



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

**BIWEEKLY 2004-17**

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

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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

AD No.	Information	Manufacturer	Applicability
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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

### Biweekly 2004-08

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

### Biweekly 2004-10

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 S 2003-13-08	Goodrich Avionics Systems, Inc.	Appliance: Terrain Awareness Warning System (TAWS)
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

## SMALL AIRCRAFT, ROTORCRAFT, GLIDERS, BALLOONS, & AIRSHIPS

AD No.	Information	Manufacturer	Applicability
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<b>Biweekly 2004-12</b>			
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
<b>Biweekly 2004-13</b>			
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, B-2, and C-1
<b>Biweekly 2004-14</b>			
96-26-05 R1	Res.	Robinson Helicopter Company	Rotorcraft: R44
2003-13-15 R1	R	Schweizer Aircraft Corporation	Rotorcraft: 269A, 269A-1, 269B, 269C, and TH-55A
2004-10-14	COR, S 91-14-22	Lycoming Engines	Engine: Direct-Drive Reciprocating Engines
2004-13-20		Garmin AT	Appliance: Global positioning system (GPS)
2004-13-26		Kaman Aerospace Corporation	Rotorcraft: K-1200
2004-14-02		Rolls-Royce Corporation	Engine: 250-C28, -C28B and, -C28C Turboshaft
2004-14-12		New Piper Aircraft, Inc.	PA-28-161, PA-28-181, PA-28R-201, PA-32R-301 (HP), PA-32R-301T, PA-32-301T, PA-32-301FT, PA-32-301XTC, PA-34-220T, PA-44-180, PA-46-350P, and PA-46-500TP
<b>Biweekly 2004-15</b>			
2004-14-20	COR S 2003-21-07	The Cessna Aircraft Company	525
2004-14-21		Stemme GmbH & Co.	Glider: S10-VT, S10-V, S10
2004-14-22		Pratt & Whitney Canada	Engine: PW206B, PW206C, PW206E, PW207D, and PW207E Turboshaft
2004-15-01		Raytheon Aircraft Company	390
<b>Biweekly 2004-16</b>			
2004-15-11		Eurocopter France	Rotorcraft: EC155B and B1
2004-15-15	S 2002-19-10	Air Tractor, Inc.	AT-401, AT-401B, AT-402, AT-402A, AT-402B, AT-501, AT-502, AT-502A, AT-502B, AT-503A, AT-602, AT-802 and AT-802A
2004-15-18		Cessna Aircraft Company	172R, 172S, 182S, 182T, T182T, 206H, T206H
2004-15-19		The New Piper Aircraft, Inc	PA-46-500TP
2004-15-21		Agusta S.p.A.	Rotorcraft: A109K2
2004-15-22		Sikorsky Aircraft Corp.	Rotorcraft: S-61L, S-61N, S-61-NM, and S-61R
2004-16-07		General Electric Company	Engine: CT7-2D1 Turboshaft

## SMALL AIRCRAFT, ROTORCRAFT, GLIDERS, BALLOONS, & AIRSHIPS

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**Biweekly 2004-17**

2004-14-12	COR	The New Piper Aircraft, Inc.	See AD
2004-16-08		MD Helicopters	Rotorcraft: MD900
2004-16-14		Thales Avionics	Appliance: Traffic advisory/resolution advisory (TA/RA) vertical speed indicator-traffic alert and collision avoidance system (VSI-TCAS) indicators
2004-16-15		Eurocopter France	Rotorcraft: AS-365N2, AS 365 N3, EC 155B, EC155B1, SA-365N, N1 and SA-366G1
2004-17-01	S 2002-22-17	Cessna Aircraft Company	208 and 208B
2004-17-02		Raytheon Aircraft Company	See AD
2004-17-03	S 2003-16-10	Pratt & Whitney Canada	Engine: PW206A and PW206E

**BW 2004-17**

**THE NEW PIPER AIRCRAFT, INC.  
AIRWORTHINESS DIRECTIVE  
SMALL AIRCRAFT, ROTORCRAFT, GLIDERS, BALLOONS, & AIRSHIPS**

**CORRECTION:** [Federal Register: August 20, 2004 (Volume 69, Number 161); Page 51753; [www.access.gpo.gov/su\\_docs/aces/aces140.html](http://www.access.gpo.gov/su_docs/aces/aces140.html)]

**2004-14-12 The New Piper Aircraft, Inc.:** Amendment 39-13721; Docket No. FAA-2004-18032; Directorate Identifier 2004-CE-15-AD.

**When Does This AD Become Effective?**

(a) This AD becomes effective on August 10, 2004.

**Are Any Other ADs Affected by This Action?**

(b) None.

**What Airplanes Are Affected by This AD?**

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

<b>Models</b>	<b>Serial Nos.</b>
<b>(1) Group A:</b>	
(i) PA-28-161 Warrior III	2842026 through 2842180.
(ii) PA-28-181 Archer III	2843112 through 2843565.
(iii) PA-28R-201 Arrow	2844014 through 2844099.
(iv) PA-32R-301 Saratoga II HP	3246098 through 3246214.
(v) PA-32R-301T Saratoga II TC	3257028 through 3257327.
(vi) PA-34-220T Seneca V	3449042 through 3449292.
(vii) PA-44-180 Seminole	4496020 through 4496173, and 4496175.
(viii) PA-46-350P Mirage	4636132 through 4636344, and
(ix) PA-46-500TP Meridian	4697001 through 4697162.
<b>(2) Group B:</b>	
(i) PA-28-161 Warrior III	2842181 through 2842203.
(ii) PA-28-181 Archer III	2843566 through 2843588.
(iii) PA-28R-201 Arrow	2844100 through 2844104.
(iv) PA-32R-301 Saratoga II HP	3246215 through 3246219.
(v) PA-32R-301T Saratoga II TC	3257328 through 3257340.
(vi) PA-32-301FT Piper 6X	3232001 through 3232013.
(vii) PA-32-301XTC Piper 6XT	3255001 through 3255014.

(viii) PA-34-220T Seneca V	3449293 through 3449301.
(ix) PA-44-180 Seminole	4496174 and 4496176 through 4496180.
(x) PA-46-350P Mirage	4636345 through 4636348, and
(xi) PA-46-500TP Meridian	4697163 through 4697174.

### What Is the Unsafe Condition Presented in This AD?

(d) This AD is the result of inadequate control wheel attaching hardware. We are issuing this AD to detect and correct inadequate control wheel attachment design, which could result in loss of control of the ailerons and elevator. This failure could lead to loss of airplane.

