

**§ 39.13 [Amended]**

2. Section 39.13 is amended by adding a new airworthiness directive (AD) to read as follows:

The New Piper Aircraft, Inc.: Docket No. 95-CE-21-AD.

*Applicability:* Model PA31T2 airplanes (serial numbers 31T-8166001 through 31T-8166062), certificated in any category, that have a Parker Hannifin Wheel and Brake Conversion Kit 199-111 incorporated in accordance with Supplemental Type Certificate (STC) SA599GL.

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 (c) 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 within the next 100 hours time-in-service after the effective date of this AD, unless already accomplished.

To prevent the brake cylinder from chafing against the landing gear emergency extension air line when the gear is in the up and locked position, which could result in damage to the air line and subsequent loss of emergency gear extension capability, accomplish the following:

(a) Reroute the landing gear emergency extension air line in accordance with the ACCOMPLISHMENT INSTRUCTIONS section of Parker Hannifin Service Bulletin SB7034, Revision B, dated December 19, 1995.

(b) Special flight permits may be issued in accordance with sections 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.

(c) An alternative method of compliance or adjustment of the compliance time that provides an equivalent level of safety may be approved by the Manager, Chicago Aircraft Certification Office (ACO), FAA, 2300 East Devon Avenue, Des Plaines, Illinois 60018. The request shall be forwarded through an appropriate FAA Maintenance Inspector, who may add comments and then send it to the Manager, Chicago ACO.

Note 2: Information concerning the existence of approved alternative methods of compliance with this AD, if any, may be obtained from the Chicago ACO.

(d) All persons affected by this directive may obtain copies of the document referred to herein upon request to the Parker Hannifin Corporation, Aircraft Wheel & Brake, 1160 Center Road, P.O. Box 158, Avon, Ohio 44011; or may examine this document at the FAA, Central Region, Office of the Assistant Chief Counsel, Room 1558, 601 E. 12th Street, Kansas City, Missouri 64106.

Issued in Kansas City, Missouri, on June 4, 1996.

Henry A. Armstrong,

*Acting Manager, Small Airplane Directorate, Aircraft Certification Service.*

[FR Doc. 96-14954 Filed 6-12-96; 8:45 am]

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**14 CFR Part 39**

[Docket No. 96-CE-11-AD]

RIN 2120-AA64

**Airworthiness Directives; Beech Aircraft Corporation 90, 99, 100, 200, and 1900 Series Airplanes**

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

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

**SUMMARY:** This document proposes to supersede AD 92-27-10, which currently requires inspecting the pilot and copilot chairs to ensure that the locking pins will fully engage in the seat tracks on certain Beech Aircraft Corporation (Beech) 90, 99, 100, 200, and 1900 series airplanes, and modifying any chair where any locking pin fails to fully engage or is misaligned. Reports of pilot and copilot chair locking pin malfunctions prompted AD 92-27-10. Since issuance of that AD, the Federal Aviation Administration (FAA) has determined that additional airplanes should be affected by the pilot and copilot chair locking pins inspection and modification (if required), and that the inspection should be accomplished in accordance with revised procedures. The proposed action would retain the inspection and modification requirements of AD 92-27-10; incorporate additional airplanes into the applicability over that included in AD 92-27-10; and require the inspection in accordance with revised service information. The actions specified by the proposed AD are intended to prevent inadvertent movement of the pilot or copilot chair, which could result in loss of control of the airplane if it occurs during a critical flight maneuver.

**DATES:** Comments must be received on or before August 16, 1996.

**ADDRESSES:** Submit comments in triplicate to the Federal Aviation Administration (FAA), Central Region, Office of the Assistant Chief Counsel, Attention: Rules Docket No. 96-CE-11-AD, Room 1558, 601 E. 12th Street, Kansas City, Missouri 64106. Comments may be inspected at this location between 8 a.m. and 4 p.m., Monday through Friday, holidays excepted.

Service information that applies to the proposed AD may be obtained from the Beech Aircraft Corporation, P.O. Box 85, Wichita, Kansas 67201-0085. This information also may be examined at the Rules Docket at the address above.

**FOR FURTHER INFORMATION CONTACT:** Mr. Steve Potter, Aerospace Engineer, Wichita Aircraft Certification Office, FAA, 1801 Airport Road, Mid-Continent Airport, Wichita, Kansas 67209; telephone (316) 946-4124; facsimile (316) 946-4407.

**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 should 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 that summarizes 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 No. 96-CE-11-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, Central Region, Office of the Assistant Chief Counsel, Attention: Rules Docket No. 96-CE-11-AD, Room 1558, 601 E. 12th Street, Kansas City, Missouri 64106.

**Discussion**

AD 92-27-10, Amendment 39-8444 (58 FR 5923, January 25, 1993), currently requires the following on certain Beech Aircraft Corporation (Beech) 90, 99, 100, 200, and 1900 series

airplanes: inspecting the pilot and copilot chairs to ensure that the locking pins will fully engage in the seat tracks, and modifying any chair where any locking pin fails to fully engage or is misaligned. Accomplishment of the inspection required by AD 92-27-10 is in accordance with Beech Service Bulletin (SB) No. 2444, Revision 1, dated September 1992.

