

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

brake wear limits for additional brake units be incorporated into the FAA-approved maintenance program. This proposal is prompted by a report that some brakes that are subject to the requirements of the existing AD have not been removed from service and by the determination of the maximum allowable brake wear limits for additional brake unit part numbers. The actions specified by the proposed AD are intended to prevent the loss of brake effectiveness during a high energy rejected takeoff.

DATES: Comments must be received by July 22, 1996.

ADDRESSES: Submit comments in triplicate to the Federal Aviation Administration (FAA), Transport Airplane Directorate, ANM-103, Attention: Rules Docket No. 95-NM-227-AD, 1601 Lind Avenue, SW., Renton, Washington 98055-4056. Comments may be inspected at this location between 9:00 a.m. and 3:00 p.m., Monday through Friday, except Federal holidays.

The service information referenced in the proposed rule may be obtained from Messier Services, 45635 Willow Pond Plaza, Sterling, Virginia 20164; Allied Signal Aerospace, Technical Publications, Dept. 65-70, P.O. Box 52170, Phoenix, Arizona 85072-2170; or BFGoodrich Company, Aircraft Evacuation Systems, Department 7916, Phoenix, Arizona 85040. This information may be examined at the FAA, Transport Airplane Directorate, 1601 Lind Avenue, SW., Renton, Washington.

FOR FURTHER INFORMATION CONTACT: Joe Jacobsen, Aerospace Engineer, Standardization Branch, ANM-113, FAA, Transport Airplane Directorate, 1601 Lind Avenue, SW., Renton, Washington 98055-4056; telephone (206) 227-2011; fax (206) 227-1149.

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 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 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 notice must submit a self-addressed, stamped postcard on which the following statement is made: "Comments to Docket Number 95-NM-227-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-103, Attention: Rules Docket No. 95-NM-227-AD, 1601 Lind Avenue, SW., Renton, Washington 98055-4056.

Discussion

On December 14, 1994, the FAA issued AD 94-26-05, amendment 39-9101 (59 FR 65927, December 22, 1994), applicable to certain Airbus Model A300, A300-600, A310, and A320 series airplanes, to require an inspection of certain 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. That action was prompted by an accident in which a transport category airplane executed a rejected takeoff (RTO) and was unable to stop on the runway due to worn brakes, and subsequent review of allowable brake wear limits for all transport category airplanes. The requirements of that AD are intended to prevent the loss of brake effectiveness during a high energy RTO.

Actions Since Issuance of Previous Rule

Since the issuance of that AD, the airplane manufacturer and one brake unit manufacturer have advised the FAA that certain brake part numbers and maximum brake wear information provided to the FAA and specified in AD 94-26-05 was incorrect and must be revised. The FAA finds that this information must be revised in order to ensure that any brake worn beyond its maximum wear limit is replaced with a brake within that limit.

Additionally, the FAA has been advised that some brakes that are subject to the requirements of AD 94-26-05 have not been removed from service. These particular brakes are

unable to withstand maximum RTO energy with the wear pin limit specified in the existing AD due to lower brake stack weights. Consequently, the FAA has determined that a requirement that certain wear limits that are dependent on brake stack weight must be used in conjunction with appropriate brake stack weights specified in the brake manufacturer's Component Maintenance Manual (CMM), certain service bulletins, or the Airplane Maintenance Manual.

Further, additional brake unit part numbers that were not addressed in AD 94-26-05 have since been evaluated, and the maximum allowable brake wear limits for these brake units have been determined in accordance with a methodology approved by the FAA. The newly identified maximum brake wear limits must be applied to these brake configurations in order to ensure their braking effectiveness. The FAA has determined that airplanes equipped with these brake units are currently subject to the same unsafe condition addressed in the existing AD.

The FAA also finds that references to certain brake part numbers that were specified in the existing AD must be clarified to indicate that the listing refers to a "series" of brake part numbers.

Additionally, the FAA has determined that certain service information specified in the existing AD must be revised to specify issuance dates and revision levels.

Type Certification of the Affected Airplanes

These airplane models are manufactured in France 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.

Explanation of Requirements of Proposed Rule

Since an unsafe condition has been identified that is likely to exist or develop on other airplanes that are of the same type design, that are equipped with the subject brake configurations, and that are registered in the United States, the proposed AD would supersede AD 94-26-05. This proposed AD would continue to require inspection of certain landing gear brakes for wear, replacement of the brakes if certain wear limits are not met, and incorporation of the specified wear limits into the FAA-approved maintenance inspection program. Additionally, the proposed AD would:

- Revise certain brake part numbers and maximum brake wear information specified in the existing AD;
- Require that certain wear limits that are dependent on brake stack weight be used in conjunction with appropriate brake stack weights specified in various service documents; and
- Require that maximum allowable brake wear limits for additional brake units be incorporated into the FAA-approved maintenance program.

