



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

**BIWEEKLY 2004-01**

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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Oklahoma City, OK 73125-0460  
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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

**BW 2004-01**

**TITEFLEX CORPORATION  
AIRWORTHINESS DIRECTIVE  
APPLIANCE**

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

**CORRECTION:** [*Federal Register: December 30, 2003 (Volume 68, Number 249); Page 75115-75116; [www.access.gpo.gov/su\\_docs/aces/aces140.html](http://www.access.gpo.gov/su_docs/aces/aces140.html)*]

**2003-23-05 Titeflex Corporation:** Amendment 39-13369. Docket No. 2002-NE-22-AD.

**Effective Date**

(a) This AD becomes effective December 24, 2003.

**Affected ADs**

(b) None.

**Applicability**

(c) This AD applies to certain Titeflex Corporation hoses that are identified by Boeing part number (P/N), or for certain hoses, by Titeflex parts manufacturer approval (PMA) P/N in this AD. These hoses are used on, but not limited to, Boeing 737-300, -400, -500, -600, -700, -700C, -800, and -900; 757-200 and -300; 767-200, -300, and -300F; and 747-400 airplanes.

**Unsafe Condition**

(d) This AD is prompted by certain Titeflex Corporation hoses discovered with incorrect heat treatment of B-nuts. The actions specified in this AD are intended to prevent fire extinguishing system and fuel system hose failure due to improperly heat treated aluminum B-nuts.

**Compliance**

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

(f) Within 24 months after the effective date of this AD, inspect the manufacture date code on all hoses listed in Table 1 of this AD. Use the Accomplishment Instructions of the applicable Boeing alert service bulletins (ASB) contained in the following Table 1.

**TABLE 1.—APPLICABLE HOSE P/NS**

<b>Airplane model</b>	<b>Boeing hose P/N</b>	<b>Titeflex PMA P/N</b>	<b>Used for</b>	<b>Applicable alert service bulletin</b>
(1) 737-300, -400, and -500 airplanes.	S312N512-5 S312N512-6 BACH5R0110YP BACH5S0110XN	113701-5 113701-6	Engine and cargo compartment fire extinguishing bottles.	737-26A1108, Revision 1, dated June 27, 2002.
(2) 737-600, -700,- 700C, -800, -900 airplanes.	S316A001-1 S316A001-2 S312N512-15 S312N512-17 S312N512-18 BACH5R0110YP BACH5S0110XN	115398-1 115398-2 113701-15 113701-17 113701-18	Engine, auxiliary power unit (APU), and cargo compartment and fire extinguishing bottles, and wing- to-strut fuel hoses.	737-26A1109, Revision 2, dated May 8, 2003.
(3) 747-400 airplanes	BACH5R0080YY BACH5R0140YU BACH5S0140XT BACH5R0186YY BACH5S0186XX BACH5S0080XX BACH5S0110XN		Forward cargo and main deck cargo compartment fire extinguishing bottles.	747-26A2269, Revision 1, dated June 6, 2002.
(4) 757-200 airplanes	S312N512-1 S312N512-2 S312N512-3 S312N512-4 BACH5R0110YP BACH5S0110XN No number	113701-1 113701-2 113701-3 113701-4 109422	Engine, APU, and cargo compartment fire extinguishing bottles.	757-26A0043, Revision 1, dated November 14, 2002.
(5) 757-300 airplanes	S312N512-1 S312N512-2 S312N512-3 S312N512-4 BACH5R0110YP BACH5S0074XN Optional 453N2240- 33	113701-1 113701-2 113701-3 113701-4	Engine and cargo compartment fire extinguishing bottles.	757-26A0044, Revision 1, dated November 14, 2002.
(6) 767-200, -300, and -300F airplanes.	BACH5R0085YU BACH5R0140YU BACH5S0077XT BACH5S0140XT BACH5S0184XX BACH5R0127YY		Cargo compartment fire extinguishing bottles.	767-26A0121, dated December 19, 2001.

(g) If the hose manufacture date code is before 11/99 or after 1/01, or if the manufacture date is 11/99 through 1/01 and there is a permanent white dot on the ID band, no further action is required for that hose.

(h) If the hose manufacture date code is 11/99 through 1/01 inclusive and there is no permanent white dot on the ID band, replace the hose with a serviceable hose or perform an indirect

conductive inspection/test for proper heat treat. Use the accomplishment instructions of the applicable ASB listed in Table 1 of this AD.

- (i) Replace the hose with a serviceable hose if any B-nut is improperly heat treated.