Reports of pilot and copilot chair locking pin malfunctions, including one instance where the pilot chair slid back from the full forward position, prompted the FAA to issue AD 92-27-10. Since issuance of that AD, the FAA has determined that additional airplanes should be affected by the pilot and copilot chair locking pins inspection and modification, and that the inspection should be accomplished in accordance with revised procedures.

#### Applicable Service Information

The Beech Aircraft Corporation has revised SB No. 2444 to the Revision II level (dated May 1995). The SB revision updates airplane serial number effectivity, and incorporates an additional procedure to Step 5 of the ACCOMPLISHMENT INSTRUCTIONS section.

#### Evaluation of All Applicable Information

After examining the circumstances and reviewing all available information related to the incidents described above, including the referenced SB revision, the FAA has determined that AD action should be taken to prevent inadvertent movement of the pilot or copilot chair, which could result in loss of control of the airplane if it happens during a critical flight maneuver.

#### Explanation of the Provisions of the Proposed AD

Since an unsafe condition has been identified that is likely to exist or develop in other Beech 90, 99, 100, 200, and 1900 series airplanes of the same

type design, the proposed AD would supersede AD 92-27-10 with a new AD that would (1) retain the requirement of inspecting the pilot and copilot chairs to ensure that the locking pins will fully engage in the seat tracks, and modifying any chair where any locking pin fails to fully engage or is misaligned; (2) incorporate additional airplanes into the applicability over that included in AD 92-27-10; and (3) require the inspection in accordance with Beech SB No. 2444, Revision II, dated May 1995.

#### Cost Impact

The FAA estimates that 4,971 airplanes in the U.S. registry would be affected by the proposed AD, that it would take approximately 1 workhour per airplane to accomplish the proposed inspection, and that the average labor rate is approximately \$60 an hour. No parts are required to accomplish the proposed action. Based on these figures, the total cost impact of the proposed AD on U.S. operators is estimated to be \$298,260. This figure only takes into account the cost of the inspection and does not take into account the cost of modifying any pilot or copilot seat where the locking mechanism fails to fully engage or is misaligned. If a pilot or copilot seat fails to fully engage or is misaligned, the modification would take approximately 2 workhours per airplane at an average labor rate of \$60 per hour (\$120 per airplane).

#### Regulatory Impact

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 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) if promulgated, 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 copy of the draft regulatory evaluation prepared for this action has been placed in the Rules Docket. A copy of it may be obtained by contacting the Rules Docket at the location provided under the caption **ADDRESSES**.

#### List of Subjects in 14 CFR Part 39

Air transportation, Aircraft, Aviation safety, Safety.

#### The Proposed Amendment

Accordingly, pursuant to the authority delegated to me by the Administrator, the Federal Aviation Administration proposes to amend 14 CFR part 39 of the Federal Aviation Regulations as follows:

#### PART 39—AIRWORTHINESS DIRECTIVES

1. The authority citation for part 39 continues to read as follows:

Authority: 49 USC 106(g), 40113, 44701.

#### § 39.13 [Amended]

2. Section 39.13 is amended by removing Airworthiness Directive (AD) 92-27-10, Amendment 39-8444 (58 FR 5923, January 25, 1993), and by adding a new AD to read as follows:

Beech Aircraft Corporation: Docket No. 96-CE-11-AD. Supersedes AD 92-27-10, Amendment 39-8444.

*Applicability:* The following model and serial number airplanes, certificated in any category:

Models	Serial No.
65-90, 65-A90, B90, C90, and C90A .....	LJ-1 through LJ-1307.
65-A90-1 (U-21A) .....	LM-1 through LM-63, LM-65, LM-67 through LM-69, LM-71 through LM-99, and LM- 112 through LM-114.
65-A90-1 (JU-21A) .....	LM-64, LM-66, and LM-70.
65-A90-1 (RU-21D) .....	LM-100, LM-102 through LM-106, and LM-116 through LM-124.
65-A90-1 (RU-21H) .....	LM-101 LM-107, LM-115, LM-125, LM-127, LM-128, LM-129, LM-132, LM-133, LM- 136, LM-137, and LM-138.
65-A90-1 (RU-21A) .....	LM-108 through LM-111.
65-A90-1 (U-21G) .....	LM-126, LM-130, LM-131, LM- 134, LM-135, and LM-139 through LM-141.
65-A90-2 (RU-21B) .....	LS-1, LS-2, and LS-3.
65-A90-3 (RU-21C) .....	LT-1 and LT-2.
65-A90-4 (RU-21E) .....	LU-1, LU-3, LU-4, LU-7, LU-8, and LU-14.
65-A90-4 (RU-21H) .....	LU-2, LU-5, LU-6, LU-9, LU-10 through LU-13, and LU-15.
E90 .....	LW-1 through LW-347.
H90 (T-44A) .....	LL-1 through LL-61.
F90 .....	LA-2 through LA-236.

