



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

BIWEEKLY 2004-09

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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FAX 405-954-4104

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	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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Info: E - Emergency; COR - Correction; S - Supersedes; R - Revision; - See AD for additional information;

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

BW 2004-09

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

2004-05-01 R1 Bombardier Inc.: Amendment 39-13585; Docket No. 2000-CE-73-AD; Revises AD 2004-05-01, Amendment 39-13493.

When Does This AD Become Effective?

(a) This AD becomes effective on May 25, 2004.

Are Any Other ADs Affected By This Action?

(b) This AD revises AD 2004-05-01, Amendment 39-13493.

What Airplanes Are Affected by This AD?

(c) This AD affects any Model Otter DHC-3 airplane (all serial numbers) that:
(1) Has a turbine engine installed per Supplemental Type Certificate (STC) No. SA3777NM (A.M. Luton installation of Pratt and Whitney PT6A-34/-135 engine); and
(2) is certificated in any category.

What Is the Unsafe Condition Presented in This AD?

(d) This AD is the result of reports of the control rod to the servo trim tab system detaching from the servo trim tab and causing the servo trim tab to flutter on airplanes with a turbine engine installed. The actions specified in this AD are intended to prevent a single failure of the elevator servo trim tab system, which could cause severe elevator flutter. Such elevator flutter could lead to possible loss of control of the airplane.

What Must I Do To Address This Problem?

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

Actions	Compliance	Procedures
(1) Do not operate any airplane that has a turbine engine installed per STC No. SA3777NM and DOES NOT have an elevator servo-tab and redundant control linkage per STC No. SA01059SE.	Within 3 calendar months after April 20, 2004 (the effective date of AD 2004-05-01) or within 250 hours time-in-service (TIS) after April 20, 2004 (the effective date of AD 2004-05-01), whichever occurs first.	Not Applicable.

(2) You may install at the same time a turbine engine per STC No. SA3777NM and a new elevator servo-tab and redundant control linkage per STC No. SA01059SE.	Before further flight as of April 20, 2004 (the effective date of AD 2004-05-01).	Follow American Aeromotives, Inc. DHC-3 Otter Service Letter No. AAI-DHC3-02.01, Revision No. IR, dated April 9, 2002.
(3) You may operate an affected airplane installed with a turbine engine per STC No. SA3777NM if you install a new elevator servo-tab and redundant control linkage per STC No. SA01059SE.	Within 3 calendar months after April 20, 2004 (the effective date of AD 2004-05-01) or within 250 hours time-in-service (TIS) after April 20, 2004 (the effective date of AD 2004-05-01), whichever occurs first.	Follow American Aeromotives, Inc. DHC-3 Otter Service Letter No. AAI-DHC3-02.01, Revision No. IR, dated April 9, 2002.
(4) Do not install a turbine engine per STC No. SA3777NM, unless you have installed a new elevator servo-tab and redundant control linkage per STC No. SA01059SE.	As of April 20, 2004 (the effective date of AD 2004-05-01).	Not Applicable.

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, Seattle Aircraft Certification Office (ACO), FAA.

(1) For information on any already approved alternative methods of compliance (AMOCs), contact Richard Simonson, Aerospace Engineer, FAA, Seattle Aircraft Certification Office (ACO), 1601 Lind Avenue, SW., Renton, Washington 98055; telephone: (425) 917-6507; facsimile: (425) 917-6590.

(2) AMOCs approved through AD 2004-05-01 are also considered approved for this AD.

Does This AD Incorporate Any Material by Reference?

(g) You must do the actions required by this AD following the instructions in American Aeromotives, Inc. DHC-3 Otter Service Letter No. AAI-DHC3-02.01, Revision No. IR, dated April 9, 2002. On April 20, 2004 (69 FR 9523, March 1, 2004), the Director of the Federal Register previously approved the incorporation by reference of this service letter in accordance with 5 U.S.C. 552(a) and 1 CFR part 51. You may get a copy from American Aeromotives, Inc., 3025 Eldridge Avenue, Bellingham, Washington 98225, telephone: (360) 671-7817; facsimile: (360) 671-7820. You may review copies at FAA, Central Region, Office of the Regional Counsel, 901 Locust, Room 506, Kansas City, Missouri 64106; or at the Office of the Federal Register, 800 North Capitol Street, NW., suite 700, Washington, DC.

Issued in Kansas City, Missouri, on April 15, 2004.

James E. Jackson,
Acting Manager, Small Airplane Directorate, Aircraft Certification Service.
[FR Doc. 04-9017 Filed 4-21-04; 8:45 am]
BILLING CODE 4910-13-P

BW 2004-09

**ENGINE COMPONENTS INCORPORATED (ECI)
AIRWORTHINESS DIRECTIVE
ENGINE
SMALL AIRCRAFT, ROTORCRAFT, GLIDERS, BALLOONS, & AIRSHIPS**

2004-08-10 Engine Components Incorporated (ECi): Amendment 39-13579. Docket No. 2004-NE-07-AD.

Effective Date

(a) This airworthiness directive (AD) becomes effective May 5, 2004.

Affected ADs

(b) None.

