the inspection required by paragraph (a) of this AD, before

further flight, replace the tie-bolt nut with a new nut having P/N FN22A524, (or with a new tie-bolt nut having a Dunlop P/N H5227C-5CW, SN407C-054, or LH13318-5, which are P/Ns authorized by Raytheon); per Raytheon Service Bulletin SB 32-3522, dated September 2002, excluding Service Bulletin/Kit Drawing Report Fax.

Parts Installation

(c) As of the effective date of this AD, no person shall install any MLG wheel having a tie-bolt nut with P/N NAS1804, on any airplane.

Alternative Methods of Compliance

(d) 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 Aircraft Certification Office (ACO), FAA. 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 2: 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

(e) 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 December 27, 2002.

Vi L. Lipski,

Manager, Transport Airplane Directorate, Aircraft Certification Service.

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. 2001-NM-395-AD]

RIN 2120-AA64

Airworthiness Directives; Boeing Model 767 Series Airplanes

AGENCY: Federal Aviation Administration, DOT.

ACTION: Notice of proposed rulemaking (NPRM).

SUMMARY: This document proposes the superseding of an existing airworthiness directive (AD), applicable to certain Boeing Model 767 series airplanes, that currently requires repetitive detailed inspections to detect cracked, corroded, or stained collar fittings on both inboard trailing edge flaps; and follow-on corrective actions, if necessary. This action would expand the applicability in the existing AD, and would add