

List of Subjects in 14 CFR Part 39

Air transportation, Aircraft, Aviation safety, Incorporation by reference, Safety.

Adoption of the Amendment

Accordingly, pursuant to the authority delegated to me by the Administrator, the Federal Aviation Administration amends 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 adding the following new airworthiness directive:

98-20-27 Airbus Industrie: Amendment 39-10793. Docket 98-NM-82-AD.

Applicability: All Model A300-600 airplanes, 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 (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 as indicated, unless accomplished previously.

To detect and correct fatigue cracking of the wing top skin at the front spar joint, which could result in reduced structural integrity of the airplane, accomplish the following:

(a) Prior to the accumulation of 22,000 total flight cycles, or within 2,000 flight cycles after the effective date of this AD, whichever occurs later, perform a detailed visual inspection to detect fatigue cracking of the wing top skin at the front spar joint, in accordance with Airbus Service Bulletin A300-57-6045, Revision 1, dated August 3, 1994, including Appendix 1, Revision 1, dated August 3, 1994; or Airbus Service Bulletin A300-57-6045, Revision 02, dated April 21, 1998, including Appendix 1, Revision 02, dated April 21, 1998. Repeat the detailed visual inspection thereafter at intervals not to exceed 8,000 flight cycles.

(b) If any cracking is suspected or detected during any inspection required by paragraph (a) of this AD, prior to further flight, perform an eddy current inspection to confirm the findings of the visual inspection, in accordance with Airbus Service Bulletin

A300-57-6045, Revision 1, dated August 3, 1994, including Appendix 1, Revision 1, dated August 3, 1994; or Airbus Service Bulletin A300-57-6045, Revision 02, dated April 21, 1998, including Appendix 1, Revision 02, dated April 21, 1998. If any cracking is detected during any eddy current inspection, prior to further flight, repair in accordance with a method approved by the Manager, International Branch, ANM-116, FAA, Transport Airplane Directorate, or the Direction Générale de l'Aviation Civile or (its delegated agent).

(c) 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, International Branch, ANM-116. Operators shall submit their requests through an appropriate FAA Principal Maintenance Inspector, who may add comments and then send it to the Manager, International Branch, ANM-116.

Note 2: Information concerning the existence of approved alternative methods of compliance with this AD, if any, may be obtained from the International Branch, ANM-116.

(d) 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.

(e) The actions shall be done in accordance with Airbus Service Bulletin A300-57-6045, Revision 1, dated August 3, 1994, including Appendix 1, Revision 1, dated August 3, 1994; or Airbus Service Bulletin A300-57-6045, Revision 02, dated April 21, 1998, including Appendix 1, Revision 02, dated April 21, 1998. Revision 1 of Airbus Service Bulletin A300-57-6045 contains the following list of effective pages:

Page No.	Revision level shown on page	Date shown on page
1-10	1	August 3, 1994.

Appendix 1

1-2	1	August 3, 1994.
3-6	Original	March 18, 1993.

This incorporation by reference was approved by the Director of the Federal Register in accordance with 5 U.S.C. 552(a) and 1 CFR part 51. Copies may be obtained from Airbus Industrie, 1 Rond Point Maurice Bellonte, 31707 Blagnac Cedex, France. Copies may be inspected at the FAA, Transport Airplane Directorate, 1601 Lind Avenue, SW., Renton, Washington; or at the Office of the Federal Register, 800 North Capitol Street, NW., suite 700, Washington, DC.

Note 3: The subject of this AD is addressed in French airworthiness directive 97-374-238(B), dated December 3, 1997.

(f) This amendment becomes effective on October 29, 1998.

Issued in Renton, Washington, on September 16, 1998.

S.R. Miller,

Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.