Applicability

(c) This AD applies to Teledyne Continental Motors (TCM) TSIO-520-NB, -VB, and -WB engines that are modified by supplemental type certificate (STC) SE4327SW, STC SE09104SC, or STC SE09261SC for operation at 325 HP or greater, (the so-called RAM TSIO-520-NB, -VB, or -WB Series III, IV, and VII reciprocating engines; and Teledyne Continental Motors (TCM) model 520 and 550 series reciprocating engines with certain ECi reciprocating engine cylinders, part number (P/N) AEC631397, installed. These engines are installed on, but not limited to the airplanes listed in the following Table 1:

TABLE 1.—LIST OF AIRPLANES THAT USE THE AFFECTED ENGINES

Airplane manufacturer and model	Engine model
AERFER/AERMECCHI AM, 3.	GTSIO-520-C
AERO COMMANDER:	
200D	IO-520-A
500A COLEMILL CONVERSION.	IO-520-E
685	GTSIO-520-K
AISA: F20, PEGASO	IO-520-K
AMBROSIN MF-151	IO-520-F
AVIONES PIHAO	IO-520-D
BEAGLE (U.K.): B206S	GTSIO-520-C
BEECHCRAFT BARON:	
C55	IO-520-CB, -C
D55	IO-520-CB, -C
E55	IO-520-CB, -C
58	IO-520-CB

58P	TSIO-520-LB
58P	TSIO-520-L
58P	TSIO-520-WB
58TC	TSIO-520-LB
58TC	TSIO-520-L
58TC	TSIO-520-WB
BEECHCRAFT BONANZA:	
A36	IO-550-B
E33A	IO-520-BA
E33A	IO-520-BB
E33B	IO-520-B
F33	IO-520-BB
F33A	IO-520-B
F33A	IO-520-BA
F33A	IO-520-BB
S35	IO-520-B
ST35	TSIO-520-D
V35	IO-520-BB
V35A	IO-520-B
V35A-TC	TSIO-520-D
V35B	IO-520-B
V35B	IO-520-BA
V35B	IO-520-BB
A36	IO-520-B
A36	IO-520-BA
A36	IO-520-BB
A36-TC	TSIO-520-UB
BEECHCRAFT DEBONAIR: C33A.	
VIKING 300	IO-520-A
	IO-520-D
	IO-520-K
BONNAIRE 185	IO-520-D
BONNAIRE 188 CONVERSION.	IO-520-D
BURNS BA42	IO-520-D
CESSNA:	
SUPER SKYLANE A, B, C, D, E.	IO-520-A
TURBO SUPER SKYLANE.	TSIO-520-C
SKYWAGON A185 E,F ..	IO-520-D
SKYWAGON A185FII	IO-520-D
AG SPRAYER 188-300	IO-520-D
A188-230	IO-520-D
AG TRUCK (A 188B) -300.	IO-520-D
AG HUSKEY (A 188C) -310.	TSIO-520-T
AG WAGON (A 188B)	IO-520-D
SUPER SKYWAGON U206, A.	IO-520-A
U206B, C, D, E, F	IO-520-F
TURBO SKYWAGON TU206 A.	IO-520-C

TU206B, C, D, E, F	TSIO-520-C
STATIONAIR U206	IO-520-F
TU206	TIOS-520-C
U206FII-300	IO-520-F
U206G-300	IO-520-F
U206GII-300	IO-520-L
TU206G-310	TSIO-520-M
SUPER SKYLANE P206A.	IO-520-A
P206B, C, D, E	IO-520-A
TURBO P 206 A, B, C, D, E.	TSIO-520-C
SKYWAGON 207	IO-520-F
TURBO 207	TSIO-520-G
STATIONAIR 207A, 207AII.	IO-520-F
STATIONAIR 8, 811	IO-520-F
T-STATIONAIR 811	TSIO-520-M
210 CENTURION D, E, F, G, H.	IO-520-A
210 CENTURION J	IO-520-J
210 CENTURION K, L, M, N, R.	IO-520-L
210 CENTURION TURBO.	TSIO-520-C
210 CENTURION TURBO.	TSIO-520-H
210 CENTURION TURBO K, L.	TSIO-520-H
TURBO 210 J, K, L	TSIO-520-H
TURBO 210 MII, NII	TSIO-520-R
TURBO 210R	TSIO-520-R
PRESSURIZED CENTURION P210N.	TSIO-520-P
PRESSURIZED CENTURION P210NII.	TSIO-520-AF
PRESSURIZED CENTURION P210R.	TSIO-520-CE
T303 CRUSADER	TSIO-520-AE
T303 CRUSADER	LTSIO-520-AE
310R	IO-520-MB
310R	IO-520-M
TURBO 310 P, Q	TSIO-520-B
TURBO 310 R	TSIO-520-BB
TURBO 310 R	TSIO-520-B
EXECUTIVE SKYNIGHT D, E, F.	TSIO-520-B
335	TSIO-520-EB
340	TSIO-520-K
340A	TSIO-520-NB, -N
401 A, 401 B	TSIO-520-E
402 A, 402 B	TSIO-520-E
402C	TSIO-520-VB
404 TITAN	GTSIO-520-M
411, 411A	GTSIO-520-C
414	TSIO-520-J
414, 414 A	TSIO-520-NB, -N
421A	GTSIO-520-D
421B	GTSIO-520-H
421C	GTSIO-520-L

421C	GTSIO-520-N
JANOX JAVILON	IO-520-B
NAVION:	
RANGEMASTER MODEL H.	IO-520-B
RANGEMASTER MODEL H.	IO-520-BA
PIPER: MALIBU	TSIO-520-BE
PRINAIR:	
DE HAVILLAND HERON	IO-520-E
WINDECKER EAGLE	IO-520-C

Unsafe Condition

(d) This AD results from reports of 34 failures of ECi cylinder head. We are issuing this AD to prevent loss of engine power due to cracks in the cylinder head and possible engine failure caused by separation of a cylinder head.