### Credit For Previous Inspections

(j) Previous inspections performed using ASB 737-26A1108, dated November 15, 2001, ASB 737-26A1109, dated November 15, 2001, ASB 737-26A1109, Revision 1, dated November 7, 2002, ASB 747-26A2269, dated November 1, 2001, ASB 757-26A0043, dated November 15, 2001, and ASB 757-26A0044, dated November 15, 2001, comply with the inspection requirements of this AD.

### Alternative Methods of Compliance

(k) The Manager, Boston 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

(l) The Director of the Federal Register approved the incorporation by reference of the documents listed in the following Table 2 in accordance with 5 U.S.C. 552(a) and 1 CFR part 51. You can get a copy from Boeing Commercial Airplane Group, PO Box 3707, Seattle, Washington 98124-2207. 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.

**TABLE 2.—INCORPORATION BY REFERENCE**

Alert service bulletin	Page number(s)	Revision	Date
737-26A1108 Total Pages: 48	ALL	1	June 27, 2002.
737-26A1109 Total Pages: 68	ALL	2	May 8, 2003.
747-26A2269 Total Pages: 36	ALL	1	June 6, 2002.
757-26A0043 Total Pages: 40	ALL	1	November 14, 2002.
757-26A0044 Total Pages: 34	ALL	1	November 14, 2002.
767-26A0121 Total Pages: 20	ALL	Original	December 19, 2001.

### Related Information

- (m) None.

Issued in Burlington, Massachusetts, on November 10, 2003.

**Francis A. Favara,**

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

[FR Doc. 03-28730 Filed 11-18-03; 8:45 am]

**BW 2004-01**

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

**CORRECTION:** [*Federal Register: December 30, 2003 (Volume 68, Number 249); Page 75114-75115; www.access.gpo.gov/su\_docs/aces/aces140.html*]

**2003-24-13 Cessna Aircraft Company:** Amendment 39-13382; Docket No. 2003-CE-28-AD.

**When Does This AD Become Effective?**

(a) This AD becomes effective on January 20, 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:

- (1) equipped with a KAP 140 autopilot computer system, part number (P/N) 065-00176-2602, P/N 065-00176-5402, or P/N 065-00176-7702; and
- (2) certificated in any category;

<b>Model</b>	<b>Serial No.</b>
172R	17280001 through 17281073, 17281075 through 17281127, and 17281130
172S	172S8001 through 172S9195, 172S9197, 172S9198, and 172S9200 through 172S9203
182S	18280001 through 18280944
182T	18280945 through 18281064, 18281067 through 18281145, 18281147 through 18281163, 18281165 through 18281167, and 18281172
T182T	T18208001 through T18208109, and T18208111 through T18208177
206H	20608001 through 20608183, 20608185, 20608187, and 20608188
T206H	T20608001 through T20608039, T20608041 through T20608367, T20608369 through T20608379, T20608381, T20608382, and T20608385

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

(d) This AD is the result of reports of inadvertent and undetected engagement of the autopilot system. The actions specified in this AD are intended to prevent unintentionally engaging the KAP 140 autopilot computer system, which could cause the pilot to take inappropriate actions.

## What Must I Do To Address This Problem?

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

Actions	Compliance	Procedures
(1) Install and update the KC 140 autopilot computer system operating software.	Within the next 100 hours time-in-service (TIS) after January 20, 2004 (the effective date of this AD), unless already done.	Follow Honeywell Service Bulletin No: KC 140-M1, dated August 2002, as specified in Cessna Service Bulletin SB02-22-01, dated November 25, 2002.
(2) Do the following: (i) Change the unit part number by attaching flavor sticker, part number (P/N) 057-02203-0003, on the unit's serial tag;. (ii) Attach an M decal, P/N 057-02984-0501, in front of the unit serial number (this indicates that the unit's P/N has been changed); and (iii) Attach a software mod tag, P/N 057-05287-0301, in place of the old tag to indicate the software change to SW MOD 03/01.	Prior to further flight after installing the update to the KC 140 autopilot computer system operating software, unless already done.	Follow Honeywell Service Bulletin No: KC 140-M1, dated August 2002, as specified in Cessna Service Bulletin SB02-22-01, dated November 25, 2002.
(3) Only install KC 140 autopilot computer systems, P/Ns 065-00176-2602, 065-00176-5402, and 065-00176-7702, that have been modified as specified in paragraphs (d)(1) and (d)(2) of this AD).	As of January 20, 2004 (the effective date of this AD).	Not applicable.

(f) You may request a revised flight manual supplement from Cessna or Honeywell at the address specified in paragraph (h) of this AD.