[FR Doc. 98-25354 Filed 9-23-98; 8:45 am]

BILLING CODE 4910-13-U

DEPARTMENT OF TRANSPORTATION**Federal Aviation Administration****14 CFR Part 39**

[Docket No. 98-CE-84-AD; Amendment 39-10794; AD 98-19-15]

RIN 2120-AA64

Airworthiness Directives; Fairchild Aircraft, Inc. SA226 and SA227 Series Airplanes

AGENCY: Federal Aviation Administration, DOT.

ACTION: Final rule; request for comments.

SUMMARY: This document publishes in the Federal Register an amendment adopting Airworthiness Directive (AD) 98-19-15, which was sent previously to all known U.S. owners and operators of Fairchild Aircraft, Inc. (Fairchild) SA226 and SA227 series airplanes. The AD applies to those airplanes that are equipped with Barber-Colman pitch trim actuators, part number (P/N) 27-19008-001 or P/N 27-19008-002. This AD requires incorporating information into the Limitations Section of the airplane flight manual (AFM) that imposes a speed restriction and a minimum pilot requirement. The AD resulted from reports of two incidents of abrupt movement of the horizontal stabilizer to or near the full airplane nose-up position. These two incidents involved mechanical failure of these Barber-Colman pitch trim actuators. The actions specified by this AD are intended to lessen the severity of airplane pitch up caused by mechanical failure of the pitch trim actuator, which could result in a pitch upset and structural failure of the airplane.

DATES: Effective September 25, 1998, to all persons except those to whom it was made immediately effective by priority letter AD 98-19-15, issued September 10, 1998, which contained the requirements of this amendment.

Comments for inclusion in the Rules Docket must be received on or before October 21, 1998.

ADDRESSES: Submit comments in triplicate to the Federal Aviation Administration (FAA), Central Region, Office of the Regional Counsel,

Attention: Rules Docket 98-CE-84-AD, Room 1558, 601 E. 12th Street, Kansas City, Missouri 64106.

Service information that applies to this AD may be obtained from Field Support Engineering, Fairchild Aircraft, PO Box 790490, San Antonio, Texas 78279-0490. This information may also be examined at the Rules Docket at the address above.

FOR FURTHER INFORMATION CONTACT: Mr. Ronald L. Filler, Flight Test Pilot, FAA, Airplane Certification Office, 2601 Meacham Boulevard, Fort Worth, Texas 76193-0150; telephone: (817) 222-5132; facsimile: (817) 222-5960.

SUPPLEMENTARY INFORMATION:

Discussion

On September 10, 1998, the FAA issued priority letter AD 98-19-15, which applies to Fairchild SA226 and SA227 airplanes that are equipped with Barber-Colman pitch trim actuators, P/N 27-19008-001 or P/N 27-19008-002. That AD resulted from reports of two incidents of abrupt movement of the horizontal stabilizer to or near the full airplane nose-up position. These two incidents involved mechanical failure of these Barber-Colman pitch trim actuators. In the latest incident, the airplane experienced an upset that resulted in a 42-degree nose-up pitch with the airspeed decreasing to 79 knots indicated airspeed (IAS). The other incident was very similar to the one described above.

AD 98-19-15 requires incorporating the following information into the applicable AFM:

- "Limit the maximum indicated airspeed to maneuvering airspeed (Va) as shown in the appropriate airplane flight manual (AFM)." and
- "The minimum crew required is two pilots."

The speed restriction is intended to assure that the airplane is at a manageable speed while the pilots tend to the control forces that would be present during a pitch up condition, and successfully operate and land the airplane.

The two-pilot requirement is based on the comments received from those that were involved in the investigation/analysis of the two incidents. Both incidents were with two pilots in the airplane, and the comments indicated that the forces involved required two pilots. When the actuator fails in the full leading edge down position and the actuator fails to retrim, the column forces exceed the temporary force limits for one pilot. One pilot may not be able to sustain the forces required to continue safe flight and landing. In

addition, having two pilots has proven beneficial in other cases of aircraft that have sustained control system malfunctions resulting in high control forces and/or limited control power. Two pilots also gives one a chance to tune radios, read the navigation equipment, and communicate with air traffic control, as needed.