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.

Identifying Suspect Cylinders

(f) Within 50 hours time-in-service (TIS) after the effective date of this AD, identify, and if necessary replace cylinders, ECi P/N AEC631397 as follows:

(1) Identify the cylinder serial number (SN) as follows:

(i) Determine the SN of the cylinder by looking in the engine records or by inspecting the cylinder for a SN on the intake port boss (see Figure 1) or on the flat area next to the head to barrel junction (see Figure 2). Disregard any dash numbers that might follow the four digit SN.

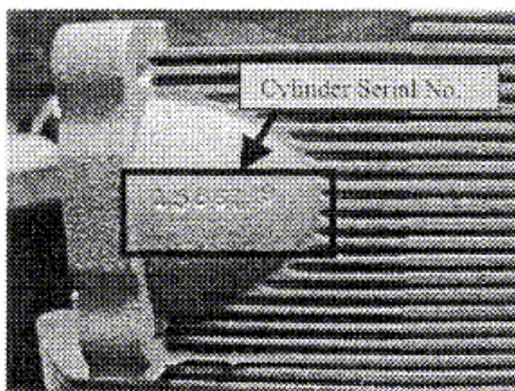


Figure 1.

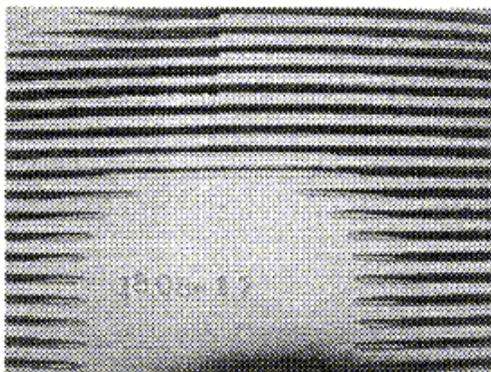


Figure 2.

- (ii) If the SN is 1043 or lower, or if it is 7709 or higher, no further action is required.
- (2) If the cylinder SN is 1044 through 7708, do the following:
 - (i) Remove the rocker box cover from the cylinder.
 - (ii) Look at the left-front cylinder casting.
 - (iii) If the casting has AEC65385, and an "O" under the ECi logo, the cylinder is P/N AEC631397. See Figure 3.

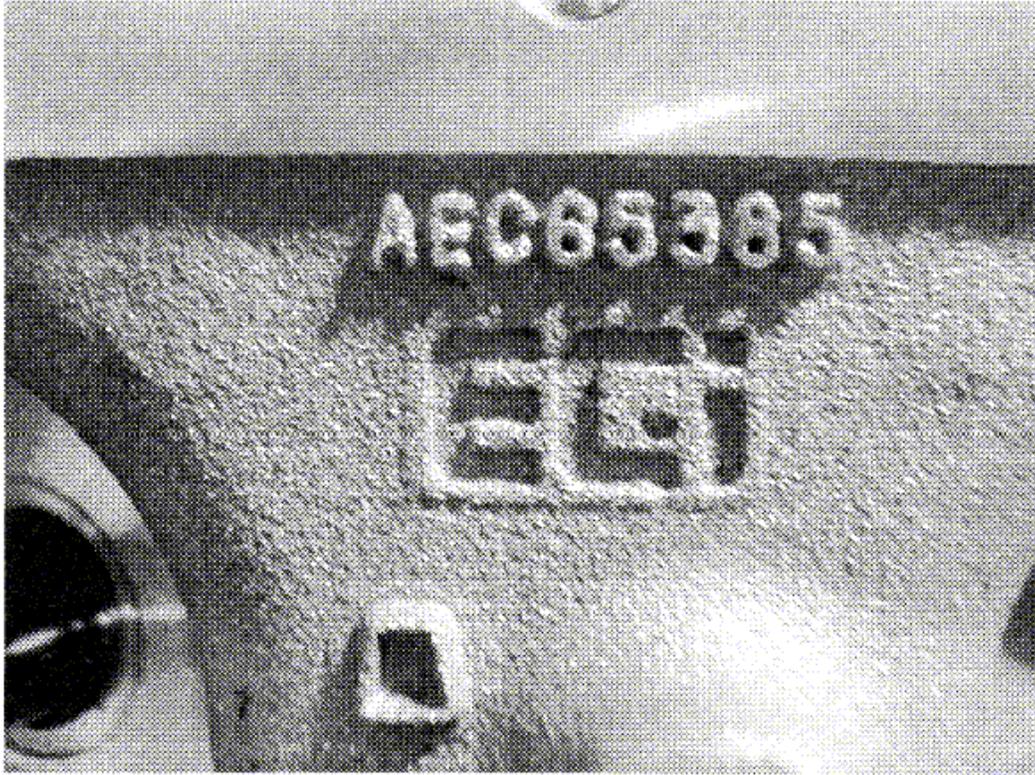


Figure 3.

