



**FEDERAL AVIATION ADMINISTRATION
AIRWORTHINESS DIRECTIVES
SMALL AIRCRAFT, ROTORCRAFT, GLIDERS,
BALLOONS, & AIRSHIPS**

BIWEEKLY 2004-13

This electronic copy may be printed and used in lieu of the FAA biweekly paper copy.

U.S. Department of Transportation
Federal Aviation Administration
Regulatory Support Division
Delegation and Airworthiness Programs Branch, AIR-140
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SMALL AIRCRAFT, ROTORCRAFT, GLIDERS, BALLOONS, & AIRSHIPS

AD No.	Information	Manufacturer	Applicability
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Info: E - Emergency; COR - Correction; S - Supersedes; R - Revision; - See AD for additional information;

Biweekly 2004-01

2003-23-05	COR	Titeflex Corportation	Appliance: Titeflex hoses
2003-24-13	COR	Cessna Aircraft Company	172R, 172S, 182S, 182T, T182T, 206H, and T206H
2003-26-04		Agusta S.p.A.	Rotorcraft: A109E
2003-26-06		Anjou Aeronautique	Appliance: Safety belts and restraint systems
2003-26-14		Kiddie Aerospace	Appliance: Hand-held halon fire extinguishers
2004-01-09		Eurocopter France	Rotorcraft: AS355E, F, F1, F2, and N
2004-01-10		Eurocopter Deutschland	Rotorcraft: MBB-BK-117 A-1, A-3, A-4, B-1, B-2, and C-1
2004-01-14		Eurocopter France	Rotorcraft: EC130B4
2004-01-51	E	Eurocopter France	Rotorcraft: AS355E, F, F1, F2, and N

Biweekly 2004-02

2003-09-09 R1	R	Cessna Aircraft Company	441 and F406
2004-01-13	S 97-22-16	Raytheon Aircraft Company	1900, 1900C, 1900 (C-12J), and 1900D

Biweekly 2004-03

2004-02-03		Agusta S.p.A.	Rotorcraft: A109E
2004-03-01	S 2003-03-11	Air Cruisers Company	Appliance: Emergency Evacuation Slide/Raft Systems

Biweekly 2004-04

2004-03-08		Learjet	31, 31A, 35, 35A (C-21A), 36 and 36A
2004-03-27	COR	Eurocopter France	Rotorcraft: AS332C, L, and L1
2004-03-29		Pacific Aerospace Corporation, Ltd.	FU24-954 and FU24A-954
2004-03-32		The New Piper Aircraft, Inc.	PA-46-500TP
2004-04-01	S 2002-01-09	Pilatus Aircraft LTD.	PC-7, PC-12, and PC-12/45

Biweekly 2004-05

2001-13-18 R1	R1, COR	Raytheon Aircraft Company	45 (YT-34), A45 (T-34A, B-45), and D45 (T-34B)
2003-22-07 R1	R	Mitsubishi Heavy Industries, Ltd	MU-2B, MU-2B-10, MU-2B-15, MU-2B-20, MU-2B-25, MU-2B-26, MU-2B-26A, MU-2B-30, MU-2B-35, MU-2B-36, MU-2B-36A, MU-2B-40, and MU-2B-60
2004-01-51	FR	Eurocopter France	Rotorcraft: AS355E, F, F1, F2, and N
2004-04-06		General Electric Company	Engine: CT58-100-2, CT58-140-1, -140-2, and T58-GE-1, -3, -5, -8E, -8F, -10, -100, and -402 Turboshaft
2004-04-09		Pratt & Whitney Canada	Engine: JT15D-1, -1A, and -1B Turbofan
2004-05-01		Bombardier Inc.	Otter DHC-3
2004-05-02		Aerospace Technologies of Australia Pty Ltd.	N22B, N22S, and N24A

Biweekly 2004-06

2004-03-01	COR, S 2003-03-11	Air Cruisers Company	Appliance: Emergency Evacuation Slide/Raft System
2004-05-23	S 89-21-01	Eurocopter France	Rotorcraft: AS350B, AS350BA, AS350B1, AS350B2, AS350B3, AS350C, AS350D, AS350D1, AS355E, AS355F, AS355F1, AS355F2, and AS355N
2004-05-24	S 2002-23-06	Lycoming Engines	Engine: AEIO-540, IO-540, LTIO-540, O-540, and TIO-540 Series Reciprocating
2004-05-28		Eurocopter France	Rotorcraft: AS 365 N3
2004-05-29		Eurocopter France	Rotorcraft: EC 155B
2004-06-51	E	Boeing Defense and Space Group	Rotorcraft: 234
2004-06-52	E	Robinson Helicopter Company	Rotorcraft: R22, R22 Alpha, R22 Beta, and R22 Mariner

SMALL AIRCRAFT, ROTORCRAFT, GLIDERS, BALLOONS, & AIRSHIPS

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Biweekly 2004-07

2004-06-04		Sikorsky Aircraft Corporation	Rotorcraft: S-76 A, B, and C
2004-06-05		Pilatus Aircraft Ltd.	PC-12 and PC-12/45
2004-06-09		The Lancair Company	LC40-550FG and LC42-550FG
2004-06-10		Aerospace Technologies of Australia Pty Ltd.	N22B, N22S, and N24A

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2004-03-27	COR	Eurocopter France	Rotorcraft: AS332C, L, and L1
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Biweekly 2004-09

2004-05-01	R1 R	Bombardier Inc.	Otter DHC-3
2004-08-10		Engine Components Incorporated (ECi)	Engine: Teledyne TSIO-520-NB, -VB, -WB, 520 and 550 Series Reciprocating
2004-08-12		Schempp-Hirth Flugzeugbau Gmbh	Glider: Discus-2a, Discus-2b, Ventus-2a, and Ventus-2b
2004-08-13		Burkhardt Grob Luft-und Raumfahrt Gmbh Co & KG	Glider: G103 Twin ASTIR, G103 Twin II, G103 Twin III ACRO, and G103 C Twin III SL
2004-08-14		Glasflugel	Glider: Mosquito and Club Libelle 205
2004-08-15	S 2003-13-08	Goodrich Avionics Systems, Inc.	Appliance: Terrain Awareness Warning System (TAWS)
2004-08-16		NARCO Avionics Inc.	Appliance: AT150 Transponders
2004-08-17		Cessna Aircraft Company	208 amd 208B
2004-09-03		HPH s. r. o.	Glider: Glasflügel 304CZ, 304CZ-17, and 304C
2004-09-05		Cessna Airplane Company	500, 501, 550, and 551