Operators of SA226 and SA227 series airplanes, except for the commuter category Models SA227-CC and SA227-DC airplanes, may avoid the restrictions of this AD by installing an airworthy Simmonds-Precision actuator, P/N DL5040M5 or P/N DL5040M6, in place of the affected Barber-Colman actuator. The Simmonds-Precision actuators are not approved for the Models SA227-CC and SA227-DC airplanes.

In addition, this AD does not affect AD 97-23-01, Amendment 39-10188 (62 FR 5922, November 3, 1997). AD 97-23-01 still applies to all SA226 and SA227 series airplanes equipped with either Barber-Colman or Simmonds-Precision pitch trim actuators, and requires the following:

- Repetitively measuring the freeplay of the pitch trim actuator and repetitively inspecting the actuator for rod slippage or ratcheting;
- Immediately replacing any actuator if certain freeplay limitations are exceeded or rod slippage or ratcheting is evident; and,
- Eventually replacing the Simmonds-Precision actuators regardless of the inspection results.

Relevant Service Information

Fairchild has issued the following service letters that specify limiting the maximum indicated airspeed to maneuvering airspeed (Va) as shown in the appropriate airplane flight manual (AFM), operating the aircraft with two pilots, and other operating instructions, to lessen the severity of airplane pitch up in case of failure of the subject actuators:

Service Letter 226-SL-017, FAA Approved: August 26, 1998; Revised: September 2, 1998.

Service Letter 227-SL-033, FAA Approved: August 26, 1998; Revised: September 2, 1998.

Service Letter CC7-SL-023, FAA Approved: August 26, 1998; Revised: September 2, 1998.

The FAA's Determination and Explanation of the AD

Since an unsafe condition was identified that is likely to exist or develop in other Fairchild Aircraft SA226 and SA227 series airplanes of the same type design airplanes that are equipped with Barber-Colman pitch

trim actuators, part number (P/N) 27-19008-001 or P/N 27-19008-002, the FAA:

- Determined that immediate AD action should be taken to lessen the severity of airplane pitch up caused by mechanical failure of the pitch trim actuator, which could result in a pitch upset and structural failure of the airplane; and
- Issued AD 98-19-15 as a priority letter on September 10, 1998.

Because of the seriousness of the issue and in order to assure the continued airworthiness of the SA226 and SA227 series airplanes, the FAA determined that the speed restriction and minimum pilot requirement are necessary while a mechanical fix is being researched and developed for the affected Barber-Colman pitch trim tab actuators.

At the present time, there is a design alternative to the Barber-Colman pitch trim actuators for the affected airplanes, except for the Models SA227-CC and SA227-DC airplanes. This alternative is the Simmonds-Precision pitch trim actuator, P/N DL5040M5 or P/N DL5040M6. The goal is to find, approve, and eventually require a mechanical fix for all of the SA226 and SA227 series airplanes equipped with Barber-Colman pitch trim actuators, instead of imposing the speed restriction and minimum pilot requirement.

Determination of the Effective Date of the AD

Since it was found that immediate corrective action was required, notice and opportunity for prior public comment thereon were impracticable and contrary to the public interest, and good cause existed to make the AD effective immediately by individual letters issued on September 10, 1998, to all known U.S. operators of Fairchild SA226 and SA227 series airplanes that are equipped with Barber-Colman pitch trim actuators, P/N 27-19008-001 or P/N 27-19008-002. These conditions still exist, and the AD is hereby published in the **Federal Register** as an amendment to § 39.13 of the Federal Aviation Regulations (14 CFR 39.13) to make it effective as to all persons.

