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

## BIWEEKLY 2003-07

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
P. O. Box 26460
Oklahoma City, OK 73125-0460
FAX 405-954-4104

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

| AD No. | Information | Manufacturer | Applicability |
|---|---|---|---|

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

**Biweekly 2003-01**

| | | | |
|---|---|---|---|
| 2002-26-02 | | Univair | Alon A-2, A2-A, ERCO 415-C, 415-CD, 415-D, 415-E, 415-G., Forney F-1 F-1A, and Mooney M10 |
| 2002-26-05 | S 2002-11-03 | Air Tractor | AT-502, AT-502A, AT-502B, and AT-503A |
| 2003-01-01 | S 2000-26-16 | Raytheon Aircraft | A36, B36TC, 58, 36, A36TC, and 58A |
| 2003-01-03 | | Hartzell Propeller | Propeller: ( )HC-( )2Y( )-( ) |

**Biweekly 2003-02**

| | | | |
|---|---|---|---|
| 2002-13-05 R1 | R | MD Helicopters, Inc. | Rotorcraft: 369D, 369E, 369F, 369FF, 369D, and 369E |
| 2003-01-04 | | Bell Helicopter Textron | Rotorcraft: 205B, 212, 204B, 205A, and 205A-1 |
| 2003-02-03 | | Raytheon Aircraft | 65-90, 65-A90, B90, C90, C90A, 65-A90-1 (U-21A), 65-A90-1 (U-21G), 65-A90-2 (RU-21B), 65-A90-3 (RU-21C), 65-A90-4 (RU-21E), E90, F90, H90 (T-44A), 99, 99A, A99A, B99, C99, 100, A100, A100 (U-21F), A100-1 (U-21J), A200 (C-12A), (C-12C), A200C (UC-12B), A200CT (C-12D), A200CT (C-12F), A200CT (FWC-12D), A200CT (RC-12D), A200CT (RC-12G), A200CT (RC-12H), A200CT (RC-12K), A200CT (RC-12P), A200CT (RC-12Q), B100, 200, B200, 200C, B200C, B200C (C-12F), B200C (C-12R), B200C (UC-12F), B200C (UC-12M), 200CT, B200CT, 200T, B200T, 300, B300, B300C, and 2000 |
| 2003-02-05 | | Eurocopter France | Rotorcraft: AS350B, AS350BA, AS350B1, AS350B2, AS350B3, AS350C, AS350D, AS350D1, AS355E, AS355F, AS355F1, AS355F2, and AS355N |
| 2003-02-06 | | Bell Helicopter Textron Canada | Rotorcraft: 407 |

**Biweekly 2003-03**

| | | | |
|---|---|---|---|
| 2003-01-01 | COR, S 2000-26-16 | Raytheon Aircraft Company | A36, B36TC, 58, 36, A36TC, and 58A |
| 2003-03-11 | | Air Cruisers Company | Appliance: Emergency Evacuation Slide/Raft System |
| 2003-03-12 | | Turbomeca S.A | Engine: Arriel 1 A2, 1 C, 1 C1, 1 C2, 1 D, 1 D1, 1 E2, 1 K, 1 K1, 1 S, 1 S1 and Arriel 2 B, 2 B1, 2 C, 2 C1, 2 S1 Series Turboshaft |
| 2003-03-13 | | Moravan A.S. | Z-242L |
| 2003-03-14 | | Piaggio Aero Industries S.p.A. | P-180 |
| 2003-03-18 | E | Raytheon Aircraft Company | 1900, 1900C, and 1900D |
| 2003-03-18 | FR, COR | Raytheon Aircraft Company | 1900, 1900C, and 1900D |
| 2003-03-20 | | Hartzell Propeller Inc. | Propeller: HC-C2YR-4CF |
| 2003-03-21 | | Pratt & Whitney Canada | Engine: PW530A, PW535A, and PW545A Turbofan |

**Biweekly 2003-04**

| | | | |
|---|---|---|---|
| 2003-03-18 | FR, COR | Raytheon | 1900, 1900C, and 1900D |
| 2003-04-02 | S 98-12-10 99-21-23 | Apex Aircraft | CAP 10B |
| 2003-04-03 | | SOCATA | TB 9, TB 10, TB 20, TB 21, and TB 200 |
| 2003-04-04 | | Robinson Helicopter | Rotorcraft: R22 |
| 2003-04-05 | | Robinson Helicopter | Rotorcraft: R44 |
| 2003-04-07 | | British Aerospace | HP.137 Jetstream Mk.1, Jetstream Series 200, Jetstream Series 3101, and Jetstream 3201 |
| 2003-04-08 | | Piaggio Aero | P-180 |
| ERRATA | | Honeywell | Appliance: Pages 3 & 4 of AD Summary Book 4 |