## May I Request an Alternative Method of Compliance?

(g) You may request a different method of compliance or a different compliance time for this AD by following the procedures in 14 CFR 39.13. Send your request to the Manager, Wichita Aircraft Certification Office (ACO), FAA. For information on any already approved alternative methods of compliance, contact Dan Withers, Aerospace Engineer, Wichita Aircraft Certification Office, FAA, 1801 Airport Road, Wichita, Kansas 67209; telephone: (316) 946-4196; facsimile: (316) 946-4107.

## Does This AD Incorporate Any Material by Reference?

(h) You must do the actions required by this AD per Honeywell Service Bulletin No: KC 140-M1, dated August 2002, as specified in Cessna Service Bulletin SB02-22-01, dated November 25, 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 Cessna



Aircraft Company, Product Support, P.O. Box 7706, Wichita, Kansas 67277; telephone: (316) 517-5800; facsimile: (316) 942-9006 and Honeywell, Business, Regional, and General Aviation, 23500 W. 105th Street, Olathe, Kansas 66061. 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 November 25, 2003.

Michael Gallagher,  
Manager, Small Airplane Directorate, Aircraft Certification Service.  
[FR Doc. 03-30075 Filed 12-3-03; 8:45 am]  
BILLING CODE 4910-13-P

**BW 2004-01**

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

**2003-26-04 Agusta S.p.A.:** Amendment 39-13401. Docket No. 2003-SW-36-AD.

**Applicability:** Model A109E helicopters, with a main rotor head damper, part number (P/N) 109-0111-06-103, with a rod-end assembly, P/N 3637GR85, with a rod-end, P/N 3637-14, installed, certificated in any category.

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

To prevent failure of the rod-end, extreme vibrations, and a subsequent forced landing or loss of control of the helicopter, accomplish the following:

(a) Within 25 hours time-in-service (TIS), inspect by hand the rod-end, P/N 3637-14, for freedom of movement around the spherical bearing, P/N 3637-40.

(1) If the rod-end can be rotated by hand, no further action is required by this AD.

(2) If the rod-end cannot be rotated by hand, by using a torque wrench, determine the torque required to rotate the rod-end around the spherical bearing by following the Compliance Instructions, Part I, paragraph 3.1, of Agusta Bollettino Tecnico No. 109EP-37, Revision A, dated July 30, 2003, as amended by the Errata Corrige, dated September 2, 2003 (BT).

(i) If the torque value is 20 or more Newton-meter (Nm) (177 in-lb), replace the rod-end assembly with an airworthy rod-end assembly containing a rod-end, P/N 3637-14, with the letters "T", "R", "RT", "TR", or "TRR" after the P/N, by following the Compliance Instructions, paragraphs 3.3.1. through 3.3.3., of the BT, except you are not required to return the removed rod-end assembly to Agusta.

(ii) If the torque value is less than 20 Nm, within the next 25 hours TIS, magnetic particle inspect the rod-end for a crack by following the Compliance Instructions, Part II, of the BT.

(A) If no crack is found, no further action is required by this AD.

(B) If a crack is found, replace the rod-end assembly with an airworthy rod-end assembly containing a rod-end, P/N 3637-14 with the letters "T", "R", "RT", "TR", or "TRR" after the P/N, by following the Compliance Instructions, paragraphs 3.3.1. through 3.3.3., of the BT, except you are not required to return the removed rod-end assembly to Agusta.

(b) 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.

(c) The inspections and replacement of the rod-end assembly must be done using Agusta Bollettino Tecnico No. 109EP-37, Revision A, dated July 30, 2003, as amended by the Errata Corrige, dated September 2, 2003. This incorporation by reference was approved by the Director of the Federal Register in accordance with 5 U.S.C. 552(a) and 1 CFR part 51. Copies may be obtained

from Agusta, 21017 Cascina Costa di Samarate (VA) Italy, Via Giovanni Agusta 520, telephone 39 (0331) 229111, fax 39 (0331) 229605-222595. Copies may be inspected at the FAA, Office of the Regional Counsel, Southwest Region, 2601 Meacham Blvd., Room 663, Fort Worth, Texas; or at the Office of the Federal Register, 800 North Capitol Street, NW., suite 700, Washington, DC.

(d) This amendment becomes effective on January 15, 2004.

**Note:** The subject of this AD is addressed in Ente Nazionale per l'Aviazione Civile (Italy) AD Nos. 2003-231, dated July 18, 2003, and 2003-249, dated August 1, 2003.

Issued in Fort Worth, Texas, on December 15, 2003.