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2004-08-17	COR	Cessna Aircraft Company	208 and 208B
2004-09-02		Glasflugel-Ing. E. Hanle	Glider: Kestrel
2004-09-07		Raytheon Aircraft Company	1900, 1900C, 1900C (C12J), and 1900D
2004-09-29		Honeywell International Inc.	Engine: TPE331-10-501C, -10-511C, -10-501K, -10-511K, -10-501M, -10-511M, -10AV-511B, -10AV-511M, -10GP-511D, -10GT-511D, -10N-511S, -10N-512S, -10N-513S, -10N-514S, -10N-515S, -10N-531S, -10N-532S, -10N-533S, -10N-534S, -10N-535S, -10P-511D, -10R-501C, -10R-502C, -10R-511C, -10R-512C, -10R-513C, -10T-511D, -10T-511K, -10T-511M, -10T-512K, -10T-513K, -10T-515K, -10T-516K, -10T-517K, -10U-501G, -10U-502G, -10U-511G, -10U-512G, -10U-503G, -10U-513G, -10UA-511G, -10UF-501H, -10UF-511H, -10UF-512H, -10UF-513H, -10UF-514H, -10UF-515H, -10UF-516H, -10UG-513H, -10UG-514H, -10UG-515H, -10UG-516H, -10UGR-513H, -10UGR-514H, -10UGR-516H, -10UR-513H, -10UR-516H, -11U-601G, -11U-602G, -11U-611G, and -11U-612G Turboprop
2004-09-30		Raytheon Aircraft Company	1900C

Biweekly 2004-11

2004-08-15	COR	Goodrich Avionics Systems, Inc.	Appliance: Terrain Awareness Warning System (TAWS)
	S 2003-13-08		
2004-10-07	S 2002-06-52	Bell Helicopter Textron Canada	Rotorcraft: 407
2004-10-08		Alexander Schleicher GmbH & Co. Segelflugzeugbau	Glider: ASH 25M
2004-10-14	S 91-14-22	Lycoming Engines	Engine: Direct-Drive Reciprocating Engines
2004-10-15		Garmin International Inc.	Appliance: Mode S transponders
2004-11-04		Eagle Aircraft (Malaysia) SDN. BHD	Eagle 150B

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Biweekly 2004-12

2004-06-51	FR	Boeing Defense And Space Group	Rotorcraft: 234
2004-11-05		Eurocopter France	Rotorcraft: EC 130 B4 and AS 350 B3
2004-11-06		Agusta S.p.A	Rotorcraft: A109E
2004-11-10		Przedsiębiorstwo Doswiadczalno-Produkcyjne Szybownictwa "PZL-Bielsko"	Glider: SZD-50-3 "Puchacz"
2004-11-12		Alexander Schleicher GmbH & Co.	Glider: ASW 27

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2001-24-07 R1	R	Agusta S.p.A.	Rotorcraft: A109C, A109E, and A109K2
2003-19-14 R1	R	Burkhart Grob Luft-Und Raumfahrt GmbH & Co KG	Glider: G103 Twin Astir, G103A Twin II Acro, G103C Twin III Acro
2004-09-05	COR	Cessna Airplane Company	500, 501, 550, and 551
2004-12-06		Eurocopter France	Rotorcraft: EC 155 B and B1
2004-12-11		Pilatus Aircraft Ltd.	PC-12 and PC-12/45
2004-13-01	S 2002-01-28	Dowty Aerospace Propellers	Propeller: R321/4-82-F/8, R324/4-82-F/9, R333/4-82-F/12, and R334/4-82-F/13
2004-13-05		Eurocopter Deutschland	Rotorcraft: MBB-BK 117 A-1, A-3, A-4, B-1, and B-2

BW 2004-13

**AGUSTA S.P.A.
AIRWORTHINESS DIRECTIVE
SMALL AIRCRAFT, ROTORCRAFT, GLIDERS, BALLOONS, & AIRSHIPS**

2001-24-07 R1 Agusta S.p.A.: Amendment 39-13687. Docket No. 2001-SW-15-AD. Revises AD 2001-24-07, Amendment 39-12523.

Applicability: Model A109C, A109E, and A109K2 helicopters, with main rotor blade (blade), part number (P/N) 709-0103-01—all dash numbers, having a serial number (S/N) up to and including S/N 1428 with a prefix of either "EM-" or "A5-" installed, certificated in any category.

Compliance: Required within 10 hours time-in-service (TIS), unless accomplished previously, and thereafter at intervals not to exceed 25 hours TIS.

To prevent failure of a blade tip cap, excessive vibration, and subsequent loss of control of the helicopter, accomplish the following:

(a) Tap inspect the upper and lower sides of each tip cap for bonding separation between the metal shells and the honeycomb core using a steel hammer, P/N 109-3101-58-1, or a coin (quarter) in the area indicated as honeycomb core on Figure 1 of Alert Bollettino Tecnico Nos. 109-106, 109K-22, or 109EP-1, all Revision B, and dated December 19, 2000 (ABT), as applicable. Also, tap inspect for bonding separation in the tip cap to blade bond area (no bonding voids are permitted in this area).

(b) Visually inspect the upper and lower sides of each blade tip cap for swelling or deformation.

(c) Dye-penetrant inspect the tip cap leading edge along the welded joint line of the upper and lower tip cap skin shells for a crack in accordance with the Compliance Instructions, paragraph 3, of the applicable ABT.

(d) If any swelling, deformation, crack, or bonding separation that exceeds the prescribed limits in the applicable maintenance manual is found, replace the blade with an airworthy blade.

(e) Replacement blades affected by this AD must comply with the repetitive inspection requirements of this AD. Replacing an affected blade with a blade having an airworthy blade tip cap, P/N 709-0103-29-109, is terminating action for the requirements of this AD for that blade.

(f) To request a different method of compliance or a different compliance time for this AD, follow the procedures in 14 CFR 39.19. Contact the Safety Management Office, Rotorcraft Directorate, FAA, for information about previously approved alternative methods of compliance.