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

| AD No. | Information | Manufacturer | Applicability |
|---|---|---|---|

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

**Biweekly 2003-05**

| | | | |
|---|---|---|---|
| 2002-25-51 | FR, COR, S 2002-17-51 | Agusta S.p.A. | Rotorcraft: A109E |
| 2003-04-06 | | Honeywell | Appliance: Honeywell Primus II RNZ-850/-851 Integrated Navigation Unit |
| 2003-04-12 | | Bell Helicopter Textron Canada | Rotorcraft: 427 |
| 2003-04-13 | | Eurocopter France | Rotorcraft: SA341G and SA342J |
| 2003-04-14 | | Bell Helicopter Textron Canada | Rotorcraft: 427 |
| 2003-04-15 | | Sikorsky Aircraft Corporation | Rotorcraft: S-76A, B and C |
| 2003-04-23 | | Hartzell Propeller Inc. | Propeller: HC-B3TN-5() |
| 2003-04-26 | | Raytheon Aircraft Company | 1900D |
| 2003-05-01 | S 2002-18-51 | Wytwornia Sprzetu Komunikacyjnego PZL-Rzeszow | Engine: 6A-350-C1, -C1A, -C1L, -C1R, -C2, -C2A, and 4A-235 Series Reciprocating |

**Biweekly 2003-06**

| | | | |
|---|---|---|---|
| 2003-05-02 | | Lindstrand Balloons Ltd. | Appliance: Fuel Hoses |
| 2003-05-03 | COR, S 2000-06-10 | Bell Helicopter Textron Canada | Rotorcraft: 407 |
| 2003-05-05 | | Robert E. Rust | DH.C1 Chipmunk 21, 22, and 22A |
| 2003-05-06 | | Robert E. Rust | DH.C1 Chipmunk 21, 22, and 22A |
| 2003-05-11 | S 2002-23-51 | Bell Helicopter Textron Canada | Rotorcraft: 407 |
| 2003-06-01 | S 2002-13-02 | Air Tractor, Inc. | AT-300, AT-301, AT-302, AT-400A, and AT-400 |

**Biweekly 2003-07**

| | | | |
|---|---|---|---|
| 2003-06-02 | | Hartzell Propeller Inc. | Propeller: HC-C2Y(K,R)-1BF/F8477-4 |
| 2003-06-07 | S 2002-05-04 | Socata-Groupe Aerospatiale | MS 892A-150, MS 892E-150, MS 893A, MS 893E, MS 894A, MS 894E, Rallye 150T, and Rallye 150ST |
| 2003-06-08 | | Dornier-Werke G.m.b.H. | Do 27 Q-6 |
| 2003-07-01 | S 2000-11-16 | Quality Aerospace, Inc. | S–2R, S2R-G1, S2R–R1820, S2R–T15, S2R–T34, S2R–G10, S2R–G5, S2R–G6, S2RHG–T65, S2R–T34, S2R–T45, S2R–T65, 600 S2D, S2R–R1340, S2R–R3S, S2R–T11 |
| 2003-07-03 | | Twin Commander Aircraft Corp. | 690D, 695A, and 695B |
| 2003-07-04 | | Air Tractor, Inc. | AT-300, AT-400, AT-400A, AT-401B, AT-402, AT-402A, AT-402B, AT-501, AT-502, and AT-502B |
| 2003-07-05 | | Stemme GmbH & Co. KG | Sailplane: S10 and S10-V |
| 2003-07-06 | | British Aerospace | HP.137 Jetsream Mk.1, Jetstream Series 200, and Jetstream Series 3101, Jetstream 3201 |
| 2003-07-09 | | Raytheon Aircraft Company | 390 |

**BW 2003-07**

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

**2003-06-02 Hartzell Propeller Inc.:** Amendment 39-13089. Docket No. 2001-NE-47-AD.

**Applicability:** This airworthiness directive (AD) is applicable to Hartzell Propeller Inc. model HC-C2Y(K,R)-1BF/F8477-4 propellers with TKS (Aircraft De-icing) Ltd. anti-ice boots that were installed by SOCATA-Groupe AEROSPATIALE, the aircraft manufacturer, using TKS Ltd. Procedure P232, Specification for the Attachment of Propeller Overshoes. These propellers are installed on, but not limited to American Champion 8GCBC, Cessna 170 series, 172 series, 175 series, Piper PA-18 series, Sky International Inc. (Husky) A-1 (previous owners were Christen Industries; Aviat, Inc.; White International, LTD.), and SOCATA-Groupe AEROSPATIALE TB-20 and TB-21 airplanes.