David A. Downey,  
Manager, Rotorcraft Directorate, Aircraft Certification Service.  
[FR Doc. 03-31849 Filed 12-30-03; 8:45 am]  
BILLING CODE 4910-13-P

**BW 2004-01**

**ANJOU AERONAUTIQUE (FORMERLY TRW REPA S.A., FORMERLY L'AIGLON)  
AIRWORTHINESS DIRECTIVE  
APPLIANCE  
SMALL AIRCRAFT, ROTORCRAFT, GLIDERS, BALLOONS, & AIRSHIPS**

**2003-26-06 Anjou Aeronautique (Formerly TRW REPA S.A., Formerly L'Aiglon):** Amendment 39-13403; Docket No. 2003-CE-31-AD.

**When Does This AD Become Effective?**

(a) This AD becomes effective on February 17, 2004.

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

(b) None.

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

(c) This AD affects Anjou Aeronautique safety belts and restraint systems specified in paragraph (c)(1) that are installed on, but not limited to, the aircraft specified in paragraph (c)(2) that are certificated in any category:

(1) Anjou Aeronautique safety belts and restraint systems: Part Numbers/Types 343, 343-1, 343AM, 343B, 343BM, 343C, 343CM, 343D, and 343M.

(2) Affected aircraft: The following is a list of aircraft that may incorporate the affected Anjou Aeronautique safety belts and restraint systems:

(i) EUROCOPTER FRANCE Models AS332C, AS332L, AS332L1, AS332L2, and AS350B2 helicopters; and

(ii) SOCATA–Groupe AEROSPATIALE TB 9, TB 10, TB 20, TB 21, TB 200, TMB 700, Rallye 100S, Rallye 150T, Rallye 150ST, Rallye 235E, and Rallye 235C airplanes.

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

(d) This AD is the result of reports of inadvertent unbuckling of the ANJOU seat belts and two safety recommendations to take AD action. The actions specified in this AD are intended to detect and correct defective safety belts and restraint systems, which could result in failure of the safety belts and restraint systems. This failure could lead to lack of occupant restraint during normal or crash loads.

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

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

Actions	Compliance	Procedures
(1) Inspect the installed Anjou Aeronautique/ TRW Repa S.A./L' Aiglon safety belts and restraint systems (types 343, 343-1, 343AM, 343B, 343BM, 343C, 343CM, 343D, or 343M) for: (i) defective buckle latch; and (ii) exceeded service life.	Within the next 50 hours time-in-service (TIS) after February 17, 2004 (the effective date of this AD) or 4 calendar months after February 17, 2004 (the effective date of this AD), whichever occurs first, unless already accomplished. Repetitively inspect thereafter at every 12 calendar months until the affected safety belt and restraint system is replaced as specified by paragraph (e)(3) of this AD.	<i>For types 343, 343AM, 343B, 343BM, 343C, 343CM, 343D, or 343M: Follow Anjou Aeronautique Service Bulletin No. No. 343-25-02, Issue 1, dated October 23, 2001. For type 343-1: Follow Anjou Aeronautique Service Bulletin No. 343-1-25-01, Issue 1, dated October 23, 2001.</i>
(2) If any defective buckle latch or safety belt and restraint system with exceeded service life is found during any inspection required by paragraph (e)(1) of this AD: (i) For any defective buckle latch, replace defective parts with new parts. (ii) For any safety belt and restraint system that has exceeded its service life, replace with a non-Anjou Aeronautique/TRW Repa S.A./L' Aiglon FAA-approved safety belt and restraint system. The service life limit for the Anjou Aeronautique/TRW Repa S.A./L' Aiglon is 60 calendar months after the date of manufacture.	Prior to further flight after any inspection required by paragraph (e)(1) of this AD.	<i>For types 343, 343AM, 343B, 343BM, 343C, 343CM, 343D, or 343M: Follow Anjou Aeronautique Service Bulletin No. No. 343-25-02, Issue 1, dated October 23, 2001. For type 343-1: Follow Anjou Aeronautique Service Bulletin No. 343-1-25-01, Issue 1, dated October 23, 2001.</i>
(3) Replace any installed Anjou Aeronautique/ TRW Repa S.A./L' Aiglon safety belts and restraint systems (types 343, 343-1, 343AM, 343B, 343BM, 343C, 343CM, 343D, or 343M). Replacement of all safety belts and restraint systems eliminates the need for the repetitive inspections of paragraph (e)(1) of this AD.	Prior to exceeding the service life limit of 60 calendar months after the date of manufacture or 4 calendar months after February 17, 2004 (the effective date of this AD), whichever occurs later.	Not Applicable.
(4) Do not install any Anjou Aeronautique/TRW Repa S.A./L' Aiglon types 343, 343-1, 343-1, 343M, 343AM, 343B, 343BM, 343C, 343CM, and 343D safety belts and restraint systems.	As of February 17, 2004 (the effective date of this AD).	Not Applicable.