(g) The tap inspection and dye-penetrant inspection shall be done in accordance with Agusta Alert Bollettino Tecnico Nos. 109-106, 109K-22, or 109EP-1, all Revision B, and all dated December 19, 2000, as applicable. The Director of the Federal Register approved this incorporation by reference in accordance with 5 U.S.C. 552(a) and 1 CFR part 51 as of January 7, 2002 (66 FR 60144, December 3, 2001). Copies may be obtained from Agusta, 21017 Cascina Costa di Samarate

(VA) Italy, Via Giovanni Agusta 520, telephone 39 (0331) 229111, fax 39 (0331) 229605-222595. Copies may be inspected at the FAA, Office of the Regional Counsel, Southwest Region, 2601 Meacham Blvd., Room 663, Fort Worth, Texas; or at the National Archives and Records Administration (NARA). For information on the availability of this material at NARA, call 202-741-6030, or go to:
http://www.archives.gov/federal_register/code_of_federal_regulations/ibr_locations.html.

(h) This amendment becomes effective on July 30, 2004.

Note: The subject of this AD is addressed in Ente Nazionale per l'Aviazione Civile (Italy) AD Nos. 2000-571, 2000-572, and 2000-573, all dated December 22, 2000.

Issued in Fort Worth, Texas, on June 16, 2004.

David A. Downey,
Manager, Rotorcraft Directorate, Aircraft Certification Service.
[FR Doc. 04-14316 Filed 6-24-04; 8:45 am]
BILLING CODE 4910-13-P

BW 2004-13

**BURKHART GROB LUFT-UND RAUMFAHRT GmbH & CO KG
AIRWORTHINESS DIRECTIVE
SMALL AIRCRAFT, ROTORCRAFT, GLIDERS, BALLOONS, & AIRSHIPS**

2003-19-14 R1 BURKHART GROB LUFT-UND RAUMFAHRT GmbH & CO KG:
Amendment 39-13676; Docket No. 2003-CE-35-AD.

When Does This AD Become Effective?

(a) This AD becomes effective on August 12, 2004.

What Other ADs Are Affected by This Action?

(b) This AD revises AD 2003-19-14.

What Sailplanes Are Affected by This AD?

(c) This AD affects the following sailplane models and serial numbers that are certificated in any category:

Model	Serial numbers
G103 TWIN ASTIR	All serial numbers.
G103A TWIN II ACRO (aerobatic category).	3544 through 34078 with suffix "K".
G103C TWIN III ACRO (aerobatic category).	34101 through 34203.

What is the Unsafe Condition Presented in This AD?

(d) This AD is the result of mandatory continuing airworthiness information (MCAI) issued by the airworthiness authority for Germany. The actions specified in this AD are intended to prevent the possibility of damage to the fuselage during limit load flight. Such a condition could result in reduced structural integrity of the fuselage and lead to loss of control of the sailplane.

What Must I Do To Address This Problem?

(e) To address this problem, you must do the following:

Actions	Compliance	Procedures
(1) <i>For G103 TWIN ASTIR sailplanes:</i> (i) modify the airspeed indicators; (ii) install flight speed, aerobatic maneuver, and load limit restriction placards; and (iii) revise the flight and maintenance manual	Within the next 10 hours time-in-service (TIS) after October 20, 2003 (the effective date of AD 2003-19-14).	Following GROB Alert Service Bulletin No. ASB315-64/2, dated August 13, 2003.

(2) For G103A TWIN II ACRO (utility and acrobatic category) and G103C TWIN III ACRO (acrobatic category) sailplanes:

- (i) re-set the airspeed indicator to the new placard limitations; and
 (ii) install the following 2 placards on Model G103A TWIN II ACRO (aerobatic category) sailplanes:

Within the next 25 hours time-in-service (TIS) after August 12, 2004 (the effective date of this AD).

Follow GROB Service Bulletin No. MSB315-65, dated September 15, 2003.

“Simple Aerobatic” maneuvers (spins, lazy eight, chandelles, stall turns, steep turns, and positive loops) are permitted.

Maximum flying weight		580 kg / 1280 lbs		
Maximum airspeeds:		km/h	kts	mph
In calm air:	V_{NE}	250	135	155
In rough air:	V_B	170	92	105.5
Aerotow:	V_T	170	92	105.5
Winch or auto tow:	V_W	120	65	74.5
Airbrakes extended:	V_{FE}	250	135	155
Maneuvering speed:	V_A	170	92	105.5

- (iii) install the following 2 placards on Model G103C TWIN III ACRO (aerobatic category) sailplanes:

All aerobatic maneuvers and cloud flying are prohibited

Maximum flying weight		600 kg / 1323 lbs		
Maximum airspeeds:		km/h	kts	mph
In calm air:	V_{NE}	250	135	155
In rough air:	V_{RA}	170	92	105.5
Aerotow:	V_T	170	92	105.5
Winch or auto tow:	V_W	120	65	74.5
Airbrakes extended:	V_{FE}	250	135	155
Maneuvering speed:	V_A	170	92	105.5

- | | | |
|---|---|---|
| (3) For G103A TWIN II ACRO (acrobatic category) and G103 TWIN III ACRO (acrobatic Category) sailplanes: as an alternative to the flight restrictions in paragraph (e)(2) of this AD, you may install additional stringers in the rear fuselage section. Installing additional stringers terminates the flight restrictions in paragraph (e)(2) of this AD. | At any time after August 12, 2004 (the effective date of this AD). | Follow GROB Service Bulletin No. OSB 315-66, dated October 16, 2003, and Work Instruction for OSB 315-66, dated October 16, 2003. |
| (4) For G103A TWIN II ACRO (acrobatic category) and G103C TWIN III ACRO (acrobatic category) sailplanes: only if you installed the additional stringers specified in paragraph (e)(3) of this AD, do the following:
(i) remove the placard prohibiting all aerobatic maneuvers;
(ii) install the following flight limitation placard on Model G103A TWIN II ACRO (aerobatic category) sailplanes: | Prior to further flight after doing the actions in paragraph (e)(3) of this AD. | Follow GROB Service Bulletin No. OSB 315-66, dated October 16, 2003. |

Maximum flying weight		580 kp / 1280 lbs		
Maximum airspeeds:		km/h	kts	mph
In calm air:	V_{NE}	250	135	155
In rough air:	V_{RA}	180	97	115
Aerotow:	V_T	170	92	105.5
Winch or auto tow:	V_W	120	65	74.5
Airbrakes extended:	V_{FE}	250	135	155
Maneuvering speed:	V_A	180	97	115

- (iii) install the following flight limitation placard on Model G103C TWIN III ACRO (aerobatic category) sailplanes:

Maximum flying weight		600 kp / 1323 lbs		
Maximum airspeeds:		km/h	kts	mph
In calm air:	V_{NE}	280	151	174
In rough air:	V_B	200	108	124
Aerotow:	V_T	185	100	115
Winch or auto tow:	V_W	140	76	87
Airbrakes extended:	V_{FE}	280	151	174
Maneuvering speed:	V_A	185	100	115

May I Request an Alternative Method of Compliance?