### What Must I Do to Address This Problem?

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

Actions	Compliance	Procedures
(1) For airplanes listed in Group A of paragraph (c)(1) of this AD: follow the instructions below, with the exception of airplanes listed in Group A that are already modified in accordance with The New Piper Aircraft, Inc., Service Bulletin No. 1139, dated, August 28, 2003.	Inspect within 25 hours Time-in-Service (TIS) after the effective date of this AD, August 10, 2004. Replace prior to further flight after the inspection.	Follow Part I of The New Piper Aircraft, Inc., Service Bulletin No. 1139A, dated April 9, 2004.
(i) Inspect the control wheel attachment screw for property thread engagement (minimum one thread showing past the end of the nut plate), and replace the screw if insufficient thread engagement is found.		
(ii) Inspect the nut plate for sufficient locking characteristics (minimum one thread showing past the nut plate, when the screw is tightened by hand), and replace the nut plate if it is insufficient.		
(iii) After the above inspections, reassemble the control wheel onto the control wheel shaft and apply Loctite thread-locking compound.		
(2) For airplanes listed in Group A or Group B of paragraphs (c)(1) and (2) of this AD: install the retainer clip Part Number 104687-002.	Install the retainer clip within 100 hours TIS after the effective date of this AD, August 10, 2004.	Follow Part II of The New Piper Aircraft Inc., Service Bulletin No. 1139A, dated April 9, 2004.

### 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, Atlanta Aircraft Certification Office, FAA. For information on any already approved alternative methods of compliance, contact Samuel Belete, Aerospace Safety Engineer, FAA Atlanta Certification Office, One Crown Center, 1895 Phoenix Boulevard, Suite 450, Atlanta, Georgia, 30349; telephone: (770) 703-6048; facsimile: (770) 703-6097.

**Does This AD Incorporate Any Material by Reference?**

(g) You must do the actions required by this AD following the instructions in The New Piper Aircraft, Inc., Service Bulletin No. 1139A, dated April 9, 2004. 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 The New Piper Aircraft, Inc., 2926 Piper Drive, Vero Beach, Florida, 32960. You may review copies 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](http://www.archives.gov/federal_register/code_of_federal_regulations/ibr_locations.html). You may view the AD docket at the Docket Management Facility; U.S. Department of Transportation, 400 Seventh Street, SW., Nassif Building, Room PL-401, Washington, DC 20590-001.

Issued in Kansas City, Missouri, on June 29, 2004.

David R. Showers,

Acting Manager, Small Airplane Directorate, Aircraft Certification Service.

[FR Doc. 04-15507 Filed 7-8-04; 8:45 am]

BILLING CODE 4910-13-P

**BW 2004-17**

**MD HELICOPTERS, INC.  
AIRWORTHINESS DIRECTIVE  
SMALL AIRCRAFT, ROTORCRAFT, GLIDERS, BALLOONS, & AIRSHIPS**

**2004-16-08 MD Helicopters, Inc.:** Amendment 39-13764. Docket No. 2004-SW-10-AD.

**Applicability:** Model MD900 helicopters, with Fan Input Force Limiting Control Rod Assembly (control rod assembly), part number (P/N) 900C6010239-105 or 900C2010239-107, installed, certificated in any category.

**Compliance:** Required as indicated.

To provide a temporary back-up support system in the event of piston rod failure and to prevent subsequent loss of control of the helicopter, accomplish the following:

(a) Unless accomplished previously, install a control rod assembly fail-safe device (fail-safe device) by following the Accomplishment Instructions, paragraph A., of MD Helicopters, Inc. Service Bulletin SB900-094, dated March 17, 2004 (SB). Install the fail-safe device on or before September 17, 2004, or as indicated in the following table based on the hours time-in-service (TIS) of the control rod assembly, whichever occurs first.

<b>Install a fail-safe device</b>	<b>If the control rod assembly has</b>
(1) Before reaching 200 hours TIS.	Less than 200 hours TIS.
(2) Within 10 hours TIS.	200 or more but less than 790 hours TIS.
(3) Before further flight.	790 or more hours TIS.

(b) Before the first flight of each day after installing a fail-safe device required by paragraph (a) of this AD, check the control rod assembly as follows:

- (1) Unzip the ceiling panel of the baggage compartment;
- (2) Examine the outer bell-crank assembly for any bent clip and any lanyard connected to a clip that is taut; and
- (3) Check the piston rod for any movement.
- (4) An owner/operator, holding at least a private pilot certificate, may perform these visual checks and must enter compliance into the helicopter maintenance records in accordance with 14 CFR sections 43.11 and 91.417(a)(2)(v)).

(c) Before further flight, replace the control rod assembly with an airworthy control rod assembly if a bent clip, a taut lanyard, or any movement of the piston rod is found.

(d) 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 Los Angeles Aircraft Certification Office (LAACO), FAA, for information about previously approved alternative methods of compliance.

(e) Install the fail-safe device following MD Helicopter, Inc. Service Bulletin SB900-094, dated March 17, 2004. 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 MD Helicopters Inc., Attn: Customer Support Division, 4555 E. McDowell Rd., Mail Stop M615-GO48, Mesa, Arizona 85215-9734, telephone 1-800-388-3378, fax 480-891-6782, or on the web at <http://www.mdhelicopters.com>. 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](http://www.archives.gov/federal_register/code_of_federal_regulations/ibr_locations.html).

(f) This amendment becomes effective on August 25, 2004.

Issued in Fort Worth, Texas, on July 28, 2004.

David A. Downey,  
Manager, Rotorcraft Directorate, Aircraft Certification Service.  
[FR Doc. 04-17793 Filed 8-9-04; 8:45 am]  
BILLING CODE 4910-13-P

**THALES AVIONICS (FORMERLY SEXTANT AVIONIQUE)  
AIRWORTHINESS DIRECTIVE  
APPLIANCE  
SMALL AIRCRAFT, ROTORCRAFT, GLIDERS, BALLOONS, & AIRSHIPS**

**2004-16-14 Thales Avionics (Formerly Sextant Avionique):** Amendment 39-13770. Docket 2002-NM-284-AD.

**Applicability:** Thales Avionics traffic advisory/resolution advisory (TA/RA) vertical speed indicator-traffic alert and collision avoidance system (VSI-TCAS) indicators, part number (P/N) 457400-(\*), except P/Ns 457400GA1502, 457400GB1502, 457400MA1502, 457400MB1502, 457400ZA1502, and 457400ZB1502, installed on but not limited to Airbus Model A300 B2, A300 B4, and A310 series airplanes; Model A300 B4-600, B4-600R, C4-605R Variant F, and F4-600R (collectively called A300-600) series airplanes; and Aerospatiale Model ATR42 and ATR72 series airplanes; certificated in any category; equipped with TCAS II change 7 computers (ACAS II).