Cost Impact

There are approximately 165 Model A300, A300-600, A310, and A320 series airplanes of U.S. registry that would be affected by this proposed AD.

Incorporation of the revision of the FAA-approved maintenance inspection program, which is currently required by AD 94-26-05, takes approximately 20 work hours per operator (for 4 U.S. operators) to accomplish, at an average labor rate of \$60 per work hour. Based on these figures, the cost impact on U.S. operators to accomplish this currently required action is estimated to be \$4,800, or \$1,200 per operator.

The inspection currently required by AD 94-26-05 takes approximately 15 work hours per airplane to accomplish, at an average labor rate of \$60 per work hour. The cost of required parts to accomplish the change in wear limits for these airplanes (that is, the cost resulting from the requirement to change the brakes before they are worn to their previously approved limits for a one-time change) will be approximately \$2,236 per airplane. The FAA estimates that 46 of the 165 affected airplanes of U.S. registry will be required to accomplish the inspection. Based on these figures, the cost impact on U.S. operators to accomplish the currently required inspection is estimated to be \$144,256, or \$3,136 per airplane.

The new actions that are proposed in this AD action would affect one U.S. operator of 8 airplanes. The FAA estimates that the new actions would take approximately 15 work hours per airplane to accomplish, at an average labor rate of \$60 per work hour.

Required parts would cost approximately \$2,236 per airplane. Based on these figures, the cost impact on the affected U.S. operator of the proposed requirements of this AD is estimated to be \$3,136 per airplane.

The cost impact figures discussed above are based on assumptions that no operator has yet accomplished any of the current or proposed requirements of this AD action, and that no operator would accomplish those actions in the future if this AD were not adopted.

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 proposed regulation (1) is not a "significant regulatory action" under Executive Order 12866; (2) is not a "significant rule" under the 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 is contained 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 part 39 of the Federal Aviation Regulations (14 CFR part 39) as follows:

PART 39—AIRWORTHINESS DIRECTIVES

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

Authority: 49 U.S.C. 106(g), 40113, 44701.

§ 39.13 [Amended]

2. Section 39.13 is amended by removing amendment 39-9101 (59 FR 65927, December 22, 1994), and by adding a new airworthiness directive (AD), to read as follows:

Airbus Industrie: Docket 95-NM-227-AD. Superseded AD 94-26-05, Amendment 39-9101.

Applicability: Model A300, A300-600, A310, and A320 series airplanes equipped with Messier-Bugatti, BFGoodrich, Allied Signal (ALS) Aerospace Company (Bendix), or Aircraft Braking Systems (ABS) brakes; certificated in any category.

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 as indicated, unless accomplished previously.

To prevent the loss of brake effectiveness during a high energy rejected takeoff (RTO), accomplish the following:

RESTATEMENT OF REQUIREMENTS OF AD 94-26-05

(a) Within 180 days after January 23, 1995 (the effective date of AD 94-26-05, amendment 39-9101), accomplish paragraphs (a)(1) and (a)(2) of this AD.

(1) Inspect main landing gear brakes having the brake part numbers listed in Table 1, below, for wear. Any brake worn more than the maximum wear limit specified in Table 1, below, must be replaced, prior to further flight, with a brake within that limit.

TABLE 1

[Airbus Industrie Model A300, A300-600, A310, and A320 Series Airplanes Equipped with Messier-Bugatti, BFGoodrich, Allied Signal (ALS) Aerospace Company (Bendix), or Aircraft Braking Systems (ABS) Brakes]

Airplane model/series	Brake manufacturer	Brake part No.	Maximum brake wear limit (inch/mm)
A300 B2-100	Messier-Bugatti	286349-115	0.98" (25.0 mm).
A300 B2-100	Messier-Bugatti	286349-116	0.98" (25.0 mm).
A300 B2-100	BFGoodrich	2-1449	1.4" (35.6 mm).
A300 B2-100	BFGoodrich	2-1449	1.1" (27.9 mm) S.C.*
A300 B4-100	Messier-Bugatti	A21329-41-7	1.1" (28.0 mm).