(f) You may request a different method of compliance or a different compliance time for this AD by following the procedures in 14 CFR 39.19. Unless FAA authorizes otherwise, send your request to your principal inspector. The principal inspector may add comments and will send your request to the Manager, Standards Office, Small Airplane Directorate, FAA. For information on any already approved alternative methods of compliance, contact Gregory A. Davison, Aerospace Engineer, FAA, Small Airplane Directorate, 901 Locust, Room 301, Kansas City, Missouri 64106; telephone: (816) 329-4130; facsimile: (816) 329-4090.

May I Get Copies of the Documents Referenced in This AD?

(g) You must do the actions required by this AD following the instructions in GROB Alert Service Bulletin No. ASB315-64/2, dated August 13, 2003; GROB Service Bulletin No. MSB315-65, dated September 15, 2003; GROB Service Bulletin No. OSB 315-66, dated October 16, 2003; and GROB Work Instruction for OSB 315-66, dated October 16, 2003. The Director of the Federal Register approved the incorporation by reference of this service bulletin in accordance with 5 U.S.C. 552(a) and 1 CFR part 51. You may get a copy from GROB Luft- und Raumfahrt, Lettenbachstrasse 9, D-86874 Tussenhausen-Mattsies, Germany; telephone: 011 49 8268 998139; facsimile: 011 49 8268 998200; e-mail: productsupport@grob-aerospace.de. You may review copies at FAA, Central Region, Office of the Regional Counsel, 901 Locust, Room 506, Kansas City, Missouri 64106; or at the National Archives and Records Administration (NARA). For information on the availability of this material at NARA, call (202) 741-6030, or go to: http://www.archives.gov/federal_register/code_of_federal_regulations/ibr_locations.html.

Is There Other Information That Relates to This Subject?

(h) German AD Number D-2004-002, dated January 23, 2004, also addresses the subject of this AD.

Issued in Kansas City, Missouri, on June 9, 2004.

David R. Showers,
Acting Manager, Small Airplane Directorate, Aircraft Certification Service.
[FR Doc. 04-13566 Filed 6-18-04; 8:45 am]
BILLING CODE 4910-13-P

BW 2004-13

CESSNA AIRPLANE COMPANY AIRWORTHINESS DIRECTIVE SMALL AIRCRAFT, ROTORCRAFT, GLIDERS, BALLOONS, & AIRSHIPS

CORRECTION: [*Federal Register: June 15, 2004 (Volume 69, Number 114); Page 33285-33287; www.access.gpo.gov/su_docs/aces/aces140.html*]

2004-09-05 Cessna Airplane Company: Amendment 39-13594. Docket 2000-NM-65-AD.

Applicability: Model 500 and 501 airplanes, serial numbers 0001 through 0689 inclusive, and Model 550 and 551 airplanes, serial numbers 0002 through 0733 inclusive; certificated in any category; equipped with BFGoodrich brake assembly part number (P/N) 2-1528-6 or 2-1530-4.

Compliance: Required as indicated, unless accomplished previously.

To prevent jamming of the wheel/tire assembly, which could result in a loss of directional control or braking performance upon landing, accomplish the following:

Inspection of Stator Disks for Change Letter

(a) Within 50 landings or 90 days after the effective date of this AD, whichever is first, inspect the stator disks on the brake assembly to determine if "CHG AI" or "CHG B" or a higher change letter is impression-stamped on each disk, in accordance with Goodrich Service Bulletin 2-1528-32-2 (for airplanes equipped with BFGoodrich brake assembly P/N 2-1528-6); or Goodrich Service Bulletin 2-1530-32-2 (for airplanes equipped with BFGoodrich brake assembly P/N 2-1530-4); both Revision 5; both dated February 19, 2003; as applicable. If both disks are stamped with "CHG AI" or "CHG B" or a higher change letter, no further action is required by this paragraph. A review of airplane maintenance records is acceptable in lieu of an inspection of the stator disks if the change letter of the stator disks can be positively determined from that review.

Inspection for Cracked or Broken Stator Disks

(b) For any stator disk not stamped with "CHG AI" or "CHG B" or a higher change letter: At the applicable compliance time specified in paragraph (b)(1) or (b)(2) of this AD, perform a detailed inspection for cracked or broken stator disks; in accordance with Goodrich Service Bulletin 2-1528-32-2 (for airplanes equipped with BFGoodrich brake assembly P/N 2-1528-6); or Goodrich Service Bulletin 2-1530-32-2 (for airplanes equipped with BFGoodrich brake assembly P/N 2-1530-4); both Revision 5; both dated February 19, 2003; as applicable.

(1) For airplanes that use thrust reversers: Inspect prior to the accumulation of 376 total landings on the brake assembly, or within 50 landings after the effective date of this AD, whichever is later.

(2) For airplanes that do not use thrust reversers: Inspect prior to the accumulation of 200 total landings on the brake assembly, or within 50 landings after the effective date of this AD, whichever is later.

Note 1: For the purposes of this AD, a detailed inspection is defined as: "An intensive visual examination of a specific structural area, system, installation, or assembly to detect damage, failure, or irregularity. Available lighting is normally supplemented with a direct source of good lighting at intensity deemed appropriate by the inspector. Inspection aids such as mirror, magnifying lenses, etc., may be used. Surface cleaning and elaborate access procedures may be required."

Follow-On Actions (No Cracked or Broken Stator Disk)

(c) If no cracked or broken stator disk is found, before further flight, reassemble the brake assembly and, if the piston housing is impression-stamped with the letters "SB," obliterate the existing markings on the piston housing by stamping "XX" over the letters "SB." If paragraph E.(3)(a) or E.(3)(b), as applicable, of Goodrich Service Bulletin 2-1528-32-2 (for airplanes equipped with BFGoodrich brake assembly P/N 2-1528-6); or Goodrich Service Bulletin 2-1530-32-2 (for airplanes equipped with BFGoodrich brake assembly P/N 2-1530-4); both Revision 5; both dated February 19, 2003; as applicable; specifies repetitive inspections, repeat the inspection required by paragraph (b) of this AD at intervals not to exceed those specified in the service bulletin, until paragraph (e) of this AD is accomplished.