**Note:** All inertia-reel type safety belts and restraint systems or fixed rear safety belts and restraint systems from another manufacturer are not affected by this AD.

### **What About Alternative Methods 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 39.13. Send your request to the Manager, Manager, Standards Office, Small Airplane Directorate, FAA. For information on any already approved alternative methods of compliance, contact Karl Schletzbaum, Aerospace Engineer, FAA, Small Airplane Directorate, 901 Locust, Room 301, Kansas City, Missouri 64106; telephone: (816) 329-4146; facsimile: (816) 329-4090.

### **Is There Material Incorporated by Reference?**

(g) You must do the actions required by this AD per Anjou Aeronautique Service Bulletin No. 343-25-02, Issue 1, dated October 23, 2001, and Anjou Aeronautique Service Bulletin No. 343-1-25-01, Issue 1, dated October 23, 2001. 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 Anjou Aeronautique, 13 Avenue De L'Osier, 49125 Tierce, France; telephone: 33 0 2 41 42 88 92; facsimile: 33 0 2 41 42 15 77. 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 December 17, 2003.

Michael Gallagher,  
Manager, Small Airplane Directorate, Aircraft Certification Service.  
[FR Doc. 03-31666 Filed 12-30-03; 8:45 am]  
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**BW 2004-01**

**KIDDE AEROSPACE  
AIRWORTHINESS DIRECTIVE  
APPLIANCE  
SMALL AIRCRAFT, ROTORCRAFT, GLIDERS, BALLOONS, & AIRSHIPS**

**2003-26-14 Kidde Aerospace:** Amendment 39-13413; Docket No. 2003-CE-19-AD.

**When Does This AD Become Effective?**

(a) This AD becomes effective on February 20, 2004.

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

(b) None.

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

(c) This AD affects aircraft that are certificated in any category and incorporate hand-held halon fire extinguishers with the following:

(1) Part number (P/N) 898052; and

(2) A serial number in the range of V-432001 through W-389653 inclusive that were manufactured sometime from 1995-2002.

(i) Serial numbers are identified by the Underwriter's Laboratories (UL) number printed on the label and are listed in succession.

(ii) Other variants of the UL number with prefixes other than "V" or "W" are not affected by this AD.

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

(d) This AD is the result of information that shows that the discharge time of the affected fire extinguishers exceeds the maximum allowable discharge time. The problem is due to incomplete crimping of the siphon tube. We are issuing this AD to remove from service fire extinguishers that have this incomplete crimping of the siphon tube. If not removed from service, these fire extinguishers could function at diminished levels and compromise the level of safety in an emergency situation.

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

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

Actions	Compliance	Procedures
<p>(1) Remove from service any P/N 898052 hand-held halon fire extinguisher that has a serial number of V-432001 through W-389653 inclusive and was manufactured sometime from 1995-2002. You may not operate any aircraft without the applicable fire extinguishing equipment per FAA regulation.</p> <p>(i) Serial numbers are identified by the Underwriter's Laboratories (UL) number printed on the label and are listed in succession.</p> <p>(ii) Other variants of the UL number with prefixes other than "V" or "W" are not affected by this AD.</p>	<p>Within the next 12 months after February 20, 2004 (the effective date of this AD).</p>	<p>Kidde Aerospace Service Bulletin 898052-26-449, dated October 7, 2002, specifies procedures for identifying the affected fire extinguishers. Use the procedures in this service bulletin for the returned fire extinguishers. Specifically, do not discharge them or ship them to Kidde Aerospace since a special collection point has already been established. Ensure that you follow all Department of Transportation (DOT) regulations (49 CFR) in the transport of fire extinguishing equipment. The regulations identify fire extinguishers containing compressed or liquefied gas as hazardous.</p>
<p>(2) 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 remove the fire extinguisher specified in paragraph (e)(1) of this AD. 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).</p>	<p>Within the next 12 months after February 20, 2004 (the effective date of this AD).</p>	<p>Not Applicable.</p>
<p>(3) Do not install, on any aircraft, a Kidde Aerospace P/N 898052 handheld halon fire extinguisher V-432001 through W-389653 inclusive that was manufactured sometime from 1995-2002.</p>	<p>As of February 20, 2004 (the effective date of this AD).</p>	<p>Not Applicable.</p>

### What About Alternative Methods 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 39.13. Send your request to the Manager, Atlanta Aircraft Certification Office, FAA. For information on any already approved alternative methods of compliance, contact Charles H. Bowser, Flight Test Engineer, FAA, Atlanta Aircraft Certification Office, One Crown Center, 1895 Phoenix Boulevard, Suite 450, Atlanta, Georgia 30349; telephone: (770) 703-6047; facsimile: (770) 703-6097.