- (iv) If the cylinder is not ECI P/N AEC631397, no further action is required.
- (3) If the cylinder is ECI P/N AEC631397, do the following:
 - (i) Look at the flange of the rocker box.
 - (ii) If there is a letter "A," "B," or "X" stamped on the flange of the rocker box, no further action is required. See Figure 4.

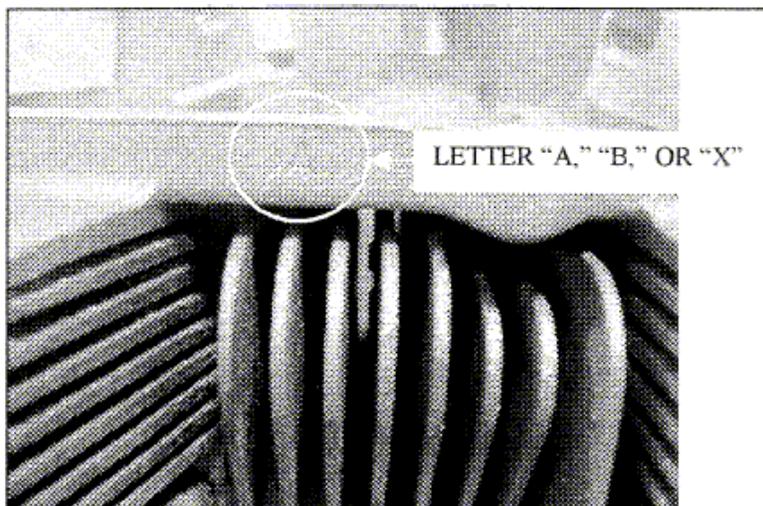


Figure 4.

- (iii) If there is no letter "A," "B," or "X" stamped on the flange of the rocker box, replace the cylinder before further flight.

Alternative Methods of Compliance

- (g) The Manager, Special 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

- (h) None.

Related Information

- (i) ECI Mandatory Service Bulletin S.I. No. 04-1, revision 1, dated March 11, 2004, also pertains to this subject of this AD.

Issued in Burlington, Massachusetts, on April 9, 2004.

Francis A. Favara,
 Acting Manager, Engine and Propeller Directorate, Aircraft Certification Service.
 [FR Doc. 04-8877 Filed 4-19-04; 8:45 am]
 BILLING CODE 4910-13-P

BW 2004-09

**SCHEMPP-HIRTH FLUGZEUGBAU GMBH
AIRWORTHINESS DIRECTIVE
SMALL AIRCRAFT, ROTORCRAFT, GLIDERS, BALLOONS, & AIRSHIPS**

2004-08-12 Schempp-Hirth Flugzeugbau GmbH: Amendment 39-13581; Docket No. 2003-CE-59-AD.

When Does This AD Become Effective?

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

What Other ADs Are Affected by This Action?

(b) None.

What Sailplanes Are Affected by This AD?

(c) This AD affects the following model and serial number sailplanes that are certificated in any category:

Group	Models	Serial Nos.
(1) Group 1 Sailplanes	Discus-2a and Discus-2b sailplanes that do not have Shempp-Hirth Technical Note No. 360-16 incorporated.	13 through 22, 24, 27, 30 through 48, 50, 51, 53, 54, 55, 57 through 63, 65, 67, 68, 71 through 79, 81, and 82.
(2) Group 2 Sailplanes	Ventus-2a, Ventus-2b, Discus-2a, and Discus-2b sailplanes.	<i>Ventus-2a and Ventus-2b</i> : 1, 2, 31, 32, 48, 54, 71, 117, 124 through 151, and 153; and all serial numbers that incorporate Modification Bulletin 349-42 or are equipped with a new tail unit per Shempp-Hirth Technical Note No. 349-27. <i>Discus-2a and Discus-2b</i> : 1 through 185, 187, 188, and 189.

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 of this AD are intended to detect and correct problems within the sailplane elevator control system before they lead to flutter and sailplane instability. This could eventually result in loss of sailplane control.

What Must I Do To Address This Problem?

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

Actions	Compliance	Procedures
(1) <i>For Group 1 sailplanes:</i> Add a mass balance to the elevators and install an elevator pushrod in the vertical fin.	Within the next 25 hours time-in-service (TIS) after June 4, 2004 (the effective date of this AD), unless already done.	Follow Schempp-Hirth Technical Note No. 360-19, dated December 20, 2002 (LBA-approved January 18, 2003).
(2) <i>For Group 2 sailplanes:</i> Modify the mass balance weights.	Within the next 25 hours TIS after June 4, 2004 (the effective date of this AD), unless already done.	Follow Schempp-Hirth Technical Note No. 349-28, No. 360-20, and No. 863-8 (including appendix), dated September 16, 2003 (LBA-approved September 23, 2003).

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 Greg Davison, Aerospace Engineer, FAA, Small Airplane Directorate, 901 Locust, Room 301, Kansas City, Missouri 64106; telephone: (816) 329-4130; facsimile: (816) 329-4090.

Does This AD Incorporate Any Material by Reference?

(g) You must do the actions required by this AD following the instructions in Schempp-Hirth Technical Note No. 360-19, dated December 20, 2002 (LBA-approved January 18, 2003); and Schempp-Hirth Technical Note No. 349-28, No. 360-20, and No. 863-8 (including appendix), dated September 16, 2003 (LBA-approved September 23, 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 Schempp-Hirth Flugzeugbau GmbH, Postfach 14 43, D-73230 Kirchheim/Teck, Germany; telephone: 011 49 7021 7298-0; facsimile: 011 49 7021 7298-199. You may review copies at FAA, Central Region, Office of the Regional Counsel, 901 Locust, Room 506, Kansas City, Missouri 64106; or at the Office of the Federal Register, 800 North Capitol Street, NW., suite 700, Washington, DC.