TABLE 1—Continued

[Airbus Industrie Model A300, A300–600, A310, and A320 Series Airplanes Equipped with Messier-Bugatti, BFGoodrich, Allied Signal (ALS) Aerospace Company (Bendix), or Aircraft Braking Systems (ABS) Brakes]

Airplane model/series	Brake manufacturer	Brake part No.	Maximum brake wear limit (inch/mm)
A300 B4–100	Messier-Bugatti	A21329–41–17	1.1" (28.0 mm).
A300 B4–100	ALS (Bendix)	2606802–3/–4/–5	0.9" (22.9 mm).
A300 B4–100	ALS (Bendix)	2606802–3/–4/–5	1.48" (37.6 mm) S.C.*
A300 B4–100	BFGoodrich	2–1449	1.4" (35.6 mm).
A300 B4–100	BFGoodrich	2–1449	1.1" (27.9 mm) S.C.*
A300 B4–200 and A300–600	Messier-Bugatti	C20060–100	1.1" (28.0 mm).
A300–600	ALS (Bendix)	2607932–1	0.9" (22.9 mm).
A300–600	ALS (Bendix)	2607932–1	1.48" (37.6 mm) S.C.*
A300 B4–600R	Messier-Bugatti	C20210000	1.97" (50.0 mm).
A300 B4–600R	Messier-Bugatti	C20210200	1.97" (50.0 mm).
A310–200	Messier-Bugatti	C20089000	1.1" (28.0 mm).
A310–200	ALS (Bendix)	2606822–1	1.26" (32.0 mm).
A310–200	ALS (Bendix)	2606822–1	1.5" (38.2 mm) S.C.*
A310–300	Messier-Bugatti	C20194000	1.97" (50.0 mm).
A310–300	Messier-Bugatti	C20194200	1.97" (50.0 mm).
A310–300	ABS	5010995	1.97" (50.0 mm).
A320	Messier-Bugatti	C20225000	1.97" (50.0 mm).
A320	Messier-Bugatti	C20225200	1.97" (50.0 mm).
A320	BFGoodrich	2–1526–2	1.97" (50.0 mm).
A320	BFGoodrich	2–1526–3/–4	2.68" (68.0 mm).

* S.C. represents "Service Configured" brakes, which are marked according to the instructions provided in the brake manufacturer's Component Maintenance Manual (CMM).

Note 2: Measuring instructions that must be revised to accommodate the new brake wear limits specified in Table 1, above, can be found in Chapter 32–42–27 of the Airplane Maintenance Manual (AMM), in Chapter 32–32–() or 32–44–() of the brake manufacturer's CMM, or in certain service bulletins (SB), as listed in Table 2, below:

TABLE 2

Brake manufacturer	Part No.	Document/chapter	Date/revision (or later revisions)
FOR MODEL A300 B2–100 SERIES AIRPLANES:			
Messier-Bugatti	286349–115	CMM 32–42–27	April 1991.
Messier-Bugatti	286349–116	CMM 32–42–27	April 1991.
BFGoodrich	2–1449 and S.C.*	CMM 32–44–37	January 1993.
		SB 567 (2–1449–32–4)	January 30, 1993.
FOR MODEL A300 B4–100 SERIES AIRPLANES:			
ALS (Bendix)	2606802–3	CMM 32–42–02	September 1993.
	2606802–4	SB 2606802–32–003	March 31, 1993.
	2606802–5 and S.C.*		
BFGoodrich	2–1449 and S.C.*	CMM 32–44–37	January 1993.
		SB 567 (2–1449–32–4)	January 30, 1993.
FOR MODEL A300 B4–200 AND A300–600 SERIES AIRPLANES:			
ALS (Bendix)	2607932–1 and S.C.*	CMM 32–42–27	September 1993.
		SB 2607932–32–002	March 31, 1993 and Revision 1/ October 1, 1993.
FOR MODEL A300 B4–600R SERIES AIRPLANES:			
Messier-Bugatti	C20210000 and C20210200	Airbus SB 470–32–675	April 6, 1990.
FOR MODEL A310–200 SERIES AIRPLANES:			
ALS (Bendix)	2606822–1 & S.C.*	CMM 32–42–03	September 1993.
		SB 2606822–32–002	March 31, 1993.
FOR MODEL A310–300 SERIES AIRPLANES:			
Messier-Bugatti	C20225000 and C20225200	Airbus SB 470–32–675	April 6, 1990.

* S.C. represents "Service Configured" brakes, which are marked according to the instructions provided in the brake manufacturer's CMM.

(2) Incorporate into the FAA-approved maintenance inspection program the maximum brake wear limits specified in paragraph (a)(1) of this AD.

