

### 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. 2002-NM-290-AD, 1601 Lind Avenue, SW., Renton, Washington 98055-4056.

### Discussion

The Civil Aviation Administration of Israel (CAAI), which is the airworthiness authority for Israel, notified the FAA that an unsafe condition may exist on certain Israel Aircraft Industries, Ltd., Model 1121, 1121A, 1121B, 1123, 1124, and 1124A series airplanes. The CAAI advises that a fire occurred in the cockpit on two airplanes during taxiing, when the co-

pilot turned on the oxygen system. Investigation revealed that the existing design of the oxygen system allows high-pressure oxygen into the cockpit, which is reduced at a pressure regulator located on the airframe structure adjacent to the co-pilot. If the shutoff valve is opened quickly, a rapid adiabatic compression within the oxygen line between the oxygen shutoff valve and the pressure regulator occurs. This condition, if not corrected, could result in overheating of the oxygen system, and consequent fire in the cockpit.

### Other Relevant Rulemaking

The oxygen systems on certain Gulfstream Aerospace LP Model Astra

SPX and 1125 Westwind Astra series airplanes are identical to those on the affected Israel Aircraft Industries, Ltd., Model 1121, 1121A, 1121B, 1123, 1124 and 1124A series airplanes. Therefore, the FAA has issued NPRM, Rules Docket 2002-NM-281-AD, to address the identified unsafe condition on certain Gulfstream Aerospace LP Model Astra SPX and 1125 Westwind Astra series airplanes as well.

### Explanation of Relevant Service Information

The manufacturer has issued the following service bulletins, which describe procedures for removing the existing oxygen shutoff valve and installing a new oxygen shutoff valve:

TABLE—SERVICE BULLETINS

For model—	Service bulletin—	Including—
1121, 1121A, 1121B series airplanes.	1121 Commodore Jet (Israel Aircraft Industries) Service Bulletin 1121-35-024, dated September 23, 2002.	Service Bulletin Certificate of Compliance.
1123 series airplanes .....	1123-Westwind (Israel Aircraft Industries) Service Bulletin 1123-35-048, dated September 23, 2002.	Service Bulletin Certificate of Compliance.
1124 and 1124A series airplanes ....	1124-Westwind (Israel Aircraft Industries) Service Bulletin 1124-35-137, dated September 23, 2002.	Service Bulletin Certificate of Compliance.

Accomplishment of the actions specified in the applicable service bulletin is intended to adequately address the identified unsafe condition. The CAAI classified these service bulletins as mandatory and issued Israeli airworthiness directive 35-02-10-12, dated October 17, 2002, in order to assure the continued airworthiness of these airplanes in Israel.

### FAA's Conclusions

These airplane models are manufactured in Israel and are 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. Pursuant to this bilateral airworthiness agreement, the CAAI has kept the FAA informed of the situation described above. The FAA has examined the findings of the CAAI, reviewed all available information, and determined that AD action is necessary for products of this type design that are certificated for operation in the United States.

### Explanation of Requirements of Proposed Rule

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

accomplishment of the actions specified in the applicable service bulletin described previously, except as discussed below.

### Differences Between Proposed AD and Israeli Airworthiness Directive

The proposed AD would differ from the parallel Israeli airworthiness directive in that it would require accomplishment of the removal and installation of the oxygen shutoff valve within 250 flight hours after the effective date of this AD. The parallel Israeli airworthiness directive recommends accomplishment of those actions within 200 flight hours. As described previously under the heading "Other Relevant Rulemaking," we have issued NPRM, Rules Docket 2002-NM-281-AD, to address the identified unsafe condition on certain Gulfstream Aerospace LP Model Astra SPX and 1125 Westwind Astra series airplanes. The compliance time in that NPRM, which parallels Israeli airworthiness directive 35-02-07-02, dated August 18, 2002, is within 250 flight hours after the effective date of the AD. Because the identified unsafe condition in both NPRMs and the subject oxygen systems installed on the affected airplane models are identical, we have determined that the compliance time of both of these NPRMs should be the same. In light of these factors, we find a compliance time of within 250 flight

hours after the effective date of this AD for completing the required actions to be warranted, in that it represents an appropriate interval of time allowable for affected airplanes to continue to operate without compromising safety. The compliance time has been coordinated and concurred with by the CAAI.

### Differences Between Proposed AD and Relevant Service Bulletin

Operators should note that, although the referenced service bulletins describe procedures for completing a Service Bulletin Certificate of Compliance to record compliance with the service bulletin, this proposed AD would not require those actions.

### Cost Impact

The FAA estimates that 300 Israel Aircraft Industries, Ltd., Model 1121, 1121A, 1121B, 1123, 1124, and 1124A series 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 \$900 per airplane. Based on these figures, the cost impact of the proposed AD on U.S. operators is estimated to be \$414,000, or \$1,380 per airplane.

The cost impact figure discussed above is based on assumptions that no