Is There Other Information That Relates to This Subject?

(h) German AD No. 2003-048, effective date: March 6, 2003, and German AD No. 2003-280, effective date: October 2, 2003, also address the subject of this AD.

Issued in Kansas City, Missouri, on April 13, 2004.

James E. Jackson,
Acting Manager, Small Airplane Directorate, Aircraft Certification Service.
[FR Doc. 04-8793 Filed 4-21-04; 8:45 am]
BILLING CODE 4910-13-P

BW 2004-09

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

2004-08-13 BURKHARDT GROB LUFT-UND RAUMFAHRT GMBH CO & KG: Amendment 39-13582; Docket No. 2003-CE-61-AD.

When Does This AD Become Effective?

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

What Other ADs Are Affected by This Action?

(b) None.

What Sailplanes Are Affected by This AD?

(c) This AD affects the following model and serial number sailplanes that are certificated in any category:

Models	Serial Numbers
(1) G103 Twin ASTIR	3000 through 3291.
(2) G103 TWIN II	3501 through 3720.
(3) G103 TWIN III ACRO.	All serial numbers beginning with 34101.
(4) G103 C Twin III SL.	35002 through 35051.

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 of this AD are intended to prevent abnormal or uncontrolled sailplane release due to cracked center of gravity (CG) release hook attachment brackets. This condition could result in reduced or loss of sailplane control.

What Must I Do To Address This Problem?

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

Actions	Compliance	Procedures
(1) Replace the CG release hook attachment brackets with improved design brackets, as follows: (i) <i>For the Models G103 Twin ASTIR, G103 TWIN II, and G103 TWIN III ACRO sailplanes:</i> part number (P/N) 103B-2360.01/1 and P/N 103B-2360.02/1; and (ii) <i>For the Model G103 C Twin III SL sailplane:</i> P/N 103B-2360.01/2 and P/N 103B-2360.02/2.	Within the next 25 hours time-in-service (TIS) after June 4, 2004 (the effective date of this AD), unless already done.	Follow Grob Service Bulletin No. MSB869-22, dated January 22, 2002; and Grob Service Bulletin No. MSB315-62, dated January 21, 2002.
(2) Do not install any CG release hook attachment bracket that is not a part number referenced in paragraphs (e)(1)(i) and (e)(1)(ii) of this AD, as applicable.	As of June 4, 2004 (the effective date of this AD).	Not Applicable.

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 Greg Davison, Aerospace Engineer, FAA, Small Airplane Directorate, 901 Locust, Room 301, Kansas City, Missouri 64106; telephone: (816) 329-4130; facsimile: (816) 329-4090.

Does This AD Incorporate Any Material by Reference?

(g) You must do the actions required by this AD following the instructions in Grob Service Bulletin No. MSB869-22, dated January 22, 2002; and Grob Service Bulletin No. MSB315-62, dated January 21, 2002. 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 BURKHARDT GROB LUFT-UND RAUMFAHRT GmbH & CO KG, Letenbachstrasse 9, D-86874 Tussenhausen-Mattsies, Germany; telephone: 011 49 8268 998139; facsimile: 011 49 8268 998200. You may review copies at FAA, Central Region, Office of the Regional Counsel, 901 Locust, Room 506, Kansas City, Missouri 64106; or at the Office of the Federal Register, 800 North Capitol Street, NW., suite 700, Washington, DC.

Is There Other Information That Relates to This Subject?

(h) German AD No. 2002-066, effective date: March 21, 2002; and German AD No. 2002-067, effective date: March 21, 2002, also address the subject of this AD.

Issued in Kansas City, Missouri, on April 13, 2004.

James E. Jackson,
Acting Manager, Small Airplane Directorate, Aircraft Certification Service.
[FR Doc. 04-8794 Filed 4-20-04; 8:45 am]
BILLING CODE 4910-13-P

BW 2004-09

**GLASFLUGEL
AIRWORTHINESS DIRECTIVE
SMALL AIRCRAFT, ROTORCRAFT, GLIDERS, BALLOONS, & AIRSHIPS**

2004-08-14 Glasflugel: Amendment 39-13583; Docket No. 2003-CE-62-AD.

When Does This AD Become Effective?

(a) This AD becomes effective on May 28, 2004.

What Other ADs Are Affected by This Action?

(b) None.

What Sailplanes Are Affected by This AD?

(c) This AD affects the Models Mosquito and Club Libelle 205 sailplanes, all serial numbers, that are 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 Germany. The actions of this AD are intended to prevent the rudder attachment actuator arm from failing due to ground handling damage. This failure could eventually result in reduced or loss of sailplane control.

What Must I Do To Address This Problem?