**Compliance:** Required as indicated, unless accomplished previously.

To prevent the TA/RA VSI-TCAS indicator from displaying a conflicting "RA FAIL" message during a multi-aircraft encounter, which could result in the flightcrew ignoring the correct aural command and traffic display information if the flightcrew believes the TCAS II computer has malfunctioned, and consequently led to a mid-air collision with other aircraft; accomplish the following:

**Revision of the Airplane Flight Manual (AFM)**

(a) Within 15 days after the effective date of this AD, revise the Limitations Section of the AFM to include the following statement (this may be accomplished by inserting a copy of this AD into the AFM):

"Limitation:"

When the TA/RA VSI-TCAS indicates an RA fail message, the flightcrew must follow the audio annunciation "Maintain Vertical Speed, Maintain" until "clear of the conflict" audio annunciation has occurred.

**Note:** When a preventive Don't Climb/Don't Descend resolution advisory (RA) is triggered by simultaneous, multi-aircraft encounter configuration, the TA/RA VSI-TCAS may indicate an RA fail message. The audio annunciation "Maintain Vertical Speed, Maintain" and traffic display information are correct. In this specific case, the flightcrew must follow the audio annunciation and, therefore, maintain the vertical speed until clearance of the conflict condition has occurred."

**Note 1:** When a statement identical to that in paragraph (a) of this AD has been included in the general revisions of the AFM, the general revisions may be inserted into the AFM, and the copy of this AD may be removed from the AFM.

## Software Modification

(b) Within 48 months after the effective date of this AD, modify the software for the TA/RA VSI-TCAS indicator by accomplishing all the actions specified in the Accomplishment Instructions of the applicable service bulletin listed in Table 1 of this AD. Doing this modification terminates the requirements of paragraph (a) of this AD. After accomplishing the modification, the AFM limitation required by paragraph (a) of this AD may be removed from the AFM.

**TABLE 1.—APPLICABLE SERVICE BULLETIN**

P/N	Thales Avionics service bulletin	Revision level	Date
457400EA0311, 457400EB0311, 457400FA0311, 457400FB0311	457400-34-083	03	January 26, 2004.
457400GA0011	457400-34-085	00	February 5, 2004.
457400GA0311, 457400GA0602, 457400GA0911, 457400GA1100, 457400GA1311, 457400GA1312.	457400-34-083	03	January 26, 2004.
457400GA1900	457400-34-082	Original	November 28, 2002.
457400GB0011	457400-34-085	00	February 5, 2004.
457400GB0911, 457400GB1100, 457400GB1311, 457400GB1312	457400-34-083	03	January 26, 2004.
457400GB1900	457400-34-082	Original	November 28, 2002.
457400GB2000	457400-34-084	02	December 19, 2003.
457400GB2100, 457400HA1900, 457400JA1900, 457400KA0602, 457400KA1311, 457400KA1900, 457400KB1311, 457400KB1900.	457400-34-083	03	January 26, 2004.
457400LA2000	457400-34-084	02	December 19, 2003.
457400MA0602, 457400MA1311, 457400MB1311, 457400PA1900, 457400PB1900, 457400RA0711, 457400RB0711, 457400SA0711, 457400SB0711, 457400TB0811, 457400TC0811, 457400UA1311, 457400UA1900, 457400UB1900, 457400UB1311, 457400WA0811, 457400WB0811, 457400ZA1900.	457400-34-083	03	January 26, 2004.

## Alternative Methods of Compliance

(c) In accordance with 14 CFR 39.19, the Manager, Los Angeles Aircraft Certification Office, FAA, Transport Airplane Directorate, is authorized to approve alternative methods of compliance for this AD.

## Incorporation by Reference

(d) Unless otherwise specified in this AD, the actions shall be done in accordance with the applicable service bulletin listed in the following table:

**TABLE 2.—MATERIAL INCORPORATED BY REFERENCE**

<b>Service bulletin</b>	<b>Revision level</b>	<b>Date</b>
Thales Avionics Service Bulletin 457400–34–082	Original	November 28, 2002.
Thales Avionics Service Bulletin 457400–34–083	03	January 26, 2004.
Thales Avionics Service Bulletin 457400–34–084	02	December 19, 2003.
Thales Avionics Service Bulletin 457400–34–085	00	February 5, 2004.

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 Thales Avionics, Air Transport Avionics, 105 avenue du Général Eisenhower, BP 1147, 31036 Toulouse Cedex 1, France; or Thales Avionics, Regional and Business Aircraft Avionics, 105 avenue du Général Eisenhower, BP 1147, 31036 Toulouse Cedex 1, France; or Thales Avionics, Avionics for Military Aircraft, Rue Toussaint Catros, 33187 Le Haillan Cedex, France. Copies may be inspected at the FAA, Transport Airplane Directorate, 1601 Lind Avenue, SW., Renton, Washington; or at the FAA, Los Angeles Aircraft Certification Office, 3960 Paramount Boulevard, Lakewood, California; 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](http://www.archives.gov/federal_register/code_of_federal_regulations/ibr_locations.html)*.

**Note 2:** The subject of this AD is addressed in French airworthiness directive F-2004-053, dated April 14, 2004.

#### **Effective Date**

(e) This amendment becomes effective on September 13, 2004.

Issued in Renton, Washington, on July 30, 2004.

Ali Bahrami,

Manager, Transport Airplane Directorate, Aircraft Certification Service.

[FR Doc. 04-17981 Filed 8-6-04; 8:45 am]

BILLING CODE 4910-13-P

**BW 2004-17**

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

**2004-16-15 Eurocopter France:** Amendment 39-13771. Docket No. FAA-2004-18850; Directorate Identifier 2004-SW-19-AD.

**Applicability:** Eurocopter France Model AS-365N2, AS 365 N3, EC 155B, EC155B1, SA-365N and N1, and SA-366G1 helicopters with a main gearbox (MGB) base plate, part number (P/N) 366A32-1062-03 or P/N 366A32-1062-06, installed, certificated in any category.

**Compliance:** Required as indicated in the following table and before installing a replacement main gearbox (MGB).

<b>For ...</b>	<b>Then ...</b>	<b>Or ...</b>	<b>Or ...</b>
Model SA-365N and N1, and Model SA-366G1 helicopters.	If a MGB is installed that has less than 9,900 cycles and has never been overhauled or repaired. On or before accumulating 9,900 cycles, unless accomplished previously, and thereafter, at intervals not to exceed 15 hours time-in-service (TIS).	If a MGB is installed that has 9,900 or more cycles and has never been overhauled or repaired, before further flight, unless accomplished previously, and thereafter, at intervals not to exceed 15 hours TIS.	If a MGB is installed that is overhauled or repaired, before further flight, unless accomplished previously, and thereafter, at intervals not to exceed 15 hours TIS.
Model AS-365N2 and AS 365 N3 helicopters.	If a MGB is installed that has less than 7,300 cycles and has never been overhauled or repaired, on or before accumulating 7,300 cycles, unless accomplished previously, and thereafter, at intervals not to exceed 15 hours TIS.	If a MGB is installed that has 7,300 or more cycles and has never been overhauled or repaired, before further flight, and thereafter, at intervals not to exceed 15 hours TIS.	If a MGB is installed that has been overhauled or repaired, before further flight, and thereafter, at intervals not to exceed 15 hours TIS.
Model EC 155B and EC155B1 helicopters.	If a MGB base plate is installed that has less than 2,600 cycles, no later than 2,600 cycles, unless accomplished previously, and thereafter, before the first flight of each day and on or before reaching each 9 hours TIS interval during the day.	If a MGB base plate is installed that has 2,600 or more cycles, unless accomplished previously, before further flight, and thereafter, before the first flight of each day and on or before reaching each 9 hours TIS interval during the day.	