Corrective Action (Cracked or Broken Stator Disk)

(d) If any cracked or broken stator disk is found, prior to further flight, replace the brake assembly with a new or serviceable brake assembly; in accordance with Goodrich Service Bulletin 2-1528-32-2 (for airplanes equipped with BFGoodrich brake assembly P/N 2-1528-6); or Goodrich Service Bulletin 2-1530-32-2 (for airplanes equipped with BFGoodrich brake assembly P/N 2-1530-4); both Revision 5; both dated February 19, 2003; as applicable. If repetitive inspections are required by paragraph (c) of this AD, replacement of all brake assemblies on the airplane with new or serviceable brake assemblies that contain only stator disks stamped with "CHG AI" or "CHG B" or a higher change letter terminates those inspections.

Replacement of Brake Assembly

(e) When the brake assembly has accumulated 700 total landings since its installation or within 50 landings on the airplane after the effective date of this AD, whichever is later, replace the brake assembly with a new or serviceable brake assembly; in accordance with Goodrich Service Bulletin 2-1528-32-2 (for airplanes equipped with BFGoodrich brake assembly P/N 2-1528-6); or Goodrich Service Bulletin 2-1530-32-2 (for airplanes equipped with BFGoodrich brake assembly P/N 2-1530-4); both Revision 5; both dated February 19, 2003; as applicable. If repetitive inspections are required by paragraph (c) of this AD, replacement of all brake assemblies on the airplane with new or serviceable brake assemblies that contain only stator disks stamped with "CHG AI" or "CHG B" or a higher change letter terminates those inspections.

Parts Installation

(f) As of the effective date of this AD, no person may install a BFGoodrich brake assembly on any airplane unless it has been inspected as specified in paragraph (f)(1) or (f)(2) of this AD, and found to be free of cracked or broken stator disks.

(1) For BFGoodrich brake assembly P/N 2-1528-6: Brake assembly must be inspected in accordance with paragraphs (a), (b), and (c) of this AD, as applicable, in accordance with the service information specified in those paragraphs or BFGoodrich Service Bulletin 2-1528-32-3, dated March 23, 2000.

(2) For BFGoodrich brake assembly P/N 2-1530-4: Brake assembly must be inspected in accordance with paragraphs (a), (b), and (c) of this AD, as applicable, in accordance with the service information specified in those paragraphs or BFGoodrich Service Bulletin 2-1530-32-3, dated March 23, 2000.

Alternative Methods of Compliance

(g) In accordance with 14 CFR 39.19, the Manager, Wichita Aircraft Certification Office (ACO), FAA, is authorized to approve alternative methods of compliance for this AD.

Incorporation by Reference

(h) Unless otherwise specified in this AD, the actions shall be done in accordance with the applicable service bulletin listed in Table 1 of this AD.

TABLE 1.—SERVICE BULLETINS INCORPORATED BY REFERENCE

Service bulletin	Revision	Date
BFGoodrich Service Bulletin 2-1528-32-3	Original	March 23, 2000.
BFGoodrich Service Bulletin 2-1530-32-3	Original	March 23, 2000.
Goodrich Service Bulletin 2-1528-32-2	5	February 19, 2003.
Goodrich Service Bulletin 2-1530-32-2	5	February 19, 2003.

This incorporation by reference was approved previously by the Director of the Federal Register in accordance with 5 U.S.C. 552(a) and 1 CFR part 51 as of June 2, 2004 (69 FR 23093, April 28, 2004). Copies may be obtained from Cessna Aircraft Co., P.O. Box 7706, Wichita, Kansas 67277. Copies may be inspected at the FAA, Transport Airplane Directorate, 1601 Lind Avenue, SW., Renton, Washington; at the FAA, Wichita Aircraft Certification Office, 1801 Airport Road, Room 100, Mid-Continent Airport, Wichita, Kansas; or at the National Archives and Records Administration (NARA). For information on the availability of this material at NARA, call (202) 741-6030, or go to:
http://www.archives.gov/federal_register/code_of_federal_regulations/ibr_locations.html.

Effective Date

(i) The effective date of this amendment remains June 2, 2004.

Issued in Renton, Washington, on June 7, 2004.

Kalene C. Yanamura,

Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.

[FR Doc. 04-13336 Filed 6-14-04; 8:45 am]

BILLING CODE 4910-13-P

BW 2004-13

**EUROCOPTER FRANCE
AIRWORTHINESS DIRECTIVE
SMALL AIRCRAFT, ROTORCRAFT, GLIDERS, BALLOONS, & AIRSHIPS**

2004-12-06 Eurocopter France: Amendment 39-13665. Docket No. 2004-SW-05-AD.

Applicability: Model EC 155 B and B1 helicopters, with main rotor blade (blade), part number (P/N) 365A11-0080-00, installed, certificated in any category.

Compliance: Required as indicated.

To detect a crack in a blade tip cap mounting bracket (tenon), which could result in loss of the tip cap, severe vibration, and loss of control of the helicopter, accomplish the following:

(a) Unless accomplished previously, remove each blade and each tip cap, and inspect both the upper and lower side of the tenon for a crack using a 10x or higher magnifying glass while applying light manual upward and then downward pressure on the tenon as depicted in Figure 3 of Eurocopter Alert Telex No. 05A004, dated November 3, 2003 (Alert Telex) as follows:

- (1) For blades with more than 100 hours time-in-service (TIS), inspect each blade within the next 10 hours TIS.
- (2) For blades with 100 or less hours TIS, inspect each blade before it reaches 110 hours TIS.
- (3) If a crack is found, replace the blade with an airworthy blade before further flight.

(b) After inspecting each blade as required by paragraph (a) of this AD:

(1) Unless accomplished previously, before further flight, using a 24" (500mm) straight edge, measure the clearance between the lower edge of the straight edge and the upper surface of the blade assembly at the blade-to-tip cap junction by following the Accomplishment Instructions, paragraph 2.B.2. of the Alert Telex, except contacting the manufacturer is not required. This initial clearance distance is called "DO".

(2) Thereafter, before the first flight of each day and on or before reaching each 10-hour TIS interval during the day, measure the clearance between the lower edge of the straight edge and the upper surface of the blade assembly at the blade-to-tip cap junction for each blade as required by paragraph (b)(1) of this AD. If the measured clearance is equal to or greater than "DO" + 2mm, replace the blade with an airworthy blade before further flight.