**Note 1:** This AD applies to each propeller identified in the preceding applicability provision, regardless of whether it has been modified, altered, or repaired in the area subject to the requirements of this AD. For propellers that have been modified, altered, or repaired so that the performance of the requirements of this AD is affected, the owner/operator must request approval for an alternative method of compliance in accordance with paragraph (c) of this AD. The request should include an assessment of the effect of the modification, alteration, or repair on the unsafe condition addressed by this AD; and, if the unsafe condition has not been eliminated, the request should include specific proposed actions to address it.

**Compliance:** Compliance with this AD is required as indicated, unless already done.
To prevent propeller blade separation, damage to the airplane, and possible loss of the airplane, do the following:

(a) For propellers that have been overhauled after the installation of TKS (Aircraft De-icing) Ltd. Anti-ice boots, and have had the anti-ice boots re-installed using Hartzell Manual 133C (ATA 61-13-33) "Aluminum Blade Overhaul", AS&T Procedure 4700INS, or other approved procedures (excluding TKS Procedure P232) no further action is required.

(b) For propellers that have had the anti-ice boots installed using the TKS Procedure P232, but have not had anti-ice boots re-installed using Hartzell Manual 133C (ATA 61-13-33) "Aluminum Blade Overhaul", AS&T Procedure 4700INS, or other approved procedures (excluding TKS Procedure P232), remove anti-ice boots, inspect and rework anti-ice boot areas of propeller blades, and install new anti-ice boots in accordance with paragraph 3 of the Accomplishment Instructions of Hartzell Propeller Inc. Alert Service Bulletin (ASB) HC-ASB-61-251, dated April 10, 2001 using the compliance schedule in Table 1 as follows:

**TABLE 1.—COMPLIANCE SCHEDULE**

| For propellers with: | Replace anti-ice boots: |
|---|---|
| (1) Fewer than 500 hours time-in-service (TIS) and less than 3 years time-since-new (TSN). | Within 200 hours TIS from the effective date of this AD, not to exceed 600 hours TSN, or prior to accumulating 4 years TSN, whichever occurs first. |
| (2) Five hundred or more hours TIS, or 3 years or more TSN but less than 6 years TSN. | Within 100 hours TIS, or 1 year from the effective date of this AD, whichever occurs first. |
| (3) Six years or more TSN | Within 50 hours TIS, or within 6 months from the effective date of this AD, whichever occurs first. |

**Alternative Methods of Compliance**

(c) An alternative method of compliance or adjustment of the compliance time that provides an acceptable level of safety may be used if approved by the Manager, Chicago Certification Office. Operators must submit their request through an appropriate FAA Principal Maintenance Inspector, who may add comments and then send it to the Manager, Chicago Certification Office.

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

**Special Flight Permits**

(d) Special flight permits may be issued in accordance with §§ 21.197 and 21.199 of the Federal Aviation Regulations (14 CFR 21.197 and 21.199) to operate the airplane to a location where the requirements of this AD can be done.

**Documents That Have Been Incorporated by Reference**

(e) The actions must be done in accordance with Hartzell Propeller Inc. Alert Service Bulletin HC-ASB-61-251, dated April 10, 2001. 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 Hartzell Propeller Inc. Technical Publications Department, One Propeller Place, Piqua, OH 45356; telephone (937) 778-4200; fax (937) 778-4391. Copies may be inspected at the FAA, New England Region, Office of the Regional Counsel, 12 New England Executive Park, Burlington, MA; or at the Office of the Federal Register, 800 North Capitol Street, NW., suite 700, Washington, DC.

**Effective Date**

(f) This amendment becomes effective on April 29, 2003.

Issued in Burlington, Massachusetts, on March 12, 2003.
Mark C. Fulmer,
Acting Manager, Engine and Propeller Directorate, Aircraft Certification Service.
[FR Doc. 03-6676 Filed 3-24-03; 8:45 am]
BILLING CODE 4910-13-P

**BW 2003-07**

**SOCATA–GROUPE AEROSPATIALE**
**AIRWORTHINESS DIRECTIVE**
**SMALL AIRCRAFT, ROTORCRAFT, GLIDERS, BALLOONS, & AIRSHIPS**

**2003-06-07 Socata–Groupe Aerospatiale:** Amendment 39-13095; Docket No. 2002-CE-49-AD; Supersedes AD 2002-05-04, Amendment 39-12672.