Comments Invited

Although this action is in the form of a final rule that involves requirements affecting immediate flight safety and, thus, was not preceded by notice and opportunity to comment, comments are invited on this rule. Interested persons are invited to comment on this 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 will be considered, and this rule may be amended in light of the comments received. Factual information that supports the commenter's ideas and suggestions is extremely helpful in evaluating the effectiveness of the AD action and determining whether additional rulemaking action would be needed.

Comments are specifically invited on the overall regulatory, economic, environmental, and energy aspects of the rule that might suggest a need to modify the 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 AD will be filed in the Rules Docket.

Commenters wishing the FAA to acknowledge receipt of their comments submitted in response to this rule must submit a self-addressed, stamped postcard on which the following statement is made: "Comments to Docket No. 98-CE-84-AD." The postcard will be date stamped and returned to the commenter.

Regulatory Impact

The regulations adopted herein will 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 final rule does not have sufficient federalism implications to warrant the preparation of a Federalism Assessment.

The FAA has determined that this regulation is an emergency regulation that must be issued immediately to correct an unsafe condition in aircraft, and is not a "significant regulatory action" under Executive Order 12866. It has been determined further that this action involves an emergency regulation under DOT Regulatory Policies and Procedures (44 FR 11034, February 26, 1979). If it is determined that this emergency regulation otherwise would be significant under DOT Regulatory Policies and Procedures, a final regulatory evaluation will be prepared and placed in the Rules Docket. A copy of it, if filed, may be obtained from 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.

Adoption of the Amendment

Accordingly, pursuant to the authority delegated to me by the Administrator, the Federal Aviation Administration amends 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 adding a new airworthiness directive (AD) to read as follows:

98-19-15 Fairchild Aircraft, Inc.: Amendment 39-10794; Docket No. 98-CE-84-AD.

Applicability: Models SA226-T, SA226-T(B), SA226-AT, SA226-TC, SA227-TT, SA227-AT, SA227-AC, SA227-BC, SA227-CC, and SA227-DC airplanes, all serial numbers, certificated in any category; that are equipped with Barber-Colman pitch trim actuators, part number (P/N) 27-19008-001 or P/N 27-19008-002.

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 in the body of this AD, unless already accomplished or made unnecessary by replacement of the P/N 27-19008-001 or P/N 27-19008-002 Barber-Colman pitch trim actuator with a Simmonds-Precision actuator, P/N DL5040M5 or P/N 5040M6. This replacement may only be accomplished on SA226-T, SA226-T(B), SA226-AT, SA226-TC, SA227-TT, SA227-AT, SA227-AC, or SA227-BC aircraft. The Simmonds-Precision actuators are not approved for the Models SA227-CC and SA227-DC airplanes.

To lessen the severity of airplane pitch up caused by mechanical failure of the pitch trim actuator, which could result in a pitch upset and structural failure of the airplane, accomplish the following:

(a) Prior to further flight after receipt of this AD, revise the FAA-approved Airplane Flight Manual (AFM) by incorporating the following into the Limitations Section of the

AFM. This may be accomplished by inserting a copy of this AD into the AFM:

- Limit the maximum indicated airspeed to maneuvering airspeed (Va) as shown in the appropriate airplane flight manual (AFM)."

- and
- "The minimum crew required is two pilots."

Note 2: Fairchild Service Letter 226-SL-017, Fairchild Service Letter 227-SL-033, and Fairchild Service Letter CC7-SL-023, all FAA Approved: August 26, 1998; Revised: September 2, 1998; address the subject matter of this AD.

(b) Incorporating the AFM revision, as specified in paragraph (a) of this AD, may be performed by the owner/operator holding at least a private pilot certificate as authorized by § 43.7 of the Federal Aviation Regulations (14 CFR 43.7), and must be entered into the aircraft records showing compliance with this AD in accordance with § 43.9 of the Federal Aviation Regulations (14 CFR 43.9).