One cycle equates to one helicopter landing in which a landing gear touches the ground.

To detect a crack in the MGB base plate and prevent failure of a MGB attachment point to the frame, which could result in severe vibration and subsequent loss of control of the helicopter:

(a) Before the initial inspection at the time indicated in the compliance table, strip the paint from area "D" on both sides ("B" and "C") of the MGB base plate as depicted in Figure 1.

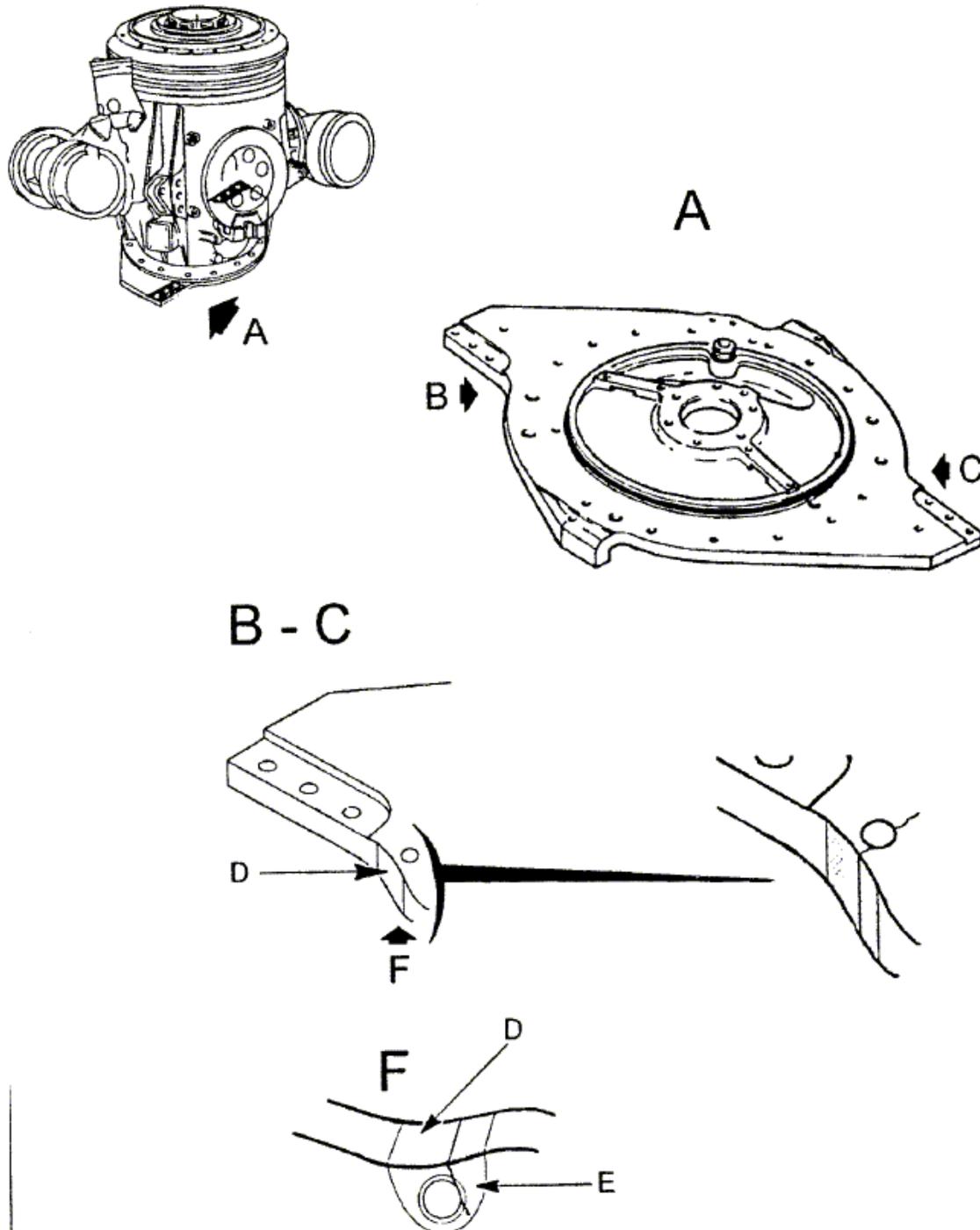


Figure 1

(b) At the times indicated in the compliance table, inspect area "D" of the MGB base plate for a crack using a 10x or higher magnifying glass.

**Note 1:** Eurocopter France Alert Telex No. 05.00.45, applicable to Model AS-365N2, AS 365 N3, SA-365N and SA-365N1 helicopters; Alert Telex No. 05.29, applicable to Model SA-366G1 helicopters, and Alert Telex No. 05A005, applicable to Model EC 155B and EC155B1 helicopters, pertain to the subject of this AD. All three alert telexes are dated February 5, 2004.

(c) If a crack is found in a MGB base plate, remove and replace the MGB with an airworthy MGB before further flight.

(d) 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.

(e) This amendment becomes effective on September 3, 2004.

**Note 2:** The subject of this AD is addressed in Direction Generale De L'Aviation Civile (France) AD No. UF-2004-023(A), dated February 6, 2004, and AD No. F-2004-023, dated March 3, 2004.

Issued in Fort Worth, Texas, on August 4, 2004.

David A. Downey,

Manager, Rotorcraft Directorate, Aircraft Certification Service.

[FR Doc. 04-18438 Filed 8-18-04; 8:45 am]

BILLING CODE 4910-13-C

**BW 2004-17**

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

**2004-17-01 Cessna Aircraft Company:** Amendment 39-13772; Docket No. 2002-CE-23-AD; Supersedes AD 2002-22-17, amendment 39-12944; and AD 2003-21-04, amendment 39-13339.

**When Does This AD Become Effective?**

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

**What Other ADs Are Affected by This Action?**

(b) This AD supersedes AD 2002-22-17, amendment 39-12944; and AD 2003-21-04, amendment 39-13339.

**What Airplanes Are Affected by This AD?**

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

(1) Group 1 (retains the actions from AD 2003-21-04, and adds all flap bellcranks to the applicability):

<b>Model</b>	<b>Serial Nos.</b>
208	20800001 through 20800369.
208B	208B0001 through 208B1014, 208B1017, 208B1018, 208B1020 through 208B1024, 208B1026, and 208B1029 through 208B1033.