Models	Serial No.
99, 99A, A99A, B99, and C99 .....	U-1 through U-239.
100 and A100 .....	B-1 through B-94 and B-100 through B-247.
A100 (U-21F) .....	B-95 through B-99.
A100-1 (U-21J) .....	BB-3, BB-4, and BB-5.
B100 .....	BE-1 through BE-137.
200 and B200 .....	BB-2 and BB-6 through BB-1440.
200C and B200C .....	BL-1 through BL-72 and BL-124 through BL-137.
200CT and B200CT .....	BN-1 through BN-4.
200T and B200T .....	BT-1 through BT-34.
A200 (C-12A, C-12C) .....	BD-1 through BD-30, and BC-1 through BC-75.
A200 (UC-12B) .....	BJ-1 through BJ-66.
A200CT (C-12D) .....	BP-1, BP-22, and BP-24 through BP-51.
A200CT(FWD-12D) .....	BP-7 through BP-11.
A200CT (RC-12D) .....	GR-1 through GR-13.
A200CT (C-12F) .....	BP-52 through BP-63.
A200CT (RC-12G) .....	FC-1, FC-2, and FC-3.
A200CT (RC-12H) .....	GR-14 through GR-19.
A200CT (RC-12K) .....	FE-1 through FE-23.
B200C (C-12F) .....	BL-73 through BL-112, and BL-118 through BL-123.
B200C (UC-12F) .....	BU-1 through BU-10.
B200C (RC-12F) .....	BU-11 and BU-12.
B200C (UC-12M) .....	BV-1 through BV-10.
B200C (RC-12M) .....	BV-11 and BV-12.
B200CT (FWD-12D) .....	FG-1 and FG-2.
B200CT (C-12F) .....	BP-64 through BP-71.
1900 .....	UA-1, UA-2, and UA-3.
1900C .....	UB-1 through UB-74, and UC-1 through UC-174.
1900C (C-12) .....	UD-1 through UD-6.
1900D .....	UE-1 through UE-17.

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 within the next 150 hours time-in-service after the effective date of this AD, unless already accomplished.

To prevent inadvertent movement of the pilot or copilot chair, which could result in loss of control of the airplane if it occurs during a critical flight maneuver, accomplish the following:

(a) Inspect the pilot and copilot chairs to ensure that the locking pins will fully engage in the seat tracks in accordance with the ACCOMPLISHMENT INSTRUCTIONS section of Beech Service Bulletin (SB) No. 2444, Revision II, dated May 1995. Prior to further flight, modify any chair where any locking pin fails to fully engage or is misaligned in accordance with the maintenance manual as specified in Beech SB No. 2444, Revision II, dated May 1995.

(b) The inspection and modification required by paragraph (a) of this AD are still mandatory even if the actions were previously accomplished in accordance with Beech SB No. 2444, dated April 1992, or

Beech SB No. 2444, Revision I, dated September 1992.

(c) Special flight permits may be issued in accordance with sections 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.

(d) An alternative method of compliance or adjustment of the compliance time that provides an equivalent level of safety may be approved by the Manager, Wichita Aircraft Certification Office (ACO), 1801 Airport Road, Room 100, Mid-Continent Airport, Wichita, Kansas 67209. The request shall be forwarded through an appropriate FAA Maintenance Inspector, who may add comments and then send it to the Manager, Wichita ACO. Alternative methods of compliance approved in accordance with AD 92-27-10 (superseded by this action) are not considered approved as alternative methods of compliance with this AD.

Note 2: Information concerning the existence of approved alternative methods of compliance with this AD, if any, may be obtained from the Wichita ACO.

(e) All persons affected by this directive may obtain copies of the document referred to herein upon request to the Beech Aircraft Corporation, P.O. Box 85, Wichita, Kansas 67201-0085; or may examine this document at the FAA, Central Region, Office of the Assistant Chief Counsel, Room 1558, 601 E. 12th Street, Kansas City, Missouri 64106.

(f) This amendment supersedes AD 92-27-10, Amendment 39-8444.

Issued in Kansas City, Missouri, on June 4, 1996.

Henry A. Armstrong,  
*Acting Manager, Small Airplane Directorate,  
Aircraft Certification Service.*

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## 14 CFR Part 39

[Docket No. 95-NM-227-AD]

RIN 2120-AA64

### Airworthiness Directives; Airbus Model A300, A300-600, A310, and A320 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 Airbus Model A300, A300-600, A310, and A320 series airplanes, that currently requires an inspection of the landing gear brakes for wear, and replacement if the specified wear limits are not met. That AD also requires incorporation of the specified wear limits into the FAA-approved maintenance inspection program. This action would require that certain wear limits that are dependent on brake stack weight be used in conjunction with specified brake stack weights, and that maximum allowable