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

Actions	Compliance	Procedures
(1) Replace the rudder actuator arm (manufactured following drawing No. 203-45-10) with an improved design arm that is manufactured following drawing No. 203-45-10-2.	Within the next 25 hours time-in-service (TIS) after May 28, 2004 (the effective date of this AD), unless already done.	Follow Glasflugel Technical Note No. 205-22 and No. 206-21, dated October 14, 2002 (LBA-approved November 11, 2002); or Glasflugel Technical Note No. 303-23 and No. 304-10, dated October 14, 2002 (LBA-approved November 11, 2002), as applicable.
(2) Do not install any rudder actuator arm that is not manufactured following drawing No. 203-45-10-2.	As of May 28, 2004 (the effective date of this AD).	Not Applicable.

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 Greg Davison, Aerospace Engineer, FAA, Small Airplane Directorate, 901 Locust, Room 301, Kansas City, Missouri 64106; telephone: (816) 329-4130; facsimile: (816) 329-4090.

Does This AD Incorporate Any Material by Reference?

(g) You must do the actions required by this AD following the instructions in Glasflugel Technical Note No. 205-22 and No. 206-21, dated October 14, 2002 (LBA-approved November 11, 2002); or Glasflugel Technical Note No. 303-23 and No. 304-10, dated October 14, 2002 (LBA-approved November 11, 2002), as applicable. 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 Glasflugel, Glasfaser-Flugzeug-Service GmbH, Hansjory Steifeneder, Hofener Weg, 72582 Grabenstetten, Germany; telephone: 011 49 7382 1032. You may review copies at FAA, Central Region, Office of the Regional Counsel, 901 Locust, Room 506, Kansas City, Missouri 64106; or at the Office of the Federal Register, 800 North Capitol Street, NW., suite 700, Washington, DC.

Is There Other Information That Relates to This Subject?

(h) German AD No. 2003-004 and No. 2003-005, both effective date: January 9, 2003, also address the subject of this AD.

Issued in Kansas City, Missouri, on April 13, 2004.

James E. Jackson,
Acting Manager, Small Airplane Directorate, Aircraft Certification Service.
[FR Doc. 04-8790 Filed 4-20-04; 8:45 am]
BILLING CODE 4910-13-P

BW 2004-09

**GOODRICH AVIONICS SYSTEMS, INC.
AIRWORTHINESS DIRECTIVE
APPLIANCE**

SMALL AIRCRAFT, ROTORCRAFT, GLIDERS, BALLOONS, & AIRSHIPS

2004-08-15 Goodrich Avionics Systems, Inc.: Amendment 39-13584; Docket No. 2003-CE-47-AD; Supersedes AD 2003-13-08, Amendment 39-13208.

When Does This AD Become Effective?

(a) This AD becomes effective on June 7, 2004.

What Other ADs Are Affected By This Action?

(b) This AD supersedes AD 2003-13-08.

What Airplanes Are Affected by This AD?

(c) This AD affects all airplane models and serial numbers, certificated in any category, that incorporate a Goodrich TAWS8000 terrain awareness warning system (TAWS), part number (P/N) 805-18000-001, with "Mod None", "Mod A", or "Mod B" hardware installed. This list of airplanes that have the TAWS8000 TWAS installed includes, but is not limited to, the following airplanes. Airplanes that are not in this list and have the TAWS installed through field approval or other methods are still affected by this AD:

Company	Models
Cessna Aircraft Company	421, 500, 501, 525, 525A, 550, 551, 650, and S550
DASSAULT AVIATION	Mystere-Falcon 20 series
Gulfstream Aerospace LP	1125 Westwind Astra
Raytheon Aircraft Company	100, 200, 300, 400A, and F90
Sabreliner Corporation	NA-265
The New Piper Aircraft Inc	PA-42-1000

What Is the Unsafe Condition Presented in This AD?

(d) The actions specified by this AD are intended to prevent the loading of the baro set potentiometer, which could result in an unacceptable altitude error. This condition could cause the pilot to make flight decisions that put the airplane in unsafe flight conditions.

What Must I Do To Address This Problem?

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

Actions	Compliance	Procedures
(1) Inspect the TAWS8000 TAWS (part number 805-18000-001 that incorporates hardware “Mod None”, “Mod A”, or “Mod B”) installation to determine if both the TAWS8000 TAWS and any other device are connected to the same baro set potentiometer.	Within the next 5 hours time-in-service (TIS) after July 21, 2003 (the effective date of AD 2003-13-08), unless already done.	Follow Goodrich Avionics Systems, Inc. Service Memo SM #134, dated May 2, 2003, or Goodrich Avionics Systems, Inc. Service Memo SM #134, revised July 9, 2003, and the applicable installation manual.
(2) If both the TAWS8000 TAWS and any other device are connected to the same baro set potentiometer, remove the TAWS8000 TAWS and cap and stow the connecting wires or replace the TAWS8000 TAWS unit with a unit that incorporates hardware “Mod C”.	Before further flight after the inspection required in paragraph (d)(1) of this AD.	For removing the TAWS8000 TAWS, follow Goodrich Avionics Systems, Inc. Service Memo SM #134, dated May 2, 2003, or Goodrich Avionics Systems, Inc. Service Memo SM #134, revised July 9, 2003, and the applicable installation manual. For replacing the TAWS8000 TAWS, follow Goodrich Avionics Systems, Inc. Alert Service Bulletin SB #A117, dated July 9, 2003.
(3) Do not install or reconfigure any TAWS8000 TAWS (part number 805-18000-001) that does not incorporate hardware “Mod C”.	As of June 7, 2004 (the effective date of this AD).	Not Applicable.

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.