Note 3: This AD does not affect AD 97-23-01, Amendment 39-10188 (62 FR 5922, November 3, 1997). AD 97-23-01 still applies to all SA226 and SA227 series airplanes equipped with either Barber-Colman or Simmonds-Precision pitch trim actuators, and requires the following:

- Repetitively measuring the freeplay of the pitch trim actuator and repetitively inspecting the actuator for rod slippage or ratcheting;
- Immediately replacing any actuator if certain freeplay limitations are exceeded or rod slippage or ratcheting is evident; and,
- Eventually replacing the Simmonds-Precision actuators regardless of the inspection results.

(c) Special flight permits may be issued in accordance with §§ 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, Fort Worth Airplane Certification Office (ACO), FAA, 2601 Meacham Boulevard, Fort Worth, Texas 76193-0150. The request shall be forwarded through an appropriate FAA Maintenance Inspector, who may add comments and then send it to the Manager, Fort Worth ACO.

Note 4: Information concerning the existence of approved alternative methods of compliance with this AD, if any, may be obtained from the Fort Worth ACO.

(e) All persons affected by this directive may obtain copies of the documents referred to herein upon request to Field Support Engineering, Fairchild Aircraft, P.O. Box 790490, San Antonio, Texas 78279-0490; or may examine these documents at the FAA, Central Region, Office of the Regional Counsel, Room 1558, 601 E. 12th Street, Kansas City, Missouri 64106.

(f) This amendment becomes effective on September 25, 1998, to all persons except those persons to whom it was made immediately effective by priority letter AD 98-19-15, issued September 10, 1998, which

contains the requirements of this amendment.

Issued in Kansas City, Missouri, on September 17, 1998.

Michael K. Dahl,

Acting Manager, Small Airplane Directorate, Aircraft Certification Service.

[FR Doc. 98-25479 Filed 9-23-98; 8:45 am]

BILLING CODE 4910-13-P

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. 97-CE-53-AD; Amdt. 39-10795; AD 98-20-28]

RIN 2120-AA64

Airworthiness Directives; Pilatus Aircraft Ltd. Models PC-12 and PC-12/45 Airplanes

AGENCY: Federal Aviation Administration, DOT.

ACTION: Final rule.

SUMMARY: This amendment adopts a new airworthiness directive (AD) that applies to Pilatus Aircraft Ltd. Models PC-12 and PC-12/45 airplanes. This AD requires revising the FAA-approved Airplane Flight Manual (AFM) to specify procedures that would prohibit flight in severe icing conditions (as determined by certain visual cues), limit or prohibit the use of various flight control devices while in severe icing conditions, and provide the flight crew with recognition cues for, and procedures for exiting from, severe icing conditions. This AD is prompted by the results of a review of the requirements for certification of these airplanes in icing conditions, new information on the icing environment, and icing data

provided currently to the flight crew. The actions specified by this AD are intended to minimize the potential hazards associated with operating these airplanes in severe icing conditions by providing more clearly defined procedures and limitations associated with such conditions.

EFFECTIVE DATE: November 4, 1998.

ADDRESSES: This information may be examined at the Federal Aviation Administration (FAA), Central Region, Office of the Regional Counsel, Attention: Rules Docket No. 97-CE-53-AD, Room 1558, 601 E. 12th Street, Kansas City, Missouri 64106; or at the Office of the Federal Register, 800 North Capitol Street, NW, suite 700, Washington, DC.

FOR FURTHER INFORMATION CONTACT: Mr. John P. Dow, Sr., Aerospace Engineer, Small Airplane Directorate, Aircraft Certification Service, 1201 Walnut, suite 900, Kansas City, Missouri 64106; telephone: (816) 425-6932; facsimile: (816) 426-2169.