### Is There Material Incorporated by Reference?

(g) You must do the actions required by this AD per Kidde Aerospace Service Bulletin 898052-26-449, dated October 7, 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 Kidde Aerospace, Kidde Technologies, Inc., 4200 Airport Drive, NW, Wilson, North Carolina 27896; telephone: (252) 237-7004. 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, December 23, 2003.

Michael Gallagher,  
Manager, Small Airplane Directorate, Aircraft Certification Service.

[FR Doc. 04-44 Filed 1-6-04; 8:45 am]

BILLING CODE 4910-13-P

**BW 2004-01**

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

**2004-01-09 Eurocopter France:** Amendment 39-13423. Docket No. 2003-SW-24-AD.

**Applicability:** Model AS355E, F, F1, F2, and N helicopters, certificated in any category.

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

To prevent failure of the electrical power generating systems, loss of the use of flight instruments, and subsequent loss of control of the helicopter, accomplish the following:

(a) Before further flight and until you replace the circuit breakers in accordance with paragraph (b) of this AD, revise the Limitations section of the Rotorcraft Flight Manual (RFM) to prohibit use of the landing light except for the landing and takeoff phases of flight by making pen and ink changes, or inserting a copy of this AD into the Limitations section of the RFM.

**Note 1:** Eurocopter France Service Telex 25.00.63, dated August 2, 2000, pertains to the subject of this AD.

(b) Within 6 months or before the next instrument flight rule (IFR) operation, whichever occurs first, upgrade the electrical master boxes and replace the nontemperature compensated 40-amp contactors (circuit breakers) 10P1 and 10P2 with temperature compensated 50-amp circuit breakers, part number P/N 84-306-050 (B) or 5TC50-50 (C), in accordance with the Accomplishment Instructions, paragraph 2.B, of Eurocopter Alert Service Bulletin AS355, No. 24.00.14, dated November 28, 2002.

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

(d) Modifying the electrical master boxes and replacing the nontemperature compensated 40-amp contactors (circuit breakers) must be done in accordance with Eurocopter Alert Service Bulletin AS 355, No. 24.00.14, dated November 28, 2002. The Director of the Federal Register approved this incorporation by reference in accordance with 5 U.S.C. 552(a) and 1 CFR part 51. Copies may be obtained from American Eurocopter Corporation, 2701 Forum Drive, Grand Prairie, Texas 75053-4005, telephone (972) 641-3460, fax (972) 641-3527. Copies may be inspected at the FAA, Office of the Regional Counsel, Southwest Region, 2601 Meacham Blvd., Room 663, Fort Worth, Texas; or at the Office of the Federal Register, 800 North Capitol Street, NW., suite 700, Washington, DC.

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

**Note 2:** The subject of this AD is addressed in Direction Generale De L'Aviation Civile (France) ADs 2000-339-060(A) dated August 23, 2000; 2000-339-060(A) R1, dated September 6, 2000; and 2000-339-060(A) R2, dated December 24, 2002.

Issued in Fort Worth, Texas, on December 23, 2003.

Kim Smith,

Acting Manager, Rotorcraft Directorate, Aircraft Certification Service.

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**BW 2004-01**

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

**2004-01-10 Eurocopter Deutschland:** Amendment 39-13424. Docket No. 2003-SW-21-AD.

**Applicability:** Model MBB-BK-117 A-1, A-3, A-4, B-1, B-2, and C-1 helicopters with either:

(a) Tail rotor (TR) transmission, part number (P/N) 4639003001 or 4639003007, with serial number (S/N) 900 through 932 plus all S/Ns overhauled or repaired after July 15, 2001, and bearing, P/N 4639310006, S/N 3246 through 3598; or

(b) Intermediate (INT) gearbox, P/N 4639002001 or 4639002005, with S/N 902 through 928 plus all S/Ns overhauled or repaired after July 15, 2001, and bearing, P/N 4639310006 with S/N 3246 through 3598.

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

To prevent cracking, separation of the bearing cage, failure of a bearing, failure of the TR transmission or INT gearbox, and subsequent loss of control of the helicopter, accomplish the following:

(a) Until you do paragraph (b) of this AD, before the first flight of each day, inspect the magnetic plugs of the TR transmission and INT gearbox for metal particles deposits by reference to Figure 1 of this AD.