(a) *What airplanes are affected by this AD?* This AD affects the following airplane models and serial numbers that are certificated in any category:

| Model | Serial Nos. |
|---|---|
| MS 892A–150 | All serial numbers. |
| MS 892E–150 | All serial numbers. |
| MS 893A | All serial numbers. |
| MS 893E | All serial numbers. |
| MS 894A | 1005 through 2204 equipped with kit OPT8098 9037. |
| MS 894E | 1005 through 2204 equipped with kit OPT8098 9037. |
| Rallye 150T | All serial numbers. |
| Rallye 150ST | All serial numbers. |

(b) *Who must comply with this AD?* Anyone who wishes to operate any of the airplanes identified in paragraph (a) of this AD must comply with this AD.

(c) *What problem does this AD address?* The actions specified by this AD are intended to detect and correct cracks in the engine mount assembly. Such a condition could cause the engine mount assembly to fail, which could result in loss of control of the airplane.

(d) *What actions must I accomplish to address this problem?* To address this problem, you must accomplish the following:

| Actions | Compliance | Procedures |
|---|---|---|
| (1) Replace any part number 892–51–0–035–0 engine mount assembly with an FAA-approved assembly that is not part number 892–51–0–035–0. | Within the next 50 hours time-in-service (TIS) after May 16, 2003 (the effective date of this AD). | In accordance with the applicable maintenance manual. |
| (2) Inspect the engine mount assembly for cracks. | *Initially inspect at whichever of the following occurs later:* after accumulating 50 hours TIS after engine mount assembly installation; within the next 20 hours TIS after May 16, 2003 (the effective date of this AD); or at the next inspection required by AD 2002–05–04. *Repetitively inspect thereafter at intervals not to exceed 50 hours TIS.* | In accordance with the Accomplishment Instructions section of Socata Service Bulletin SB 156–71, dated May 2001. |
| (3) If any crack is found during any inspection required by paragraph (d)(2) of this AD that is less than 0.24 inches (6 mm) in length, repair the engine mount assembly. If two repairs on the engine mount have already been performed, repair in accordance with paragraph (d)(4) of this AD. | Prior to further flight after the inspection in which the crack is found. | In accordance with the Accomplishment Instructions section of Socata Service Bulletin SB 156–71, dated May 2001. |
| (4) If any crack is found during any inspection required by this AD that is 0.24 inches (6 mm) or longer in length, or if any crack is found and two repairs on the engine mount have already been performed:<br>(i) Obtain a repair scheme from the manufacturer through the FAA at the address specified in paragraph (f) of this AD; and<br>(ii) Incorporate this repair scheme. | Prior to further flight after the inspection in which the crack is found. | In accordance with the repair scheme obtained from Socata Groupe Aerospatiale, Customer Support, Aerodrome Tarbes-Ossun-Lourdes, BP 930–F65009 Tarbes Cedex, France; or the Product Support Manager, Socata—Groupe Aerospatiale, North Perry Airport, 7501 Pembroke Road, Pembroke Pines, Florida 33023. Obtain this repair scheme through the FAA at the address specified in paragraph (f) of this AD. |
| (5) Do not install on any airplane engine mount assembly part number 892–51–0–035–0. | As of May 16, 2003 (the effective date of this AD). | Not applicable. |

(e) *Can I comply with this AD in any other way?*

(1) You may use an alternative method of compliance or adjust the compliance time if:

(i) Your alternative method of compliance provides an equivalent level of safety; and

(ii) The Manager, Standards Office, Small Airplane Directorate, approves your alternative. Submit your request through an FAA Principal Maintenance Inspector, who may add comments and then send it to the Manager, Standards Office.

(2) Alternative methods of compliance approved in accordance with AD 2002-05-04, which is superseded by this AD, are not approved as alternative methods of compliance with this AD.

**Note 1:** This AD applies to each airplane identified in paragraph (a) of this AD, regardless of whether it has been modified, altered, or repaired in the area subject to the requirements of this AD. For airplanes that have been modified, altered, or repaired so that the performance of the requirements of this AD is affected, the owner/operator must request approval for an alternative method of compliance in accordance with paragraph (e) of this AD. The request should include an assessment of the effect of the modification, alteration, or repair on the unsafe condition addressed by this AD; and, if you have not eliminated the unsafe condition, specific actions you propose to address it.

