

closing date and may amend this proposed AD in light of those comments and contacts.

## Discussion

*Has FAA taken any action to this point?* Cessna designed add-on shoulder harness assembly accessory kits for the pilot/co-pilot seats for certain Cessna airplanes. These shoulder harness assemblies incorporate a retainer spring in the adjuster on the upper and lower shoulder harness. The retainer spring may have been inadvertently installed on the belt friction pin. This installation of the spring in the upper shoulder harness adjuster will not allow the belt webbing to lock in place.

This caused us to issue AD 86-26-04, Amendment 39-5503 (52 FR 520, January 7, 1987). AD 86-26-04 currently requires the following on certain Cessna 120, 140, 140A, 150, F150, 170, 172, F172, FR172, P172D, 175, 177, 180, 182, 185, A185E, 190, 195, 205, 205A, 206, P206, P206E, TP206A, TU206, TU206E, U206, U206E, 207, T207, 210, T210, 336, 337, and T337 series airplanes:

- Inspecting the upper shoulder harness adjuster for the presence of a retainer spring;
- If retainer spring is found, removing the retainer spring; and
- Stamping out the -401 identification number.

*What has happened since AD 86-26-04 to initiate this proposed action?* We have received reports that additional airplanes have the same unsafe condition. Cessna has revised the related service information to include these additional airplanes.

Cessna has also revised the related service information to correct the reference to the part number (P/N) of the shoulder harness adjusters. The P/N referenced is referenced as 44030-401 in Cessna Single Engine Service Bulletin SEB86-8 and Cessna Multi-engine Service Bulletin MEB86-22, both dated November 21, 1986. The correct P/N is 443030-401.

*What are the consequences if the condition is not corrected?* If not corrected, the shoulder harness could fail to maintain proper belt length adjustment and tension. This failure could result in pilot/co-pilot injury.

*Is there service information that applies to this subject?* Cessna has issued Single Engine Service Bulletin SEB86-8, Revision 1, and Cessna Multi-engine Service Bulletin MEB86-22, Revision 1, both dated July 28, 2003.

*What are the provisions of this service information?* These service bulletins include procedures for:

- Inspecting the upper shoulder harness adjuster for the presence of a retainer spring;
- If retainer spring is found, removing the retainer spring; and
- Stamping out the -401 identification number.

## FAA's Determination and Requirements of This Proposed AD

*What has FAA decided?* We have evaluated all pertinent information and identified an unsafe condition that is likely to exist or develop on other products of this same type design. Therefore, we are proposing AD action.

*What would this proposed AD require?* This proposed AD would supersede AD 86-26-04 with a new AD that would incorporate the actions in

the previously-referenced service bulletin. This proposed AD would apply to certain Cessna Models 120, 140, 140A, 150, F150, 170, 172, F172, FR172, P172D, 175, 177, 180, 182, 185, A185E, 190, 195, 206, P206, U206, TP206, TU206, 207, T207, 210, T210, 336, 337, and T337 series airplanes.

*Are there differences between the service information and this AD?* Yes. The service information requires removal of the retainer springs on both the upper and lower adjuster. However, this AD only addresses the upper shoulder harness adjuster.

The installation of the springs in the lower adjuster does not constitute an unsafe condition. Therefore, we are not proposing a requirement to remove the spring from the lower adjuster.

*How does the revision to 14 CFR part 39 affect this proposed AD?* On July 10, 2002, we published a new version of 14 CFR part 39 (67 FR 47997, July 22, 2002), which governs FAA's AD system. This regulation now includes material that relates to altered products, special flight permits, and alternative methods of compliance. This material previously was included in each individual AD. Since this material is included in 14 CFR part 39, we will not include it in future AD actions.

## Costs of Compliance

*How many airplanes would this proposed AD impact?* We estimate that this proposed AD affects 75,329 airplanes in the U.S. registry.

*What would be the cost impact of this proposed AD on owners/operators of the affected airplanes?* We estimate the following costs to accomplish this proposed inspection:

Labor cost	Parts cost	Total cost per airplane	Total cost on U.S. operators
1 workhour × \$65 per hour = \$65 .....	No parts required .....	\$65	\$65 × 75,329 = \$4,896,385.

We estimate the following costs to accomplish any necessary modification that would be required based on the

results of this proposed inspection. We have no way of determining the number

of airplanes that may need this modification:

Labor cost	Parts cost	Total cost per airplane
1 workhour × \$65 per hour = \$65 .....	No parts required .....	\$65

*What is the difference between the cost impact of this proposed AD and the cost impact of AD 86-26-04?* The difference is the addition of 26 airplanes to the applicability section of this proposed AD. There is no difference in

cost to perform the proposed inspection and the proposed modification.

## Regulatory Findings

*Would this proposed AD impact various entities?* We have determined that this proposed AD would not have federalism implications under Executive

Order 13132. This proposed AD would not have a substantial direct effect 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.