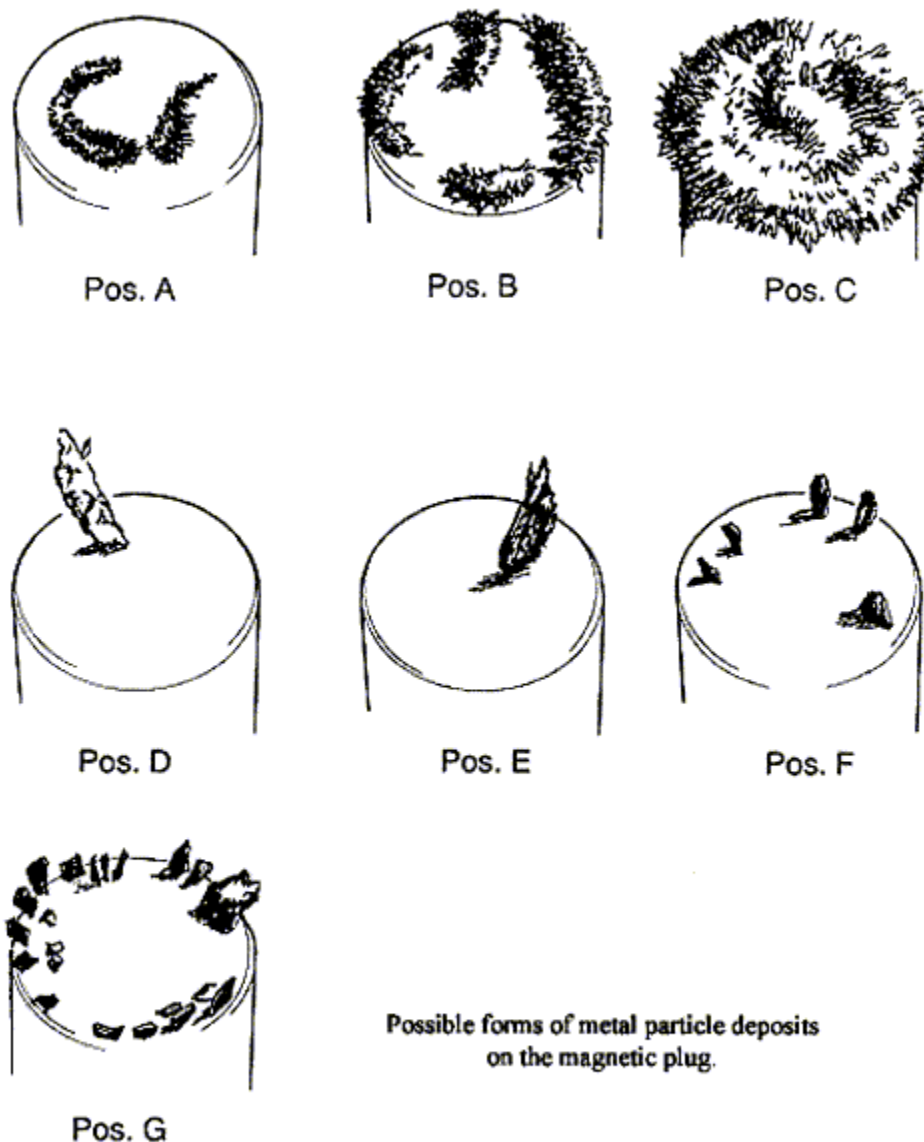


Figure 1

(1) If you find a small amount of fine fuzz as shown in "Pos. A" of Figure 1 of this AD, clean the magnetic plug and reinstall it after ensuring that the O-ring is correctly positioned and there is no other damage.

(2) If you find an amount of fuzz as depicted in "Pos. B" or "Pos. C" or metal chip(s) as depicted in "Pos. D" through "Pos. G" or a combination of both fuzz and chips, do paragraph (b) of this AD.

(b) No later than February 23, 2004, replace bearing, P/N 4639310006 with S/N 3246 through 3598, with an airworthy bearing or replace the affected TR transmission or INT gearbox with an airworthy TR transmission and INT gearbox that does not contain the affected bearing.

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

(d) This amendment becomes effective on January 22, 2004.

**Note:** The subject of this AD is addressed in Luftfahrt-Bundesamt (Federal Republic of Germany) AD 2003-161, dated April 29, 2003.

Issued in Fort Worth, Texas, on December 31, 2003.

David A. Downey,

Manager, Rotorcraft Directorate, Aircraft Certification Service.

[FR Doc. 04-267 Filed 1-6-04; 8:45 am]

BILLING CODE 4910-13-P

**BW 2004-01**

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

**2004-01-14 Eurocopter France:** Amendment 39-13428. Docket No. 2003-SW-41-AD.

**Applicability:** Eurocopter France Model EC130B4 helicopters with an air intake cowling forward attachment fitting (fitting), part number (P/N) 350A25-0405-00, -01, -02, -03, -04, and -05, installed, certificated in any category.