(2) Group 2 (retains the requirement of AD 2002-22-17 that you repetitively inspect the inboard forward flap bellcranks for cracks, eventually replace these bellcranks, and provides the option of installing the new design flap bellcrank to increase the life limits and terminate the repetitive inspections): Models 208 and 208B airplanes, all serial numbers.

**What Is the Unsafe Condition Presented in This AD?**

(d) This AD is the result of (since FAA issued AD 2002-22-17) Cessna's design of a new flap bell crank with a life limit of 40,000 landings (instead of 7,000 landings), and (since FAA issued AD 2003-21-04) further analysis and examination of cracks and missing/incomplete welds in all of the bell cranks. The actions specified in this AD are intended to prevent failure of any bellcrank due to cracks, deformation, or missing/incomplete welds. This failure could lead to damage to the flap system and surrounding structure and result in reduced or loss of control of the airplane.

**What Must I Do To Address This Problem for Group 1 Airplanes?**

(e) To address this problem for Group 1 airplanes, you must do the following:

<b>Actions</b>	<b>Compliance</b>	<b>Procedures</b>
(1) Inspect the right inboard forward flap bellcrank assembly for cracks, deformation, and missing/incomplete welds. The affected flap bellcrank incorporates one of the following part numbers (P/N): (i) P/N 2622083-18; (ii) P/N 2622281-2; (iii) P/N 2692001-2; or (iv) P/N 2622281-12.	Within the next 25 landings after October 21, 2003 (the effective date of AD 2003-21-04). If landings are unknown, then you may multiply hours time-in-service (TIS) by 1.25. For the purposes of this AD, you may substitute 20 hours TIS for 25 landings.	Use a flashlight and a mirror as necessary to see if welds (1), (4), (5), and (6) exist and are at least 0.06-inch thick around the full circumference of the shaft. These welds and the inspection procedures are referenced in Figure 1, details A, B, and C; and Views A-A and B-B of Cessna Caravan Service Bulletin No.: CAB03-11, Revision 1, dated September 24, 2003.
(2) Inspect the left inboard forward bellcrank for cracks, deformation, and missing/incomplete welds. The affected flap bellcrank incorporates one of the following part P/Ns: (i) P/N 262283-15; or (ii) P/N 262281-1.	Within the next 25 landings after September 26, 2004, the effective date of this AD. If landings are unknown, then you may multiply hours TIS by 1.25. For the purposes of this AD, you may substitute 20 hours TIS for 25 landings.	Use a flashlight and a mirror as necessary to see if welds (1) through (4) exist and are at least 0.06-inch thick around the full circumference of the shaft. These welds and the inspection procedures are referenced in Figure 2, details A, B, and C; and Views A-A and B-B of Cessna Caravan Service Bulletin No.: CAB03-11, Revision 1, dated September 24, 2003.
(3) Inspect the inboard aft bellcrank for cracks, deformation, and missing/incomplete welds. The affected flap bellcrank incorporates one of the following P/Ns: (i) P/N 2622267-1; or (ii) P/N 2622267-2; (iii) P/N 2622267-7; (iv) P/N 2622267-8; (v) P/N 2622083-1; or (vi) P/N 2622083-2.	Within the next 25 landings after September 26, 2004, the effective date of this AD. If landings are unknown, then you may multiply hours TIS by 1.25. For the purposes of this AD, you may substitute 20 hours TIS for 25 landings.	Use a flashlight and a mirror as necessary to see if welds (1), (2), (4), and (5) exist and are at least 0.05-inch thick around the full circumference of the shaft. These welds and the inspection procedures are referenced in Figure 3, details A, B, and C; and Views A-A and B-B of Cessna Caravan Service Bulletin No.: CAB03-11, Revision 1, dated September 24, 2003.
(4) Inspect the outboard bellcrank for cracks, deformation, and missing/incomplete welds. The affected flap bellcrank incorporates one of the following P/Ns: (i) P/N 2622091-1; or (ii) P/N 2622091-2; (iii) P/N 2622091-9; (iv) P/N 2622091-10; (v) P/N 2622091-17; or (vi) P/N 2622091-28.	Within the next 25 landings after September 26, 2004, the effective date of this AD. If lands are unknown, then you may multiply hours TIS by 1.25. For the purposes of this AD, you may substitute 20 hours TIS for 25 landings.	Use a flashlight and a mirror as necessary to see if welds (1) through (4) exist and are at least 0.05-inch thick around the full circumference of the shaft. These welds and the inspection procedures are referenced in Figure 4, details A, B, and C; and Views A-A and B-B of Cessna Caravan Service Bulletin No.: CAB03-11, Revision 1, dated September 24, 2003.

<p>(5) If you find cracks, deformation, or missing/incomplete welds during the inspection required by paragraphs (e)(1) through (e)(4) of this AD, then do one of the following:</p> <p>(1) Replace the bellcrank with a new bellcrank; or</p> <p>(ii) Prohibit the use of flaps through the actions of paragraph (g) of this AD.</p>	<p>Replace or do the flap prohibition actions before further flight after the inspection required in paragraphs (e)(1) through (e)(4) of this AD. If you choose the flap prohibition, you must have the replacement done within 200 hours TIS after the inspection required by paragraphs (e)(1) through (e)(4) of this AD. After the new flap bellcrank is installed, the Temporary Revision 208PHTR02, dated September 23, 2003, should be removed.</p>	<p><i>Replacement:</i> Use the Accomplishment Instructions of Cessna Caravan Service bulletin No.: CAB02-12, Revision 1, dated January 27, 2003, and the Accomplishment Instructions of Cessna Caravan Service Kit No.: SK208-148A, dated January 27, 2003, or refer to the Maintenance Manual, Chapter 27, Flap System—Maintenance Practices, for bellcrank removal and installation procedures.</p> <p><i>Flap Prohibition:</i> Use the information in the Temporary Revision 208PHTR02, dated September 23, 2003. The action is referenced in Cessna Caravan Service Bulletin No.: CAB03-11, Revision 1, dated September 24, 2003.</p>
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### What Must I Do To Address This Problem for Group 2 Airplanes?