(c) To request a different method of compliance or a different compliance time for this AD, follow the procedures in 14 CFR 39.19. Contact the Safety Management Group, Rotorcraft Directorate, FAA, for information about previously approved alternative methods of compliance.

(d) Special flight permits will not be issued.

(e) The inspections and measurement shall be done in accordance with Eurocopter Alert Telex No. 05A004, dated November 3, 2003. 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 Eurocopter Corporation, 2701 Forum Drive, Grand Prairie, Texas 75053-4005, telephone (972) 641-3460, fax (972) 641-3527. Copies may be inspected at the FAA, Office of the Regional Counsel, Southwest Region, 2601 Meacham Blvd., Room 663, Fort Worth, Texas; or at the National Archives and Records Administration (NARA). For information on the availability of this material at NARA, call 202-741-6030, or go to:

http://www.archives.gov/federal_register/code_of_federal_regulations/ibr_locations.html.

(f) This amendment becomes effective on June 29, 2004.

Note: The subject of this AD is addressed in Direction Generale De L'Aviation Civile (France) AD No. F-2003-418, dated December 24, 2003.

Issued in Fort Worth, Texas, on June 1, 2004.

David A. Downey,

Manager, Rotorcraft Directorate, Aircraft Certification Service.

[FR Doc. 04-12905 Filed 6-10-04; 8:45 am]

BILLING CODE 4910-13-P

BW 2004-13

**PILATUS AIRCRAFT LTD.
AIRWORTHINESS DIRECTIVE
SMALL AIRCRAFT, ROTORCRAFT, GLIDERS, BALLOONS, & AIRSHIPS**

2004-12-11 Pilatus Aircraft Ltd.: Amendment 39-13670; Docket No. 2004-CE-08-AD.

When Does This AD Become Effective?

(a) This AD becomes effective on July 26, 2004.

What Other ADs Are Affected by This Action?

(b) None.

What Airplanes Are Affected by This AD?

(c) This AD affects Model PC-12 and PC-12/45 airplanes, all serial numbers, that are:
(1) equipped with an inboard and/or outboard flap flexshaft, part number (P/N) 945.02.02.203 and/or P/N 945.02.02.204; and
(2) certificated in any category.

What Is the Unsafe Condition Presented in This AD?

(d) This AD is the result of mandatory continuing airworthiness information (MCAI) issued by the airworthiness authority for Switzerland. The actions specified in this AD are intended to prevent rupture of the flap flexshafts due to corrosion, which could cause the flap system to become inoperable.

What Must I Do To Address This Problem?

(e) To address this problem, you must do the following. If you already replaced both the inboard and outboard flap flexshafts, P/N 945.02.02.203 and P/N 945.02.02.204, following Pilatus PC12 Service Bulletin No. 27-015, dated June 4, 2003, then paragraph (e)(5) of this AD is the only paragraph that applies to you:

Actions	Compliance	Procedures
(1) <i>For affected airplanes with a manufacturer serial number (MSN) of 489 or lower:</i> check the airplane logbook to determine if P/N 945.02.02.203 and P/N 945.02.02.204 inboard and outboard flap flexshafts are installed.	Within the next 30 days after July 26, 2004 (the effective date of this AD).	The owner/operator holding at least a private pilot certificate as authorized by section 43.7 of the Federal Aviation Regulations (14 CFR 43.7) may perform this check.

(2) For affected airplanes with a MSN of 490 and above: check the airplane logbook to ensure that P/N 945.02.02.203 and P/N 945.02.02.204 inboard and outboard flap flexshafts have not been installed since delivery.	Within the next 30 days after July 26, 2004 (the effective date of this AD).	The owner/operator holding at least a private pilot certificate as authorized by section 43.7 of the Federal Aviation Regulations (14 CFR 43.7) may perform this check.
(3) If you can positively determine that both P/Ns 945.02.02.203 and 945.02.02.204 inboard and outboard flap flexshafts are not installed, then no replacement is required.	Not Applicable	Not applicable.
(4) If you cannot positively determine that both P/Ns 945.02.02.203 and 945.02.02.204, inboard and outboard flap flexshafts are not installed, then you must replace each one or both with P/N 945.02.02.205 and P/N 945.02.02.206, as applicable (or a later FAA-approved manufactured part of improved design).	Before further flight after the logbook checks required in paragraph (e)(1) and (e)(2) of this AD.	Follow Pilatus PC12 Service Bulletin No. 27-015 as specified in paragraph (f) of this AD.
(5) Do not install inboard and outboard flap flexshafts, P/Ns 945.02.02.203 and 945.02.02.204.	As of July 26, 2004 (the effective date of this AD).	Not applicable.

What Revision Levels Do the Affected Service Bulletin Incorporate?

(f) The service bulletin required to do the actions required in this AD incorporates the following pages:

Affected pages	Revision level	Date
1 and 2	A	November 13, 2003.
3 through 11	Original Issue	June 4, 2003.

May I Request an Alternative Method of Compliance?

(g) You may request a different method of compliance or a different compliance time for this AD by following the procedures in 14 CFR 39.19. Unless FAA authorizes otherwise, send your request to your principal inspector. The principal inspector may add comments and will send your request to the Manager, Standards Office, Small Airplane Directorate, FAA. For information on any already approved alternative methods of compliance, contact Doug Rudolph, Aerospace Engineer, FAA, Small Airplane Directorate, 901 Locust, Room 301, Kansas City, Missouri 64106; telephone: (816) 329-4059; facsimile: (816) 329-4090.

Does This AD Incorporate Any Material by Reference?

(h) You must do the actions required by this AD following the instructions in Pilatus PC12 Service Bulletin No. 27-015, pages 1 and 2, Revision A, dated November 13, 2003, pages 3 through 11, Original issue, dated June 4, 2003. The Director of the Federal Register approved the incorporation by reference of this service bulletin in accordance with 5 U.S.C. 552(a) and 1 CFR part 51. You may get a copy from Pilatus Aircraft Ltd., Customer Liaison Manager, CH-6371 Stans, Switzerland; telephone: +41 41 619 6208; facsimile: +41 41 619 7311; e-mail: SupportPC12@pilatus-aircraft.com or from Pilatus Business Aircraft Ltd., Product Support Department, 11755 Airport Way, Broomfield, Colorado 80021; telephone: (303) 465-9099; facsimile: (303) 465-6040. You may review copies at FAA, Central Region, Office of the Regional Counsel, 901 Locust, Room 506, Kansas City, Missouri 64106; or at the National Archives and Records Administration (NARA). For information on the availability of this material at NARA, call (202) 741-6030, or go to:
http://www.archives.gov/federal_register/code_of_federal_regulations/ibr_locations.html.