(f) *Where can I get information about 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.

(g) *What if I need to fly the airplane to another location to comply with this AD?* The FAA can issue a special flight permit under sections 21.197 and 21.199 of the Federal Aviation Regulations (14 CFR 21.197 and 21.199) to operate your airplane to a location where you can accomplish the requirements of this AD.

(h) *Are any service bulletins incorporated into this AD by reference?* Actions required by this AD must be done in accordance with Socata Service Bulletin SB 156-71, dated May 2001. The Director of the Federal Register approved this incorporation by reference under 5 U.S.C. 552(a) and 1 CFR part 51. You may get copies from Socata Groupe Aerospatiale, Customer Support, Aerodrome Tarbes-Ossun-Lourdes, BP 930-F65009 Tarbes Cedex, France; telephone: 011 33 5 62 41 73 00; facsimile: 011 33 5 62 41 76 54; or the Product Support Manager, Socata–Groupe Aerospatiale, North Perry Airport, 7501 Pembroke Road, Pembroke Pines, Florida 33023; telephone: (954) 894-1160; facsimile: (954) 964-4141. You may view copies at the FAA, Central Region, Office of the Regional Counsel, 901 Locust, Room 506, Kansas City, Missouri, or at the Office of the Federal Register, 800 North Capitol Street, NW., suite 700, Washington, DC.

**Note 2:** The subject of this AD is addressed in French AD 2001-400(A), dated September 19, 2001; and French AD 1978-205(A) R1, dated September 19, 2001.

(i) *Does this AD action affect any existing AD actions?* This amendment supersedes AD 2002-05-04, Amendment 39-12672.

(j) *When does this amendment become effective?* This amendment becomes effective on May 16, 2003.

Issued in Kansas City, Missouri, on March 19, 2003.
Sandra J. Campbell,
Acting Manager, Small Airplane Directorate, Aircraft Certification Service.
[FR Doc. 03-7185 Filed 3-26-03; 8:45 am]
BILLING CODE 4910-13-P

**BW 2003-07**

**DORNIER-WERKE G.M.B.H.**
**AIRWORTHINESS DIRECTIVE**
**SMALL AIRCRAFT, ROTORCRAFT, GLIDERS, BALLOONS, & AIRSHIPS**

**2003-06-08 Dornier-Werke G.m.b.H.:** Amendment 39-13096; Docket No. 2002-CE-55-AD.

(a) *What airplanes are affected by this AD?* This AD affects Model Do 27 Q-6 airplanes, all serial numbers, that are certificated in any category.

(b) *Who must comply with this AD?* Anyone who wishes to operate any of the airplanes identified in paragraph (a) of this AD must comply with this AD.

(c) *What problem does this AD address?* The actions specified by this AD are intended to detect and correct damaged fuel lines and prevent the potential for further damage occurring to the fuel lines in the fuselage. Damage to the fuel lines could result in fuel leaking into the fuselage, which could cause a fire or explosion.

(d) *What actions must I accomplish to address this problem?* To address this problem, you must accomplish the following:

| Actions | Compliance | Procedures |
|---|---|---|
| (1) Inspect the following:<br>(i) The aileron and flap control cable for proper clearance from the fuel lines in the fuselage; and<br>(ii) The fuel lines between the firewall and instrument panel for damage and correct routing | Within the next 55 hours time-in-service (TIS) after May 16, 2003 (the effective date of this AD). | In accordance with Fairchild Dornier Do 27 Service Bulletin No. SB–1141–0000, dated June 12, 2002. |
| (2) Make adjustments and/or replacements if:<br>(i) Improper clearance is detected between the aileron and control cable and the fuel lines;<br>(ii) Any fuel line is found damaged; or<br>(iii) Any fuel line is incorrectly routed. | Prior to further flight after the inspection required in paragraph (d)(1) of this AD and if any of the conditions specified in paragraph (d)(2) of this AD are met. | In accordance with Fairchild Dornier Do 27 Service Bulletin No. SB–1141–0000, dated June 12, 2002. |
| (3) Install a protective sleeve around the fuel lines | Prior to further flight after the inspection required in paragraph (d)(1) of this AD and when all corrective actions have been accomplished. | In accordance with Fairchild Dornier Do 27 Service Bulletin No. SB–1141–0000, dated June 12, 2002. |

(e) *Can I comply with this AD in any other way?* You may use an alternative method of compliance or adjust the compliance time if:

(1) Your alternative method of compliance provides an equivalent level of safety; and

(2) The Manager, Standards Office, Small Airplane Directorate, approves your alternative. Submit your request through an FAA Principal Maintenance Inspector, who may add comments and then send it to the Manager, Standards Office.