**Compliance:** Required as indicated.

To prevent failure of a forward fitting, an excess load on the other fittings, which could cause them to crack and break, which could result in loss of the air intake cowling in flight, and subsequent damage or loss of control of the helicopter, or both, accomplish the following:

(a) Visually inspect the forward fittings for breaks or cracks by following paragraph 2.B.1. of the Operational Procedure in Eurocopter Alert Service Bulletin No. 53A004, dated September 11, 2003 (ASB).

(1) For helicopters with less than 100 hours time-in-service (TIS), inspect before the helicopter reaches 110 hours TIS, unless accomplished previously, and thereafter, at intervals not to exceed 110 hours TIS.

(2) For helicopters with 100 or more hours TIS, inspect within 10 hours TIS, unless accomplished previously, and thereafter at intervals not to exceed 110 hours TIS.

(b) If one or two forward fittings are broken or cracked, inspect the center and aft fittings for breaks or cracks before further flight by following paragraph 2.B.2.b. of the ASB.

(c) Before further flight, replace any fitting that is broken or has more than two cracks, or any fitting with a crack that exceeds 10 mm in length by following paragraph 2.B.2.c. of the Operational Procedure in the ASB.

(d) For any cracked fitting that has no more than two cracks, and neither crack exceeds 10 mm in length, you are not required to replace that cracked fitting provided that you stop-drill each crack and re-inspect that fitting at intervals not to exceed 20 hours TIS. During a later inspection, if you discover that the fitting has failed, another crack has developed, or a stop-drilled crack has grown to exceed 10mm in length, replace the fitting before further flight.

(e) 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.

(f) The inspections and replacements, if necessary, shall be done using Eurocopter Alert Service Bulletin No. 53A004, dated September 11, 2003. This incorporation by reference was approved by the Director of the Federal Register in accordance with 5 U.S.C. 552(a) and 1 CFR part 51. Copies may be obtained from American Eurocopter Corporation, 2701 Forum Drive, Grand Prairie, Texas 75053-4005, telephone (972) 641-3460, fax (972) 641-3527. Copies may be inspected at the FAA, Office of the Regional Counsel, Southwest Region, 2601 Meacham Blvd., Room 663, Fort Worth, Texas; or at the Office of the Federal Register, 800 North Capitol Street, NW., suite 700, Washington, DC.

(g) This amendment becomes effective on January 26, 2004.

**Note:** The subject of this AD is addressed in Direction Generale De L'Aviation Civile (France) AD 2003-358(A), dated October 15, 2003.

Issued in Fort Worth, Texas, on December 31, 2003.

**Kim Smith,**

Acting Manager, Rotorcraft Directorate, Aircraft Certification Service.

[FR Doc. 04-368 Filed 1-8-04; 8:45 am]

BILLING CODE 4910-13-P



**BW 2004-01**

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

**2004-01-51 EUROCOPTER FRANCE: Docket No. 2003-SW-56-AD.**

Applicability: Model AS355E, F, F1, F2, and N helicopters, with a main gearbox or a combiner gearbox, installed, which was received from Eurocopter Marignane, France, works, certificated in any category.

Compliance: Before further flight, unless accomplished previously.

To prevent slipping of the main gearbox free-wheel unit, an engine overspeed, an engine shut down, and subsequent loss of control of the helicopter, accomplish the following:

(a) For helicopters with less than 10 hours time-in-service (TIS), replace the main gearbox or combiner gearbox with the appropriate airworthy gearbox received from another source.

Note 1: Preliminary investigation has shown that the affected main gearboxes and combiner gearboxes with 10 or more hours TIS are not susceptible to slipping of the free-wheel unit.

Note 2: Eurocopter Alert Telex No. 63.00.21 R1, dated December 19, 2003, pertains to the subject of this AD.

(b) 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.

(c) Special flight permits will not be issued.

**(d) Emergency AD 2004-01-51, issued January 8, 2004, becomes effective upon receipt.**

Note 3: The subject of this AD is addressed in Direction Generale de L'Aviation Civile (France) AD No. UF-2003-454, dated December 11, 2003.

FOR FURTHER INFORMATION CONTACT: Uday Garadi, Aviation Safety Engineer, FAA, Rotorcraft Directorate, Regulations and Guidance Group, Fort Worth, Texas 76193-0110, telephone (817) 222-5123, fax (817) 222-5961.

Issued in Fort Worth, Texas, on January 8, 2004.

David A. Downey  
Manager, Rotorcraft Directorate  
Aircraft Certification Service