Is There Other Information That Relates to This Subject?

(i) Swiss AD Number HB-2004-068, dated March 4, 2004, also addresses the subject of this AD.

Issued in Kansas City, Missouri, on June 3, 2004.
Dorenda D. Baker,
Manager, Small Airplane Directorate, Aircraft Certification Service.
[FR Doc. 04-13334 Filed 6-15-04; 8:45 am]
BILLING CODE 4910-13-P

BW 2004-13

**DOWTY AEROSPACE PROPELLERS
AIRWORTHINESS DIRECTIVE
PROPELLER**

SMALL AIRCRAFT, ROTORCRAFT, GLIDERS, BALLOONS, & AIRSHIPS

2004-13-01 Dowty Aerospace Propellers: Amendment 39-13681. Docket No. 2001-NE-50-AD. Supersedes AD 2002-01-28, Amendment 39-12623.

Applicability

This airworthiness directive (AD) applies to Dowty Aerospace Propellers (Dowty) Type R321/4-82-F/8, R324/4-82-F/9, R333/4-82-F/12, and R334/4-82-F/13 propeller assemblies with propeller hubs part number (P/N) 660709201. These propeller assemblies are installed on, but not limited to, Construcciones Aeronauticas, S.A. (CASA) 212, British Aerospace Regional Aircraft Jetstream Models 3101 and 3201, Fairchild Aircraft, Inc., Merlin IIIC, and Merlin IVC/Metro III airplanes.

Note 1: This AD applies to each propeller 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 propellers 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 (f) 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

Compliance with this AD is required as indicated, unless already done.

To prevent propeller hub failure due to cracks in the hub, which could result in loss of control of the airplane, do the following:

Initial Ultrasonic Inspection

(a) Within 50 flight hours time-in-service (TIS) after the effective date of this AD, or within 60 days after the effective date of this AD, whichever occurs earlier, perform an initial ultrasonic inspection of the rear wall of the rear half of the propeller hub for cracks in accordance with Appendix A of the applicable Dowty Mandatory Service Bulletin (MSB) listed in the following Table 1:

TABLE 1.—APPLICABLE MSB FOR PROPELLER TYPE

Propeller assembly type	Applicable MSB
(1) R334/4-82-F/13.	MSB No. 61-1119, Revision 3, dated March 8, 2002.
(2) R333/4-82-F/12.	MSB No. 61-1124, Revision 1, dated October 8, 2002.
(3) R321/4-82-F/8.	MSB No. 61-1125, Revision 1, dated October 9, 2002.
(4) R324/4-82-F/9.	MSB No. 61-1126, Revision 1, dated October 9, 2002

(b) For hubs and propellers in storage, perform an initial ultrasonic inspection of the rear wall of the rear half of the propeller hub for cracks, before placing in service, in accordance with Appendix A of the applicable Dowty MSB listed in Table 1 of this AD.

(c) Propeller hubs, P/N 660709201, used on Type R334/4-82-F/13 propeller assemblies that have been previously inspected using a Dowty MSB listed in Table 1 or earlier issue of those MSBs, are considered to be in compliance with paragraph (a) of this AD.

Repetitive Ultrasonic Inspections

(d) Thereafter, within 1,000 flight hours TIS after each ultrasonic inspection, perform an ultrasonic inspection of the rear wall of the rear half of the propeller hub for cracks in accordance with Appendix A of the applicable Dowty MSB listed in Table 1 of this AD.

Inspection Reporting Requirements

(e) For each inspection, record the inspection data on a copy of Appendix B of the applicable MSB listed in Table 1 of this AD, and report the findings to the Manager, Boston Aircraft Certification Office, FAA, Engine and Propeller Directorate, 12 New England Executive Park, Burlington, MA 01803-5299 within 10 days after the inspection. Reporting requirements have been approved by the Office of Management and Budget (OMB) and assigned OMB control number 2120-0056.

Alternative Methods of Compliance

(f) 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, Boston Aircraft Certification Office. Operators must submit their request through an appropriate FAA principal Maintenance Inspector, who may add comments and then send it to the Manager, Boston Aircraft Certification Office.

Note 2: Information concerning the existence of approved alternative methods of compliance with this airworthiness directive, if any, may be obtained from the Boston Aircraft Certification Office.

Special Flight Permits

(g) 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 done.

Documents That Have Been Incorporated by Reference

(h) The inspections must be done in accordance with the following Dowty Aerospace Propellers mandatory service bulletins:

Document No.	Pages	Revision	Date
MSB No. 61-1119	1	3	Mar. 8, 2002.
	2	2	Dec. 6, 2001.
Appendix A	1	1	Nov. 27, 2001.
	2	Original	Nov. 1, 2001.
	3-6	1	Nov. 27, 2001.
Appendix B	1	Original	Nov. 1, 2001.
Appendix C	All	Original	Nov. 27, 2001.
Appendix D	All	Original	Dec. 6, 2001.
Total pages: 29.			
MSB No. 61-1124	1	1	Oct. 8, 2002.
	2-3	Original	May 7, 2002.
Appendix A	All	Original	May 7, 2002.
Appendix B	All	Original	May 7, 2002.
Appendix C	All	Original	May 7, 2002.
Appendix D	All	Original	May 7, 2002.
Total pages: 30.			
MSB No. 61-1125	1	1	Oct. 9, 2002.
	2-3	Original	May 7, 2002.
Appendix A	All	Original	May 7, 2002.
Appendix B	All	Original	May 7, 2002.
Appendix C	All	Original	May 7, 2002.
Appendix D	All	Original	May 7, 2002.
Total pages: 30.			
MSB No. 61-1126	1	1	Oct. 9, 2002.
	2-3	Original	May 7, 2002.
Appendix A	All	Original	May 7, 2002.
Appendix B	All	Original	May 7, 2002.
Appendix C	All	Original	May 7, 2002.
Appendix D	All	Original	May 7, 2002.
Total pages: 30.			