**Note 1:** This AD applies to each airplane identified in paragraph (a) of this AD, regardless of whether it has been modified, altered, or repaired in the area subject to the requirements of this AD. For airplanes that have been modified, altered, or repaired so that the performance of the requirements of this AD is affected, the owner/operator must request approval for an alternative method of compliance in accordance with paragraph (e) of this AD. The request should include an assessment of the effect of the modification, alteration, or repair on the unsafe condition addressed by this AD; and, if you have not eliminated the unsafe condition, specific actions you propose to address it.

(f) *Where can I get information about 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) 329-4144; facsimile: (816) 329-4090.

(g) *What if I need to fly the airplane to another location to comply with this AD?* The FAA can issue a special flight permit under sections 21.197 and 21.199 of the Federal Aviation Regulations (14 CFR 21.197 and 21.199) to operate your airplane to a location where you can accomplish the requirements of this AD.

(h) *Are any service bulletins incorporated into this AD by reference?* Actions required by this AD must be done in accordance with Fairchild Dornier Do 27 Service Bulletin No. SB-1141-0000, dated June 12, 2002. The Director of the Federal Register approved this incorporation by reference under 5 U.S.C. 552(a) and 1 CFR part 51. You may get copies from Dornier GmbH, P.O. Box 1103, D-82230 Wessling, Federal Republic of Germany; telephone: (011) 49 81 53-30 1; facsimile: (011) 49 81 53-30 29 01. You may view copies at the FAA, Central Region, Office of the Regional Counsel, 901 Locust, Room 506, Kansas City, Missouri, or at the Office of the Federal Register, 800 North Capitol Street, NW., suite 700, Washington, DC.

**Note 2:** The subject of this AD is addressed in German AD 2002-240, dated July 26, 2002.

(i) *When does this amendment become effective?* This amendment becomes effective on May 16, 2003.

Issued in Kansas City, Missouri, on March 19, 2003.
Sandra J. Campbell,
Acting Manager, Small Airplane Directorate, Aircraft Certification Service.
[FR Doc. 03-7186 Filed 3-26-03; 8:45 am]
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**BW 2003-07**

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

**2003-07-01 Quality Aerospace, Inc. (Ayres Corporation formerly held Type Certificate (TC) No. A4SW):** Amendment 39-13097; Docket No. 2001-CE-37-AD; Supersedes AD 2000-11-16, Amendment 39-11764.

(a) *What airplanes are affected by this AD?* This AD affects the following airplane models and serial numbers that are certificated in any category and do not incorporate a P/N 22507 lower spar cap on both the left and right wings:

| Model | Serial Nos. | Group |
|---|---|---|
| (1) S–2R | 5000R through 5099R, except 5010R, 5031R, 5038R, 5047R, and 5085R | 1 |
| (2) S2R–G1 | G1–101 through G1–106 | 1 |
| (3) S2R–R1820 | R1820–001 through R1820–035 | 1 |
| (4) S2R–T15 | T15–001 through T15–033 | 1 |
| (5) S2R–T34 | 6000R through 6049R, T34–001 through T34–143, T34–145, T34–147 through T34–167, T34–171, T34–180, and T34–181. | 1 |
| (6) S2R–G10 | G10–101 through G10–136, G10–138, G10–140, and G10–141 | 2 |
| (7) S2R–G5 | G5–101 through G5–105 | 2 |
| (8) S2R–G6 | G6–101 through G6–147 | 2 |
| (9) S2RHG–T65 | T65–002 through T65–018 | 2 |
| (10) S2R–R1820 | R1820–036 | 2 |
| (11) S2R–T34 | T34–144, T34–146, T34–168, T34–169, T34–172 through T34–179, and T34–189 through T34–232, and T34–234. | 2 |
| (12) S2R–T45 | T45–001 through T45–014 | 2 |
| (13) S2R–T65 | T65–001 through T65–018 | 2 |
| (14) 600 S2D | All serial numbers beginning with 600–1311D | 3 |
| (15) S–2R | 1380R and 1416R through 2592R | 3 |
| (16) S2R–R1340 | R1340–001 through R1340–035 | 3 |
| (17) S2R–R3S | R3S–001 through R3S–011 | 3 |
| (18) S2R–T11 | T11–001 through T11–005 | 3 |
| (19) S2R–G1 | G1–107, G1–108, and G1–109 | 4 |
| (20) S2R–G10 | G10–137, G10–139, and G10–142 | 4 |
| (21) S2R–T34 | T34–236, T34–237, and T34–238 | 4 |
| (22) S2R–G1 | G1–110 through G1–115 | 5 |
| (23) S2R–G10 | G10–143 through G10–165 | 5 |
| (24) S2R–G6 | G6–148 through G6–155 | 5 |
| (25) S2RHG–T34 | T34HG–101 and T34HG–102 | 5 |
| (26) S2R–T15 | T15–034 through T15–040 | 5 |