(1) 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, Chicago Aircraft Certification Office (ACO), FAA. For information on any already approved alternative methods of compliance, contact Brenda S. Ocker, Aerospace Engineer, FAA, Chicago Aircraft Certification Office, 2300 East Devon Avenue, Des Plaines, Illinois 60018; telephone: (847) 294-7126; facsimile: (847) 294-7834.

(2) Alternative methods of compliance approved under AD 2003-13-08, which is superseded by this AD, are approved as alternative methods of compliance with this AD.

Does This AD Incorporate Any Material by Reference?

(g) You must do the actions required by this AD following the instructions in Goodrich Avionics Systems, Inc. Service Memo SM 134, dated May 2, 2003; Goodrich Avionics Systems, Inc. Service Memo SM 134, revised July 9, 2003; and Goodrich Avionics Systems, Inc. Alert Service Bulletin SB A117, dated July 9, 2003.

(1) On July 21, 2003 (68 FR 38586, June 30, 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 by reference of Goodrich Avionics Systems, Inc. Service Memo SM 134, dated May 2, 2003.

(2) As of June 7, 2004, and in accordance with 5 U.S.C. 552(a) and 1 CFR part 51, the Director of the Federal Register approved the incorporation by reference of Goodrich Avionics Systems, Inc. Service Memo SM 134, revised July 9, 2003; and Goodrich Avionics Systems, Inc. Alert Service Bulletin SB A117, dated July 9, 2003.

(3) You may get a copy from Goodrich Avionics Systems, Inc., 5353 52nd Street, SE., Grand Rapids, Michigan 49512-9704; telephone: (616) 949-6600; facsimile: (616) 977-6898. You may review copies at FAA, Central Region, Office of the Regional Counsel, 901 Locust, Room 506, Kansas City, Missouri 64106; or at the Office of the Federal Register, 800 North Capitol Street, NW., suite 700, Washington, DC.

Issued in Kansas City, Missouri, on April 13, 2004.

James E. Jackson,
Acting Manager, Small Airplane Directorate, Aircraft Certification Service.
[FR Doc. 04-8792 Filed 4-20-04; 8:45 am]
BILLING CODE 4910-13-P

BW 2004-09

**NARCO AVIONICS INC.
AIRWORTHINESS DIRECTIVE
APPLIANCE**

SMALL AIRCRAFT, ROTORCRAFT, GLIDERS, BALLOONS, & AIRSHIPS

2004-08-16 NARCO Avionics Inc. AT150 Transponders: Amendment 39-13586. Docket No. 2002-NE-32-AD.

Effective Date

(a) This AD becomes effective June 1, 2004.

Affected ADs

(b) None.

Applicability

(c) This AD applies to NARCO Avionics Inc. AT150 transponders with "Chassis Level A", serial numbers (SNs) 10000 through 12598 inclusive.

Unsafe Condition

(d) This AD results from reports of AT150 transponders not recognizing and responding properly to Mode S interrogations from Mode S ground stations and Traffic Alert and Collision Avoidance System (TCAS-II) airborne equipment. The actions specified in this AD are intended to prevent loss of aircraft airspace separation and the possibility of mid-air collision.

Compliance

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

Transponders Not Modified in Accordance With Service Bulletin AT150 No. 1

(f) For AT150 transponders with a SN listed in this AD that are not modified in accordance with NARCO service bulletin (SB) No. AT150 No. 1, dated July 29, 1977, within six months after the effective date of this AD, do the following:

- (1) Install resistor part number (P/N) 312180102 and transistor P/N 755610028; and
- (2) Change transponder to "Chassis Level B"; and
- (3) Test transponders in accordance with the Corrective Action, Testing the Modification, and Return to Service paragraphs of NARCO SB No. AT150 No. 6, dated January 31, 2003.

Transponders Modified in Accordance With Service Bulletin AT150 No. 1

(g) For AT150 transponders with a SN listed in this AD, that are modified in accordance with NARCO SB No. AT150 No. 1, dated July 29, 1977, do the following:

(1) Within six months after the effective date of this AD, change transponder to "Chassis Level B"; and

(2) Test transponders in accordance with the Testing the Modification paragraph of NARCO SB No. AT150 No. 6, dated January 31, 2003; and

(3) Perform a bench test to the transponder before returning it to service. Information on bench testing can be found in AT150 Manual P/N 03606-0600.

Alternative Methods of Compliance

(h) The Manager, New York Aircraft 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

(i) You must use NARCO SB No. AT150 No. 6, dated January 31, 2003, to perform the testing required by this AD. 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 can get a copy from NARCO Avionics Inc., 270 Commerce Drive, Fort Washington, PA 19034; telephone (215) 643-2905; fax (215) 643-0197. 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 Office of the Federal Register, 800 North Capitol Street, NW., suite 700, Washington, DC.

Related Information

(j) None.

Issued in Burlington, Massachusetts, on April 16, 2004.

Robert Guyotte,

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

[FR Doc. 04-9104 Filed 4-23-04; 8:45 am]

BILLING CODE 4910-13-P

BW 2004-09

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

2004-08-17 Cessna Aircraft Company: Amendment 39-13587; Docket No. 2004-CE-09-AD.

When Does This AD Become Effective?

(a) This AD becomes effective on May 17, 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:

Model	Serial Numbers
208	20800370 and 20800371.
208B	208B1034 through 208B1043, 208B1045, 208B1046, and 208B1048.

What Is the Unsafe Condition Presented in This AD?

