

“CHG B” or a higher change letter, the compliance time for the detailed inspection for cracked or broken stator disks is consistent with the compliance time given in the service bulletin for those actions.

#### Comments

Due consideration has been given to the comments received from a single commenter in response to the original NPRM.

#### Request To Clarify Proposed Requirement

The commenter requests that the FAA revise paragraph (b) of the original NPRM to specify that the requirements of that paragraph need only be accomplished if “SB” is not impression-stamped on the piston housing. The commenter states that this would provide necessary clarification.

We do not concur. As explained previously, we have determined that even if “SB” is impression-stamped on the piston housing, all subject brake assemblies must be inspected to ensure that all stator disks are impression-stamped with “CHG A1” or with a change letter “B” or higher. We have made no change to the supplemental NPRM in this regard, other than the changes associated with the new service information described previously.

#### Request To Withdraw NPRM

The commenter, the brake manufacturer, believes that the current inspection criteria and fleet compliance has reasonably addressed the issue of broken brake stator disks and that the proposed AD is not required. The commenter makes the following statements to justify its request:

- A reduction in the repetitive interval for replacing brakes on airplanes operated in the most severe conditions appears to have greatly reduced the occurrence of stator failures.
- Since the issuance of the BFGoodrich service bulletins referenced in the original NPRM, the commenter is not aware of any additional reports of locked wheels caused by broken brake stator disks.
- Brakes and brake stator disks in spares inventories have been addressed through the issuance of BFGoodrich Service Bulletins 2-1528-32-3 and 2-1530-32-3.
- Operators of subject airplanes have been briefed about the problem of cracked or broken brake stator disks.
- Cessna reports that 70 percent of the worldwide fleet of affected airplanes have already complied with the actions

that would be required by the proposed AD.

We acknowledge the facts presented by the commenter. However, we do not agree that it is appropriate to withdraw the proposed AD. It is necessary to issue an AD to ensure that all affected airplanes are inspected and that the necessary corrective actions are accomplished to eliminate the unsafe condition. In addition, issuance of an AD also assists us in meeting our obligation to advise other civil airworthiness authorities of unsafe conditions identified in products manufactured in the United States, in accordance with various bilateral airworthiness agreements with countries around the world. Therefore, it is both warranted and necessary to issue this AD.

#### Request for Information on Additional Incidents

The commenter notes that it is aware of 3 reports of a locked wheel and 16 reports of broken stator disks. The commenter asks the FAA to provide it with information on additional reports of incidents of locked wheels resulting from broken brake stator disks.

We have not received any reports of locked wheels resulting from broken brake stator disks other than those noted by the commenter. We have made no change to the supplemental NPRM in this regard.

#### Request To Revise Cost Impact

The commenter requests that the cost information in the original NPRM be revised to reflect exactly the cost information provided in the relevant BFGoodrich service bulletins. We do not concur. It is our practice to round up work hour figures to a whole number, which is how we arrived at the work hour estimates provided in the original NPRM. We have made no change to the supplemental NPRM in this regard.

#### Explanation of Additional Change to Original NPRM

For clarification and to reflect model designations in the most recent revision of the Type Certificate Data Sheet for the affected airplanes, we have revised all references to “Cessna Model 500 series airplanes” in the original NPRM to refer to “Cessna Model 500, 501, 550, and 551 airplanes” in this supplemental NPRM.

#### Conclusion

Since the changes related to the newly issued service information expand the scope of the originally proposed rule, we have determined that it is necessary to reopen the comment period to

provide additional opportunity for public comment.

#### Changes to 14 CFR Part 39/Effect on the Proposed AD

On July 10, 2002, we issued a new version of 14 CFR part 39 (67 FR 47997, July 22, 2002), which governs our AD system. This regulation now includes material that relates to altered products, special flight permits, and alternative methods of compliance (AMOCs). Because we have now included this material in part 39, only the office authorized to approve AMOCs is identified in each individual AD. Therefore, in this supplemental NPRM, we have removed Note 1 and paragraph (d) and revised paragraph (c) of the original NPRM.

#### Change to Labor Rate Estimate

Since the issuance of the original NPRM, we have reviewed the figures we have used over the past several years to calculate AD costs to operators. To account for various inflationary costs in the airline industry, we find it necessary to increase the labor rate used in these calculations from \$60 per work hour to \$65 per work hour. The cost impact information, below, reflects this increase in the specified hourly labor rate.

#### Cost Impact

There are approximately 370 airplanes of the affected design in the worldwide fleet. We estimate that 259 airplanes of U.S. registry would be affected by this proposed AD. It would take up to 1 work hour per airplane to accomplish the proposed inspection if the inspection were done at the time of a tire change and up to 4 work hours per airplane if the inspection were done at a different time, at an average labor rate of \$65 per work hour. Based on these figures, the cost impact of the proposed AD on U.S. operators is estimated to be \$16,835, or \$65 per airplane, for inspections of the brake assembly done at the time of a tire change; or up to \$67,340, or \$260 per airplane, for inspections done at a different time.

The cost impact figures discussed above are based on assumptions that no operator has yet accomplished any of the proposed requirements of this AD action, and that no operator would accomplish those actions in the future if this AD were not adopted. The cost impact figures discussed in AD rulemaking actions represent only the time necessary to perform the specific actions actually required by the AD. These figures typically do not include incidental costs, such as the time required to gain access and close up,