(f) To address this problem for Group 2 airplanes, you must do the following:

Actions	Compliance	Procedures
<p>(1) <i>Repetitive Inspections:</i> Inspect, using eddy current method, any inboard forward flap bellcrank (P/N 2622281-2, 2622281-12, 2692001-2, or FAA-approved equivalent P/N) for cracks.</p>	<p>Initially inspect upon the accumulation of 4,000 landings on the bellcrank or within the next 250 landings after December 31, 2002 (the effective date of AD 2002-22-17), whichever occurs later. Repetitively inspect thereafter at every 500 landings until 7,000 landings are accumulated at which time you must replace as required in paragraphs (f)(2) and (f)(3) of this AD. No repetitive inspections are required when a P/N 2622311-7 (or FAA-approved equivalent P/N) inboard forward flap bellcrank is installed.</p>	<p>Follow the Inspection Instructions of Cessna Caravan Service Bulletin No.: CAB02-1, dated February 11, 2002, and the applicable maintenance manual.</p>

<p>(2) <i>Initial Replacement:</i> Replace any inboard forward flap bellcrank (P/N 2622281-2, 2622281-12, 2692001-2, or FAA-approved equivalent P/N) with either:</p> <p>(i) a new flap bellcrank with the same P/N 2622281-2, 26228-12, 269001 -2, or FAA-approved or equivalent P/N; or</p> <p>(ii) a new flap bellcrank (P/M 262231 -7 or FAA-approved equivalent P/N).</p>	<p>If cracks are found, replace or do the flap prohibition actions before further flight after the inspection required in paragraphs (f)(1) of this AD. If you choose the flap prohibition, you must have the replacement done within 200 hours TIS after the inspection required by paragraphs (f)(1) of this AD. After the new flap bellcrank is installed, the Temporary Revision 208PHTR02, dated September 23, 2003, should be removed. If cracks are not found, initially replace at whichever occurs later: upon the accumulation of 7,000 landings on the bellcrank or within the next 75 landings after December 31, 2002 (the effective date of AD 2002-22-17).</p>	<p><i>Replacement:</i> For Flap bellcrank (P/N 2622281-2, 2622281-12, 2692001 -2, or FAA-approved equivalent P/N): Follow the Instructions of Cessna Caravan Service Bulletin No.: CAB02-1, dated February 11, 2002, and the applicable maintenance manual. For new flap bellcrank (P/N 2622311-7 or FAA-approved equivalent P/N): Follow the Accomplishment Instructions of Cessna Caravan Service Bulletin No.: CAB02-12, Revision 1, Dated January 27, 2003, and the Accomplishment Instructions of Cessna Caravan Service Kit No.: SK208 -148A, dated January 27, 2003. <i>Flap Prohibitions:</i> Use the information in the Temporary Revision 208PHTR02, dated September 23, 2003.</p>
<p>(3) <i>Life Limits (Repetitive Replacements):</i></p> <p>(i) The life limit for the inboard forward flap bellcranks (P/N 2622281-2, 2622281-12, 2692001-2, or FAA-approved equivalent P/N) is 7,000 landings. Repetitive inspections every 500 landings begin at 4,000 landings (see paragraph (f)(1) of this AD.)</p> <p>(ii) The life limit for the inboard forward flap bellcranks (P/N 2622311-7 or FAA-approved equivalent P/N) is 40,000 landings. No repetitive inspections are required on these bellcranks.</p>	<p>Replace at the applicable referenced life limits</p>	<p>Use the service information referenced in paragraph (f)(2) of this AD.</p>

**Note 1:** Inboard forward flap bellcranks (P/N 2622281-2, 2622281-12, or 2692001-2) with 7,000 landings or more do not have to be replaced until 75 landings after December 31, 2002 (the effective date of AD 2002-22-17), unless found cracked.

**Note 2:** The compliance times of this AD are presented in landings instead of hours TIS. If the number of landings is unknown, hours TIS may be used by multiplying the number of hours TIS by 1.25.

### **What Are the Actions I Must Do if I Choose the Flap Prohibition Option?**

(g) Insert Temporary Revision, 208PHTR02, dated September 23, 2003, into the applicable pilot's operating handbook and FAA-approved airplane flight manual. 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 incorporate this information into the AFM. Make an entry into the aircraft records showing compliance with this portion of the AD in accordance with section 43.9 of the Federal Aviation Regulations (14 CFR 43.9).

(1) This procedure applies to Cessna Models 208 and 208B landplanes. For other FAA-approved aircraft configurations (for example, amphibian, floatplanes, and so forth), you must operate with flaps up per the appropriate airplane flight manual supplement.

(2) This procedure allows for applicable deviation from the Master Minimum Equipment List (MMEL) for these airplanes until the flap bell crank is replaced. The applicable MMEL requirements go back into effect at the time of flap bell crank replacement.

### **May I Request an Alternative Method of Compliance?**

(h) 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, Wichita Aircraft Certification Office (ACO), FAA.

(1) For information on any already approved alternative methods of compliance, contact Paul Nguyen, Aerospace Engineer, FAA, Wichita ACO, 1801 Airport Road, Room 100, Wichita, Kansas 67209; telephone: 316-946-4125; facsimile: 816-946-4107.

(2) Alternative methods of compliance approved under AD 2002-22-17 and AD 2003-21-04 are not approved for this AD.

### **Does This AD Incorporate Any Material by Reference?**

(i) You must do the actions required by this AD following the instructions in the service information presented in paragraphs (i)(1) and (i)(2) of this AD.

(1) On December 31, 2002 (67 FR 68508, November 12, 2002) and in accordance with 5 U.S.C. 552(a) and 1 CFR part 51, the Director of the Federal Register approved the incorporation of Cessna Service Bulletin No.: CAB02-1, dated February 11, 2002.

(2) On October 21, 2003 (68 FR 59707, October 17, 2003), and in accordance with 5 U.S.C. 552(a) and 1 CFR part 51, the Director of the Federal Register approved the incorporation of Cessna Caravan Service Bulletin No.: CAB03-11, Revision 1, dated September 24, 2003; Cessna Caravan Service Bulletin No. CAB02-12, revision 1, dated January 27, 2003; and Cessna Caravan Service Kit No.: SK208-148A, dated January 27, 2003 (original issue: October 21, 2002).

(3) You may get a copy from Cessna Aircraft Company, Product Support, P.O. Box 7706, Wichita, Kansas 67277; telephone: (316) 517-5800; facsimile: (316) 942-9006. 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](http://www.archives.gov/federal_register/code_of_federal_regulations/ibr_locations.html).

Issued in Kansas City, Missouri, on August 5, 2004.

Dorenda D. Baker,

Manager, Small Airplane Directorate, Aircraft Certification Service.

[FR Doc. 04-18554 Filed 8-12-04; 8:45 am]

BILLING CODE 4910-13-P

**BW 2004-17**

**RAYTHEON AIRCRAFT COMPANY  
AIRWORTHINESS DIRECTIVE  
SMALL AIRCRAFT, ROTORCRAFT, GLIDERS, BALLOONS, & AIRSHIPS**

**2004-17-02 Raytheon Aircraft Company:** Amendment 39-13774; Docket No. 2004-CE-04-AD.

**When Does This AD Become Effective?**

(a) This AD becomes effective on October 4, 2004.

**What Other ADs Are Affected by This Action?**

(b) None.