(d) This AD is the result of a report of one airplane having loose and improperly tied nuts on the wing struts upper attachment bolts. We are issuing this AD to detect and correct loose and improperly tied nuts on the wing struts, which could result in an attachment nut coming off the bolt. This could lead to the failure of the wing structure with consequent loss of control of the airplane.

What Must I do To Address This Problem?

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

Actions	Compliance	Procedures
(1) Inspect any upper wing strut attach fitting part number (P/N) MS17826-14 nut for the P/N MS24665-360 cotter pin and any lower wing strut attach fitting P/N MS17826-12 nut for the P/N MS24665-357 cotter pin.	Within the next 10 hours time-in-service (TIS) after May 14, 2004, the effective date of this AD, unless already done.	Follow Cessna Special Service Project No. SSP04-2, dated April 5, 2004. The applicable airplane maintenance manual also addresses this issue.

<p>(2) If any P/N MS24665-360 or P/N MS24665-357 cotter pin is not installed:</p> <p>(i) tighten the corresponding nut (P/N MS17826-14 or P/N MS17826-12) and align the castellations of the nut and the cotter pin hole in the bolt; and</p> <p>(ii) install the corresponding P/N MS24665-360 or P/N MS24665-357 cotter pin</p>	<p>Before further flight after the inspection in paragraph (e)(1) of this AD.</p>	<p>Follow Cessna Special Service Project No. SSP04-2, dated April 5, 2004. The applicable airplane maintenance manual also addresses this issue.</p>
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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 Paul Nguyen, Aerospace Engineer, FAA, Wichita ACO, 1801 Airport Road, Room 100, Wichita, Kansas 67209; telephone: 316-946-4125; facsimile: 816-946-4107.

Does This AD Incorporate Any Material by Reference?

(g) You must do the actions required by this AD following the instructions in Cessna Special Service Project No. SSP04-2, dated April 5, 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 Cessna Aircraft Company, Product Support, PO 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 Office of the Federal Register, 800 North Capitol Street, NW, suite 700, Washington, DC.

Issued in Kansas City, Missouri, on April 16, 2004.

James E. Jackson,

Acting Manager, Small Airplane Directorate, Aircraft Certification Service.

[FR Doc. 04-9115 Filed 4-23-04; 8:45 am]

BILLING CODE 4910-13-P

BW 2004-09

**HPH S. R. O.
AIRWORTHINESS DIRECTIVE
SMALL AIRCRAFT, ROTORCRAFT, GLIDERS, BALLOONS, & AIRSHIPS**

2004-09-03 HPH s. r. o.: Amendment 39-13592; Docket No. 2003-CE-63-AD.

When Does This AD Become Effective?

(a) This AD becomes effective on June 11, 2004.

What Other ADs Are Affected by This Action?

(b) None.

What Sailplanes Are Affected by This AD?

(c) This AD affects Models Glasflügel 304CZ, 304CZ-17, and 304C sailplanes, serial numbers 1 through 60-17, that are 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 the Czech Republic. The actions specified in this AD are intended to prevent the airbrake handle from becoming loose, which could result in failure of the airbrake control. This failure could 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) Inspect to determine the airbrake handle attachment rivet material.	Within the next 25 hours time-in-service (TIS) after June 11, 2004 (the effective date of this AD).	Follow HPH spol.s r.o. Mandatory Bulletin No.: G304CZ-05 a) G304CZ17-05 a), dated March 26, 2003.
(2) Replace any non-steel attachment rivet with a steel rivet.	Before further flight after the inspection required in paragraph (e)(1) of this AD.	Follow HPH spol.s r.o. Mandatory Bulletin No.: G304CZ-05 a) G304CZ17-05 a), dated March 26, 2003.

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 Greg Davison, Aerospace Engineer, FAA, Small Airplane Directorate, 901 Locust, Room 301, Kansas City, Missouri 64106; telephone: (816) 329-4130; facsimile: (816) 329-4090.

Does This AD Incorporate Any Material by Reference?

(g) You must do the actions required by this AD following the instructions in HPH spol.s r.o. Mandatory Bulletin No.: G304CZ-05 a) G304CZ17-05 a), dated March 26, 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 HPH spol.s r.o., Cáslavská 126, P.O. Box 112, CZ284 01 Kutná Hora, Czech Republic; telephone: 011-42-327 513441; e-mail: hph@hph.cz. You may review copies at FAA, Central Region, Office of the Regional Counsel, 901 Locust, Room 506, Kansas City, Missouri 64106; or at the Office of the Federal Register, 800 North Capitol Street, NW., suite 700, Washington, DC.

Is There Other Information That Relates to This Subject?

(h) Czech Republic AD Number CAA-AD-040/2003, dated May 6, 2003, also addresses the subject of this AD.

Issued in Kansas City, Missouri, on April 19, 2004.
Dorenda D. Baker,
Manager, Small Airplane Directorate, Aircraft Certification Service.
[FR Doc. 04-9377 Filed 4-27-04; 8:45 am]
BILLING CODE 4910-13-P

BW 2004-09

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

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 25 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.
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Page number	Revision level show on page	Date shown on page
1	5	February 19, 2003.
2, 6	4	February 7, 2003.
3	3	November 5, 2001.
4, 5	2	August 3, 2001.

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2, 6	4	February 7, 2003.
3	3	November 30, 2001.
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