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 Dowty Propellers, Anson Business Park, Cheltenham Road East, Gloucester GL 29QN, UK; telephone 44 (0) 1452 716000; fax 44 (0) 1452 716001. Copies may be inspected at the FAA, New England Region, Office of the Regional Counsel, 12 New England Executive Park, Burlington, MA; or at the National Archives and Records Administration (NARA). For information on the availability of this material at NARA, call 202-741-6030, or go to:

http://www.archives.gov/federal_register/code_of_federal_regulations/ibr_locations.html.

Note 3: The subject of this AD is also addressed in CAA UK AD No. 003-11-2001, dated November 30, 2001; CAA UK AD No. 009-05-2002, dated April 15, 2003; CAA UK AD No. 010-05-2002, dated April 15, 2003; and CAA UK AD No. 011-05-2002, dated April 15, 2003.

Effective Date

(i) This amendment becomes effective on July 27, 2004.

Issued in Burlington, Massachusetts, on June 10, 2004.

Francis A. Favara,

Acting Manager, Engine and Propeller Directorate, Aircraft Certification Service.

[FR Doc. 04-13773 Filed 6-21-04; 8:45 am]

BILLING CODE 4910-13-P

BW 2004-13

**EUROCOPTER DEUTSCHLAND
AIRWORTHINESS DIRECTIVE
SMALL AIRCRAFT, ROTORCRAFT, GLIDERS, BALLOONS, & AIRSHIPS**

2004-13-05 Eurocopter Deutschland: Amendment 39-13686. Docket No. 2003-SW-38-AD.

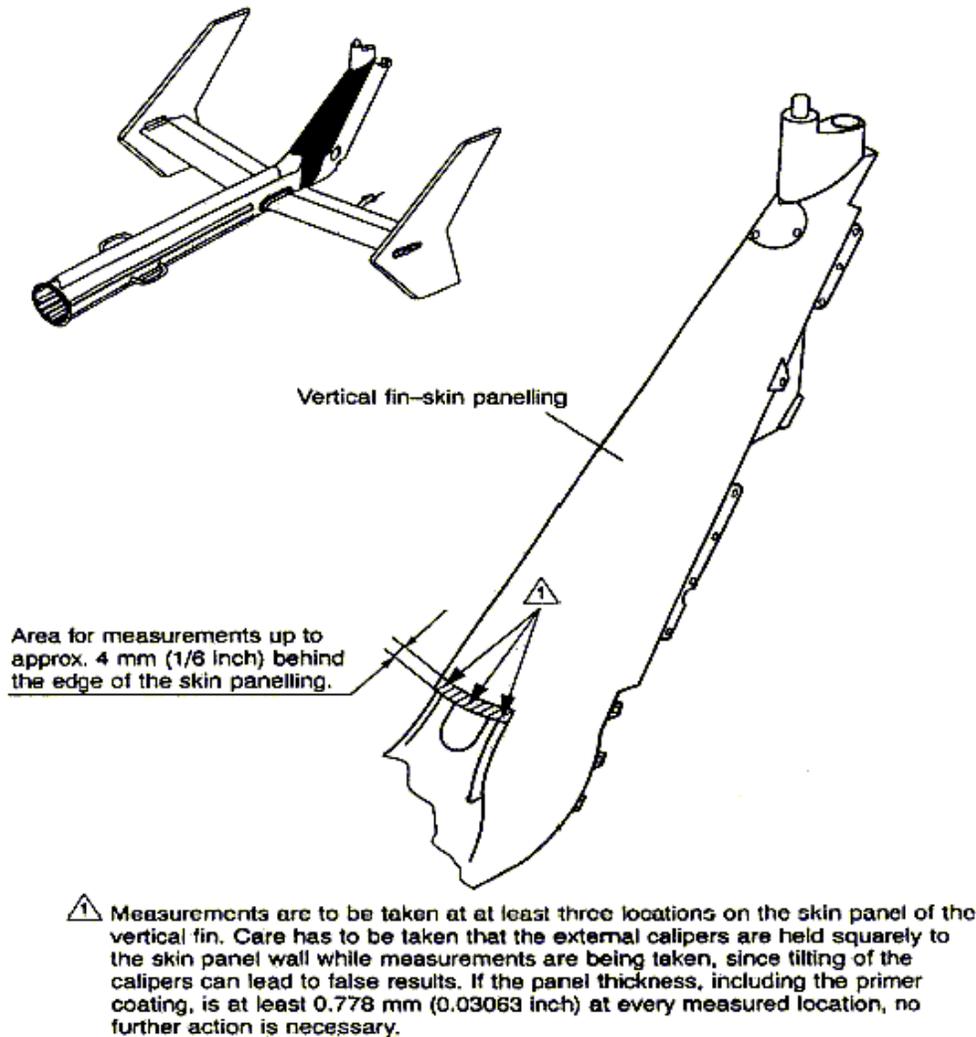
Applicability: Model MBB-BK 117 A-1, A-3, A-4, B-1, and B-2, all serial numbers (S/N), and Model C-1, S/N 7500 through 7545, certificated in any category.

Compliance: Required within 100 hours time in service, unless accomplished previously.

To prevent failure of the vertical fin and subsequent loss of control of the helicopter, do the following:

(a) Using external calipers, measure the wall thickness, including primer coating, of the skin paneling of the vertical fin at the locations shown in Figure 1 of this AD.

Note 1: Eurocopter Deutschland (ECD) Alert Service Bulletin No. ASB-MBB-BK117-30-109, Revision 1, dated July 3, 2003, pertains to the subject of this AD.



Vertical Fin-Skin Panelling
Figure 1

(b) If the wall thickness, including the primer coating, of the panelling is less than 0.778 millimeter (0.03063 inch) at any of the measured locations, replace the vertical fin with an airworthy part before further flight.

(c) To request a different method of compliance or a different compliance time for this AD, follow the procedures in 14 CFR 39.19. Contact the Safety Management Group, Rotorcraft Directorate, FAA, for information about previously approved alternative methods of compliance.

(d) This amendment becomes effective on July 30, 2004.

Note 2: The subject of this AD is addressed in Luftfahrt-Bundesamt (Federal Republic of Germany) AD 2003-219, dated August 21, 2003.

Issued in Fort Worth, Texas, on June 16, 2004.

David A. Downey,
Manager, Rotorcraft Directorate, Aircraft Certification Service.
[FR Doc. 04-14318 Filed 6-24-04; 8:45 am]
BILLING CODE 4910-13-C