Note 3: Once an operator has complied with the requirements of paragraphs (a)(1) and (a)(2) of this AD, those paragraphs do not require that operators subsequently record accomplishment of those requirements each time a brake is inspected or overhauled in accordance with that operator's FAA-approved maintenance inspection program.

NEW REQUIREMENTS OF THIS AD

(b) Within 90 days after the effective date of this AD, revise the FAA-approved maintenance program to include the requirements of paragraphs (b)(1), (b)(2), (b)(3), and (b)(4) of this AD. Accomplishment of these requirements terminates the requirements of paragraph (a) of this AD.

(1) Incorporate the maximum wear pin limits specified in Table 3 of this AD into the FAA-approved maintenance program.

(2) Comply with those measurements thereafter.

(3) Measure the brake wear in accordance with Chapter 32-42-27 of the AMM, with Chapter 32-32-() of the brake manufacturer's CMM, or with certain service bulletins (SB), as listed in Table 4, below. Brake wear limits specified in Table 3, below, that are identified in the service information specified in Table 4, below, as being dependent on brake stack weights shall be used in conjunction with the brake stack weights specified in that service information.

(4) If any brake has measured wear beyond the maximum wear limits specified in Table 3 of this AD, prior to further flight, replace it with a brake that is within the wear limits specified in Table 3.

TABLE 3

Airbus Industrie Model A300, A300-600, A310, and A320 Series Airplanes Equipped with Messier-Bugatti, BFGoodrich, Allied Signal (ALS) Aerospace Company (Bendix), or Aircraft Braking Systems (ABS) Brakes

Airplane model/series	Brake manufacturer	Brake part No.	Maximum brake wear limit (inch/mm)
A300 B2-100	Messier-Bugatti	286349-115	0.98" (25.0 mm).
A300 B2-100	Messier-Bugatti	286349-116	0.98" (25.0 mm).
A300 B2-100	BFGoodrich	2-1449	1.4" (35.6 mm).
A300 B2-100	BFGoodrich	2-1449	1.1" (27.9 mm) S.C.*
A300 B4-100	Messier-Bugatti	A21329-41-7	1.1" (28.0 mm).
A300 B4-100	Messier-Bugatti	A21329-41-17	1.1" (28.0 mm).
A300 B4-100/-200	ALS (Bendix)	2606802-3/-4/-5	0.9" (22.9 mm).
A300 B4-100/-200	ALS (Bendix)	2606802-3/-4/-5	1.48" (37.6 mm) S.C.*
A300-B4-100	BFGoodrich	2-1449	1.4" (35.6 mm).
A300-B4-100	BFGoodrich	2-1449	1.1" (27.9 mm) S.C.*
A300-600	Messier-Bugatti	C20060-100 Series	1.1" (28.0 mm).
A300-600	ALS (Bendix)	2607932-1	0.9" (22.9 mm).
A300-600	ALS (Bendix)	2607932-1	1.48" (37.6 mm) S.C.*
A300 B4-600R	Messier-Bugatti	C20210000 Series	1.97" (50.0 mm).
A300 B4-600R	Messier-Bugatti	C20210200 Series	1.97" (50.0 mm).
A310-200	Messier-Bugatti	C20089000 Series	1.1" (28.0 mm).
A310-200	ALS (Bendix)	2606822-1	1.26" (32.0 mm).
A310-200	ALS (Bendix)	2606822-1	1.5" (38.2 mm) S.C.*
A310-300	Messier-Bugatti	C20194000 Series	1.97" (50.0 mm).
A310-300	Messier-Bugatti	C20194200 Series	1.97" (50.0 mm).
A310-300	ABS	5010995	2.22" (56.39 mm).
A320	Messier-Bugatti	C20225000 Series	1.97" (50.0 mm).
A320	Messier-Bugatti	C20225200 Series	1.97" (50.0 mm).
A320	BFGoodrich	2-1526	1.97" (50.0 mm).
A320	BFGoodrich	2-1526-2	1.97" (50.0 mm).
A320	BFGoodrich	2-1526-5	1.97" (50.0 mm).
A320	BFGoodrich	2-1526-3/-4	2.68" (68.0 mm).
A320	BFGoodrich	2-1572	2.68" (68.0 mm).
A320	ABS	5011075	2.14" (54.36 mm).

* S.C. represents "Service Configured" brakes, which are marked according to the instructions provided in the brake manufacturer's CMM.