| | | |
|---|---|---|
| (27) S2R–T34 | T34–239 through T34–270 | 5 |
| (28) S2R–T45 | T45–015 | 5 |
| (29) S2R | 5010R, 5031R, 5038R, 5047R, and 5085R | 6 |

**Note 1:** The serial numbers of the Model S2R-T15 airplanes could incorporate T15-xxx and T27-xxx. This AD applies to both of these serial number designations as they are both Model S2R-T15 airplanes.

**Note 2:** The serial numbers of the Model S2R-T34 airplanes could incorporate T34-xxx, T36-xxx, T41-xxx, or T42-xxx. This AD applies to all of these serial number designations as they are all Model S2R-T34 airplanes.

**Note 3:** Any Group 3 airplane that has been modified with a hopper of a capacity more than 410 gallons, a piston engine greater than 600 horsepower, or any gas turbine engine, makes the airplane a Group 1 airplane for the purposes of this AD. Inspect the airplane at the Group 1 compliance time specified in this AD.

(b) *Who must comply with this AD?* Anyone who wishes to operate any of the airplanes identified in paragraph (a) of this AD must comply with this AD.

(c) *What problem does this AD address?* The actions specified by this AD are intended to detect and correct fatigue cracking of the lower spar caps, which could result in the wing separating from the airplane with consequent loss of control of the airplane.

(d) *What actions must I accomplish to address this problem?* To address this problem, you must accomplish the following:

(1) Repetitively inspect, using magnetic particle, ultrasonic, or eddy current procedures, the 1/4-inch and 5/16-inch bolt hole areas on each lower spar cap for fatigue cracking. Reference paragraph (e)(3) and (e)(4) of this AD (including all subparagraphs) to obtain the initial and repetitive inspection compliance times.

(i) The cracks may emanate from the bolt hole on the face of the spar cap or they may occur in the shaft of the hole.

(ii) You must inspect both of these areas.

(iii) If using the magnetic particle method for the inspection, perform the inspection using the "Inspection" portion of the "Accomplishment Instructions" and "Lower Splice Fitting Removal and Installation Instructions" in Ayres Service Bulletin No. SB-AG-39, dated September 17, 1996. You must follow American Society for Testing Materials (ASTM) E 1444-01, using wet particles meeting the requirements of the Society for Automotive Engineers (SAE) AMS 3046. The inspection must be performed by or supervised by a Level 2 or Level 3 inspector certified for magnetic particle inspection method using the guidelines established by the American Society for Nondestructive Testing or MIL-STD-410. CAUTION: You must firmly support the wings during the inspection to prevent movement of the spar caps when the splice blocks are removed. This will allow easier realignment of the splice block holes and the holes in the spar cap for bolt insertion.

(iv) If using ultrasonic or eddy current methods for the inspection, a procedure must be sent to the FAA Atlanta Aircraft Certification Office (ACO) for approval prior to performing the inspection. Send your proposed procedure to the FAA Atlanta Aircraft ACO, Attn: Cindy Lorenzen, One Crown Center, 1895 Phoenix Boulevard, Suite 450, Atlanta, Georgia 30349. You are not required to remove the splice block for either the ultrasonic or eddy current inspections, unless corrosion is visible.

(2) If any cracking is found during any inspection required by this AD, you must accomplish the following:

(i) Repair or replace:

(A) Use the cold work process to ream out small cracks as defined in Ayres Service Bulletin No. SB-AG-39, dated September 17, 1996; or

(B) Ream the 1/4-inch bolt holes to 5/16 inches diameter as defined in Part I of Ayres Custom Kit No. CK-AG-29, dated December 23, 1997; or

(C) Install Kaplan Splice Blocks as defined in Quality Aerospace, Inc. Custom Kit No. CK-AG-30, dated December 6, 2001; or

(D) Replace the affected spar cap in accordance with the maintenance manual.