**What Airplanes Are Affected by This AD?**

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

<b>Model</b>	<b>Serial Nos.</b>
(1) 65-A90, B90, C90, and C90A	LJ-76, LJ-114 through LJ-1691.
(2) E90	LW-1 through LW-347.
(3) F90	LA-2 through LA-236.
(4) 99, 99A, A99A, B99 and C99	U-1 through U-239.
(5) 100 and A100	B-1 through B-94, B-100 through B-204, and B-206 through B-247.
(6) B100	BE-1 through BE-137.

(7) 200 and B200	BB-2, BB-6 through BB-185, BB-187 through BB-202, BB-204 through BB-269, BB-271 through BB-407, BB-409 through BB-468, BB-470 through BB-488, BB-490 through BB-509, BB-511 through BB-529, BB-531 through BB-550, BB-552 through BB-562, BB-564 through BB-572, BB-574 through BB-590, BB-592 through BB-608, BB-610 through BB-626, BB-628 through BB-646, BB-648 through BB-664, BB-666 through BB-694, BB-696 through BB-797, BB-799 through BB-822, BB-824 through BB-870, BB-872 through BB-894, BB-896 through BB-990, BB-992 through BB-1051, BB-1053 through BB-1092, BB-1094, BB-1095, BB-1099 through BB-1104, BB-1106 through BB-1116, BB-1118 through BB-1184, BB-1186 through BB-1263, BB-1265 through BB-1288, BB-1290 through BB-1300, BB-1302 through BB-1313, BB-1315 through BB-1384, BB-1389 through BB-1425, BB-1427 through BB-1447, BB-1449, BB-1450, BB-1452, BB-1453, BB-1455, BB-1456, BB-1458 through BB-1683, BB-1685 through BB-1716, BB-1718 through BB-1720, BB-1722, BB-1723, BB-1725, BB-1726, BB-1728 through BB-1826.
(8) 200C and B200C	BL-1 through BL-23, BL-25 through BL-57, BL-61 through BL-72, and BL-124 through BL-147.
(9) 200CT and B200CT	BN-1 through BN-4.
(10) 200T and B200T	BT-1 through BT-38, and BB-1314.
(11) 300 and 300LW	FA-1 through FA-230; and FF-1 through FF-19.
(12) B300	FL-1 through FL-379.
(13) B300C	FM-1 through FM-10; and FN-1.
(14) 1900	UA-3.
(15) 1900C	UB-1 through UB-74 and UC-1 through UC-174.
(16) 1900D	UE-1 through UE-439.
(17) 65-A90-1 (U-21A or U-21G)	LM-1 through LM-141.
(18) 65-A90-2 (RU-21B)	LS-1 through LS-3.
(19) 65-A90-3 (U-21 Series)	LT-1 and LT-2.
(20) 65-A90-4 (U-21 Series)	LU-1 through LU-16.
(21) H90 (T-44A)	LL-1 through LL-61.
(22) A100-1 (U-21J)	BB-3 through BB-5.
(23) A100 (U-21F)	B-95 through B-99.
(24) A200 (C-12A and C-12C)	BC-1 through BC-75 and BD-1 through BD-30.
(25) A200C (UC-12B)	BJ-1 through BJ-66.
(26) A200CT (C-12D, FWC-12D, C-12F)	BP-1, BP-7 through BP-11, BP-19, BP-22, and BP-24 through BP-63.
(27) A200CT (RC-12D, RC-12H)	GR-1 through GR-12, and GR-14 through GR-19.
(28) A200CT (RC-12G)	FC-1 through FC-3.
(29) A200CT (RC-12K, RC-12P and RC-12Q)	FE-1 through FE-9, and FE-25 through FE-36.
(30) B200C (C-12F)	BL-73 through BL-112, and BL-118 through BL-123; BP-64 through BP-71.
(31) B200C (C-12R)	BW-1 through BW-29.
(32) B200C (UC-12M)	BV-1 through BV-10.
(33) B200C (UC-12F)	BU-1 through BU-10.
(34) 1900C (C-12J)	UD-1 through UD-6.

### What Is the Unsafe Condition Presented in This AD?

(d) This AD is the result of numerous reports of loose bolts on the pedestal attachment of the throttle/prop cross shaft assembly. The actions specified in this AD are intended to detect and correct loose bolts not securing the pedestal cross shaft, which could result in limited effectiveness of the control levers. This failure could lead to an aborted takeoff.

### What Must I Do To Address This Problem?

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

Actions	Compliance	Procedures
(1) Inspection and torque: (i) inspect the engine controls/cross shaft/pedestal for proper installation and torque; and. (ii) re-torque the cross attach bolt.	Initially inspect within the next 50 hours time-in-service (TIS) after October 4, 2004 (the effective date of this AD), unless already done within the last 50 hours TIS, and thereafter at intervals not to exceed 100 hours TIS until the modification in paragraph (e)(3) of this AD is done.	Follow Part I, Accomplishment Instructions of Raytheon Aircraft Company Mandatory Service Bulletin No. SB 73–3634, dated September 2003. The applicable airplane maintenance manual also addresses this issue.
(2) If any improper installation or wrong torque is found during any inspection required by paragraph (e)(1) of this AD, correct the installation or torque.	Before further flight after the inspection in which any improper installation or wrong torque is found.	Follow Part I, Accomplishment Instructions of Raytheon Aircraft Company Mandatory Service Bulletin No. SB 73–3634, dated September 2003. The applicable airplane maintenance manual also addresses this issue.
(3) Modify the pedestal and replace the engine controls cross shaft hardware. Modification of the pedestal and replacement of the engine controls cross shaft hardware is the terminating action for the repetitive inspection and re-torque requirements specified in paragraph (e)(1) of this AD.	At the next scheduled maintenance/inspection interval or 12 calendar months after October 4, 2004 (the effective date of this AD), whichever occurs later. You may do this modification before this time as terminating action for the repetitive inspection and retorquer requirements.	Follow Part II, Accomplishment Instructions of Raytheon Aircraft Company Mandatory Service Bulletin No. SB 73–3634, dated September 2003. The applicable airplane maintenance manual also addresses this issue.

### 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, Wichita Aircraft Certification Office (ACO), FAA. For information on any already approved alternative methods of compliance, contact Jeff Pretz, Aerospace Engineer, Wichita

ACO, FAA, 1801 Airport Road, Mid-Continent Airport, Wichita, Kansas 67209; telephone: (316) 946-4153; facsimile: (316) 946-4107.

**Does This AD Incorporate Any Material by Reference?**

(g) You must do the actions required by this AD following the instructions in Raytheon Aircraft Company Mandatory Service Bulletin No. SB 73-3634, dated September, 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 Raytheon Aircraft Company, 9709 E. Central, Wichita, Kansas 67201-0085; telephone: (800) 429-5372 or (316) 676-3140. 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](http://www.archives.gov/federal_register/code_of_federal_regulations/ibr_locations.html).

Issued in Kansas City, Missouri, on August 12, 2004.