SUPPLEMENTARY INFORMATION:

Events Leading to the Issuance of This AD

A proposal to amend part 39 of the Federal Aviation Regulations (14 CFR part 39) to include an AD that would apply to Pilatus Aircraft Ltd. Models PC-12 and PC-12/45 airplanes was published in the **Federal Register** as a notice of proposed rulemaking (NPRM) on September 16, 1997 (62 FR 48499). The NPRM proposed to require revising the Limitations Section of the FAA-approved AFM to specify procedures that would:

- Require flight crews to immediately request priority handling from Air Traffic Control to exit severe icing conditions (as determined by certain visual cues);

- Prohibit flight in severe icing conditions (as determined by certain visual cues);

- Prohibit use of the autopilot when ice is formed aft of the protected surfaces of the wing, or when an unusual lateral trim condition exists; and

- Require that all icing wing inspection lights be operative prior to flight into known or forecast icing conditions at night.

That action also proposed to require revising the Normal Procedures Section of the FAA-approved AFM to specify procedures that would:

- Limit the use of the flaps and prohibit the use of the autopilot when ice is observed forming aft of the protected surfaces of the wing, or if unusual lateral trim requirements or autopilot trim warnings are encountered; and

- Provide the flight crew with recognition cues for, and procedures for exiting from, severe icing conditions.

Comments

Interested persons have been afforded an opportunity to participate in the making of this amendment. Due consideration has been given to the following comments received.

In addition to the proposed rule described previously, in September 1997, the FAA issued 24 other similar proposals that address the subject unsafe condition on various airplane models (see below for a listing of all 24 proposed rules). These 24 proposals also were published in the **Federal Register** on September 16, 1997. This final rule contains the FAA's responses to all public comments received for each of these proposed rules.

Docket No.	Manufacturer airplane model	Federal Register citation
97-CE-49-AD	Aerospace Technologies of Australia Models N22B and N24A	62 FR 48520
97-CE-50-AD	Harbin Aircraft Mfg. Corporation Model Y12 IV	62 FR 48513
97-CE-51-AD	Partenavia Costruzioni Aeronauticas, S.p.A. Models P68, AP68TP 300, AP68TP 600	62 FR 48524
97-CE-52-AD	Industrie Aeronautiche Meccaniche Rinaldo Piaggio S.p.A. Model P-180	62 FR 48502
97-CE-53-AD	Pilatus Aircraft Ltd. Models PC-12 and PC-12/45	62 FR 48499
97-CE-54-AD	Pilatus Britten-Norman Ltd. Models BN-2A, BN-2B, and BN-2T	62 FR 48538
97-CE-55-AD	SOCATA—Groupe Aerospatiale Model TBM-700	62 FR 48506
97-CE-56-AD	Aerostar Aircraft Corporation Models PA-60-600, -601, -601P, -602P, and -700P	62 FR 48481
97-CE-57-AD	Twin Commander Aircraft Corporation Models 500, -500-A, -500-B, -500-S, -500-U, -520, -560, -560-A, -560-E, -560-F, -680, -680-E, -680FL(P), -680T, -680V, -680W, -681, -685, -690, -690A, -690B, -690C, -690D, -695, -695A, -695B, and 720.	62 FR 48549
97-CE-58-AD	Raytheon Aircraft Company Models E55, E55A, 58, 58A, 58P, 58PA, 58TC, 58TCA, 60 series, 65-B80 series, 65-B90 series, 90 series, F90 series, 100 series, 300 series, and B300 series.	62 FR 48517
97-CE-59-AD	Raytheon Aircraft Company Model 2000	62 FR 48531
97-CE-60-AD	The New Piper Aircraft, Inc. Models PA-46-310P and PA-46-350P	62 FR 48542
97-CE-61-AD	The New Piper Aircraft, Inc. Models PA-23, PA-23-160, PA-23-235, PA-23-250, PA-E23-250, PA-30, PA-39, PA-40, PA-31, PA-31-300, PA-31-325, PA-31-350, PA-34-200, PA-34-200T, PA-34-220T, PA-42, PA-42-720, PA-42-1000.	62 FR 48546