

nprmcomment@faa.gov. Comments sent via fax or the Internet must contain "Docket No. 2000-NM-65-AD" in the subject line and need not be submitted in triplicate. Comments sent via the Internet as attached electronic files must be formatted in Microsoft Word 97 or 2000 or ASCII text.

The service information referenced in the proposed rule may be obtained from Cessna Aircraft Co., P.O. Box 7706, Wichita, Kansas 67277. This information may be examined at the FAA, Transport Airplane Directorate, 1601 Lind Avenue, SW., Renton, Washington; or at the FAA, Wichita Aircraft Certification Office, 1801 Airport Road, Room 100, Mid-Continent Airport, Wichita, Kansas 67209.

FOR FURTHER INFORMATION CONTACT:

David Hirt, Aerospace Engineer, Systems and Propulsion Branch, ACE-116W, Wichita Aircraft Certification Office, 1801 Airport Road, Room 100, Mid-Continent Airport, Wichita, Kansas 67209; telephone (316) 946-4156; fax (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 shall 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 action may be changed in light of the comments received.

Submit comments using the following format:

- Organize comments issue-by-issue. For example, discuss a request to change the compliance time and a request to change the service bulletin reference as two separate issues.
- For each issue, state what specific change to the proposed AD is being requested.
- Include justification (e.g., reasons or data) for each request.

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 summarizing 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 action must submit a self-addressed, stamped postcard on which the following statement is made: "Comments to Docket Number 2000-NM-65-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, Transport Airplane Directorate, ANM-114, Attention: Rules Docket No. 2000-NM-65-AD, 1601 Lind Avenue, SW., Renton, Washington 98055-4056.

Discussion

A proposal to amend part 39 of the Federal Aviation Regulations (14 CFR part 39) to add an airworthiness directive (AD); applicable to certain Cessna Model 500, 501, 550, and 551 airplanes; was published as a notice of proposed rulemaking (NPRM) in the **Federal Register** on September 7, 2000 (65 FR 54182). That NPRM would have required inspection of the piston housing for an "SB" impression stamp; a one-time inspection of the brake assembly to detect cracked or broken brake stator disks; and replacement of the brake assembly with a new or serviceable assembly, if necessary. That NPRM was prompted by several reports of wheel lockups that appear to be caused by cracked or broken brake stator disks becoming jammed in the brake assembly and preventing rotation. Such jamming of the brake assembly may result in reduced directional control or braking performance during landing.

Actions Since Issuance of Previous Proposal

Since the issuance of that NPRM, BFGoodrich has issued Goodrich Service Bulletins 2-1528-32-2 (for airplanes equipped with BFGoodrich brake assembly part number (P/N) 2-1528-6) and 2-1530-32-2 (for airplanes equipped with BFGoodrich brake assembly P/N 2-1530-4), both Revision 5, both dated February 19, 2003. (The original NPRM refers to BFGoodrich Service Bulletins 2-1528-32-2 and 2-1530-32-2, both Revision 1, both dated February 3, 2000, as the appropriate source of service information for the actions proposed by that NPRM.) Revision 5 of the service bulletins eliminates the inspection of the brake assembly to determine if the letters "SB" have been impression-stamped on the piston housing. That action was described in earlier revisions of the service bulletins, and in paragraph (a) of the original NPRM, as a method of

determining whether it was necessary to inspect the brake stator disks for cracking. Since the issuance of the original NPRM, it has been determined that "SB" may be stamped on the piston housing of certain brake assemblies having stator disks that must be inspected for cracking. Thus, it is necessary to inspect all stator disks installed on BFGoodrich brake assemblies having P/N 2-1528-6 or 2-1530-4 to determine whether they are impression-stamped with "CHG AI" or with a change letter "B" or higher, and to inspect for cracking of subject stator disks and replace them if necessary.

Also since the issuance of the original NPRM, BFGoodrich has issued service bulletins 2-1528-32-3 (for BFGoodrich brake assembly P/N 2-1528-6) and 2-1530-32-3 (for BFGoodrich brake assembly P/N 2-1530-4), both dated March 23, 2000. Those service bulletins apply to BFGoodrich brake assemblies having P/N 2-1528-6 or 2-1530-4 that are used as spare parts. The service bulletins describe procedures for an inspection of the stator disks installed on those brake assemblies to determine whether they are impression-stamped with "CHG AI" or with a change letter "B" or higher, and replacement of subject stator disks with new disks.

Accomplishment of the actions specified in the applicable service bulletin is intended to adequately address the identified unsafe condition.

Differences Between Service Bulletins and Supplemental NPRM

This supplemental NPRM differs from the service bulletins in that for any stator disk not stamped with "CHG AI" or "CHG B" or a higher change letter, if the piston housing is impression-stamped with the letters "SB," this supplemental NPRM would require that the existing markings on the piston housing be removed by stamping "XX" over the letters "SB." Though the service bulletin does not specify this action, we find that it is necessary to require this action to ensure that it is evident that the actions proposed by this supplemental NPRM have been accomplished on the affected parts.

This supplemental NPRM also differs from the service bulletins in that it would require accomplishing an initial inspection to determine the change letter of the brake stator disks within 50 landings or 90 days after the effective date of this AD, whichever occurs first. We find that this compliance time is consistent with that proposed in the original NPRM and is adequate to ensure the continued flight safety of the affected airplane fleet. For any stator disk not stamped with "CHG AI" or