John R. Colomy,  
Acting Manager, Small Airplane Directorate, Aircraft Certification Service.  
[FR Doc. 04-18923 Filed 8-19-04; 8:45 am]  
BILLING CODE 4910-13-P

**BW 2004-17**

**PRATT & WHITNEY CANADA  
AIRWORTHINESS DIRECTIVE  
ENGINE**

**SMALL AIRCRAFT, ROTORCRAFT, GLIDERS, BALLOONS, & AIRSHIPS**

**2004-17-03 Pratt & Whitney Canada:** Amendment 39-13775. Docket No. 2003-NE-25-AD. Supersedes AD 2003-16-10, Amendment 39-13263.

**Effective Date**

(a) This AD becomes effective September 24, 2004.

**Affected ADs**

(b) This AD supersedes AD 2003-16-10, Amendment 39-13263.

**Applicability**

(c) This AD applies to Pratt & Whitney Canada (PWC) PW206A and PW206E turboshaft engines. These engines are installed on, but not limited to, MD Helicopters, Inc. Model MD-900 helicopters.

**Unsafe Condition**

(d) This AD is prompted by reports of engine shutdowns and emergency landings due to severe vibration, resulting in exhaust gases escaping from the engine-to-exhaust nozzle interface, thereby triggering in-flight engine fire warnings. The actions specified in this AD are intended to prevent turbine blade axial shift, which could cause high levels of vibration, loss of engine torque, in-flight engine shutdown, and loss of the airframe exhaust duct.

**Compliance**

(e) You are responsible for having the actions required by this AD performed within the compliance times specified unless the actions have already been done.

**Initial Sequence of Borescope Inspections**

(f) Perform an initial sequence of borescope inspections of compressor turbine blades and power turbine blades for blade axial shift within the turbine disks. Use paragraph 3. of Accomplishment Instructions of PWC Alert Service Bulletin (ASB) No. PW200-72-A28242, Revision 1, dated October 2, 2002, for the borescope inspection and determination of blade shift. Do the inspections at the following times:

(1) Within 25 flight hours accumulated, or 30 days after the effective date of this AD, whichever occurs earlier.

(2) After 30 flight hours, but before 50 flight hours accumulated since inspection of paragraph (f)(1) of this AD.

(3) After 80 flight hours, but before 100 flight hours accumulated since inspection of paragraph (f)(1) of this AD.

(4) After 180 flight hours, but before 200 flight hours accumulated since inspection of paragraph (f)(1) of this AD.

### **Repetitive Borescope Inspections**

(g) Thereafter, perform repetitive borescope inspections at intervals of not less than 280 nor more than 300 flight hours since-last-inspection. Use paragraph 3. of Accomplishment Instructions of PWC ASB No. PW200-72-A28242, Revision 1, dated October 2, 2002, for the borescope inspections and determination of blade shift.

### **Disposition**

(h) If you find any blade shift, remove engine from service before further flight and perform rivet and rotor air seal replacements, as specified in paragraphs (i)(1) through (i)(3) of this AD, to return the engine to service.

### **Terminating Action**

(i) At the next engine shop visit when access is available to subassemblies, such as modules, accessories, and components, or at the next engine overhaul, whichever occurs first, but before accumulating 1,800 flight hours from the effective date of this AD or before December 31, 2009, whichever occurs first, do the following:

(1) Replace the compressor turbine blade retaining rivets with new P/N retaining rivets, and the No. 4 bearing rear rotor air seal with the new P/N No. 4 bearing rear rotor air seal. Use paragraph 3., Part A, of Accomplishment Instructions of SB No. PW200-72-28069, Revision 5, dated February 10, 2003.

(2) Replace the No. 3 bearing rotating air seal with the new P/N air seal, and the No. 4 bearing front rotor air seal with the new P/N No. 4 bearing front rotor air seal. Use paragraph 3., Part B, of Accomplishment Instructions of SB No. PW200-72-28069, Revision 5, dated February 10, 2003.

(3) Replace the power turbine blade retaining rivets with new P/N power turbine blade retaining rivets. Use paragraph 3. of Accomplishment Instructions of SB No. PW200-72-28239, Revision 2, dated February 10, 2003.

(j) Completing the actions in paragraphs (i)(1) through (i)(3) of this AD terminates all inspection requirements of this AD.

### **Previous Credit**

(k) Previous credit is allowed:

(1) For performing the initial sequence for borescope inspections in paragraph (f) of this AD, that were done using AD 2003-16-10.

(2) For terminating action in paragraphs (i)(1) through (i)(3) of this AD that was done using the Accomplishment Instructions of one of the following, before the effective date of this AD:

(i) SB No. PW200-72-28069, dated June 10, 1997

(ii) SB No. PW200-72-28069, Revision 1, dated September 8, 1997

(iii) SB No. PW200-72-28069, Revision 2, dated December 18, 1997

(iv) SB No. PW200-72-28069, Revision 3, dated November 30, 1998

- (v) SB No. PW200-72-28069, Revision 4, dated December 27, 2000
- (vi) SB No. PW200-72-28069, Revision 5, dated February 10, 2003
- (vii) SB No. PW200-72-28239, dated September 5, 2002
- (viii) SB No. PW200-72-28239, Revision 1, dated December 5, 2002
- (ix) SB No. PW200-72-28239, Revision 2, dated February 10, 2003

### Alternative Methods of Compliance

(l) The Manager, Engine Certification Office, has the authority to approve alternative methods of compliance for this AD if requested using the procedures found in 14 CFR 39.19.

### Material Incorporated by Reference

(m) You must use the Pratt & Whitney Canada Service Bulletins and Alert Service Bulletin listed in Table 1 of this AD to perform the inspections and replacement actions required by this AD. The incorporation by reference of this publication was approved previously by the Director of the Federal Register as of August 29, 2003 (68 FR 48544; August 14, 2003), in accordance with 5 U.S.C. 552(a) and 1 CFR part 51. You can get a copy from Pratt & Whitney Canada, 1000 Marie-Victorin, Longueuil, Quebec, Canada J4G1A1. You can review copies 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](http://www.archives.gov/federal_register/code_of_federal_regulations/ibr_locations.html). Table 1 follows:

**TABLE 1.—INCORPORATION BY REFERENCE**

Service bulletin	Page number(s)	Revision	Date
PW200-72-A28242, Total Pages—7	All	1	October 2, 2002.
PW200-72-28069, Total Pages—17	All	5	February 10, 2003.
PW200-72-28239, Total Pages—20	All	2	February 10, 2003.

### Related Information

(n) Transport Canada issued airworthiness directive CF-2003-06, dated February 4, 2003, which pertains to the subject of this AD, in order to assure the airworthiness of these PWC PW206A and PW206E turboshaft engines in Canada.

Issued in Burlington, Massachusetts, on August 12, 2004.

Ann Mollica,

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

[FR Doc. 04-18998 Filed 8-19-04; 8:45 am]

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