TABLE 4

Brake manufacturer	Part No.	Document/chapter	Date/revision (or later revisions)
FOR MODEL A300 B2-100 SERIES AIRPLANES:			
Messier-Bugatti	286349-115	CMM 32-42-27	April 30, 1991.
Messier-Bugatti	286349-116	CMM 32-42-27	April 30, 1991.
BFGoodrich	2-1449 and S.C.*	CMM 32-44-37	January 30, 1993.
		SB 567 (2-1449-32-4)	January 30, 1993.
FOR MODEL A300 B4-100 SERIES AIRPLANES:			
Messier-Bugatti	A21329-41-17	CMM 32-44-37	January 30, 1993.
ALS (Bendix)	2606802-3	CMM 32-42-02	Revision 7/April 30, 1995.
	2606802-4	SB 2606802-32-003	March 31, 1993, and
	2606802-5 and S.C.*		Revision 1/October 1, 1993.
BFGoodrich	2-1449 and S.C.*	CMM 32-44-37	January 30, 1993.
		SB 567 (2-1449-32-4)	January 30, 1993.
FOR MODEL A300 B4-200 SERIES AIRPLANES:			
Messier-Bugatti	C20060-100 Series	CMM 32-44-24	December 31, 1991.
ALS (Bendix)	2606802-3	CMM 32-42-02	Revision 7/April 30, 1995.
	2606802-4	SB 2606802-32-003	March 31, 1993, and
	2606802-5 and S.C.*		Revision 1/October 1, 1993.

TABLE 4—Continued

Brake manufacturer	Part No.	Document/chapter	Date/revision (or later revisions)
FOR MODEL A300–600 SERIES AIRPLANES:			
Messier-Bugatti ALS (Bendix)	C20060–100 Series 2607932–1 and S.C.*	CMM 32–44–24 CMM 32–42–05 SB 2607932–32–002 SB 2607932–32–003	December 31, 1991. Revision 4/February 15, 1992. March 31, 1993, and Revision 1/October 1, 1993. May 31, 1995.
FOR MODEL A300 B4–600R SERIES AIRPLANES:			
Messier-Bugatti	C20210000 and C20210200 Series	CMM 32–44–51 SB 470–32–675	August 31, 1994. Revision 1/ September 26, 1994.
FOR MODEL A310–200 SERIES AIRPLANES:			
Messier-Bugatti ALS (Bendix)	C20089000 Series 2606822–1 and S.C.	CMM 32–46–23 CMM 32–42–03 SB 2606822–32–002	January 31, 1992. Revision 5/ January 31, 1991. March 31, 1993.
FOR MODEL A310–300 SERIES AIRPLANES:			
Messier-Bugatti	C20194000 and C20194200 Series	CMM 32–46–37 SB 470–32–675	August 31, 1994. Revision 1/ September 26, 1994.
ABS	5010995	CMM 32–43–97	February 28, 1991.
FOR MODEL A320 SERIES AIRPLANES:			
Messier-Bugatti	C20225000 and C20225200 Series	CMM 32–47–20 SB 580–32–3042	January 31, 1995. Revision 1/June 30, 1995.
BFGoodrich	2–1526/–2/–5 2–1526–3/–4 2–1572	CMM 32–44–38 CMM 32–44–38 CMM 32–41–63	March 15, 1993. March 15, 1993. April 29, 1994.
ABS	5011075	CMM 32–41–18	February 28, 1991.

* S.C. represents "Service Configured" brakes, which are marked according to the instructions provided in the brake manufacturer's CMM.

NOTE 4: Once an operator has complied with the requirement of paragraph (b) of this AD, that paragraph does not require that the operator subsequently record accomplishment of those requirements each time a brake is inspected or overhauled in accordance with that operator's FAA-approved maintenance inspection program.

(c) Prior to installation of any brake having a part number other than those specified in Table 3 of this AD, revise the FAA-approved maintenance program to include the provisions specified in paragraph (b) of this AD for that part number brake, that have been approved by the Manager, Standardization Branch, ANM–113, FAA, Transport Airplane Directorate.

(d) An alternative method of compliance or adjustment of the compliance time that provides an acceptable level of safety may be used if approved by the Manager, Standardization Branch, ANM–113. Operators shall submit their requests through an appropriate FAA Principal Maintenance Inspector, who may add comments and then send it to the Manager, Standardization Branch, ANM–113.

Note 5: Information concerning the existence of approved alternative methods of compliance with this AD, if any, may be obtained from the Standardization Branch, ANM–113.

(e) 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. Issued in Renton, Washington, on June 6, 1996.

James V. Devany,

Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.

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