(ii) Submit a report of inspection findings to the Manager, Atlanta ACO, One Crown Center, 1895 Phoenix Boulevard, Suite 450, Atlanta, Georgia 30349; facsimile: (770) 703-6097. You must include:

(A) The airplane serial number and engine model number;

(B) The total number of flight hours on the lower spar cap that is cracked;

(C) Time on the spar cap since last inspection, if applicable;

(D) The procedure (magnetic particle, ultrasonic, or eddy current) used for the last inspection;

(E) Indicate if cold working has been accomplished or modifications incorporated such as installation of big butterfly plates;

(F) Indicate the time on the spar cap when the cold working or modifications were accomplished; and

(G) Indicate which bolt hole is cracked and the length of the crack.

**Note 4:** Information collection requirements contained in this regulation have been approved by the Office of Management and Budget (OMB) under the provisions of the Paperwork Reduction Act of 1980 (44 U.S.C. 3501 et seq.) and have been assigned OMB Control Number 2120-0056.

(e) *What is the compliance time of this AD?* The compliance times for each of the actions of this AD are as follows:

(1) Any required repair or replacement: Prior to further flight after the inspection where the crack(s) was/were found.

(2) Reporting requirement:

(i) Submit the report within 10 days after finding any crack(s) during any inspection required by this AD.

(ii) For airplanes where cracking was found during any inspection accomplished in accordance with AD 2000-11-16, which is superseded by this AD; or by AD 97-17-03, which was superseded AD 2000-11-16; or by AD 97-13-11, which was superseded by AD 97-17-03, submit the report within 10 days after May 20, 2003 (the effective date of this AD), unless already accomplished.

(3) Initial inspection: Required unless already accomplished (compliance with AD 2000-11-16, or AD 97-17-03, or AD97-13-11) within 50 flight hours after May 20, 2003 (the effective date of this AD) or upon the accumulation of these hours time-in-service (TIS) on each lower spar cap, whichever occurs later:

| Airplane group | Lower spar cap hours TIS |
|---|---|
| (i) 1 | 2,000 |
| (ii) 2 | 2,200 |
| (iii) 3 | 6,400 |
| (iv) 4 | 2,500 |
| (v) 5 | 6,200 |
| (vi) 6: | For S/N 5010R: 5,530<br>For S/N 5038R: 5,900<br>For S/N 5031R: 6,400<br>For S/N 5047R: 6,400<br>For S/N 5085R: 6,290 |

(4) Repetitive inspections: The following table gives the required repetitive inspection intervals based on the work performed and the method of inspection utilized. Each time is hours TIS after the last inspection:

| Work previously performed | Magnetic particle hours TIS | Ultrasonic hours TIS | Eddy current hours TIS |
|---|---|---|---|
| (i) One of the following where the airplane does not have butterfly plates, part number (P/N) 20211–09 and P/N 20211–11, installed per CK–AG–29, Part II<br>(A) No cracks found previously on wing spar; or<br>(B) Small cracks repaired through cold work (or done as an option if never cracked) accomplished per SB–AG–39; or<br>(C) Small cracks repaired through $^{1}/_{4}$-inch bolt hole reamed to $^{5}/_{16}$ inch diameter (or done as an option if never cracked) per CK–AG–29, Part I; or<br>(D) Small cracks repaired through previous Alternative Methods of Compliance; or<br>(E) Small cracks repaired by installation of Kaplan Splice Blocks, part number 22515–1– 3 or 88–251 (or done as an option if never cracked) per CK–AG–30 and inspection of the six outboard bolt holes on both lower spars is required | 500 | 550 | 700 |

| | | | |
|---|---|---|---|
| (ii) One of the following where the airplane has butterfly plates, part number (P/N) 20211–09 and P/N 20211–11, installed per CK–AG–29, Part II<br>(A) No cracks found previously on wing spar; or<br>(B) Small cracks repaired through cold work (or done as an option if no cracks found) accomplished per SB–AG–39; or<br>(C) Small cracks repaired through $^{1}/_{4}$-inch bolt hole reamed to $^{5}/_{16}$ inch diameter (or done as an option if no cracks found) per CK–AG–29, Part I; or<br>(D) Small cracks repaired through previous Alternative Methods of Compliance; or<br>(E) Small cracks repaired by installation of Kaplan Splice Blocks, part number 22515–1– 3 or 88–251 (or done as an option if never cracked) per CK–AG–30 and inspection of the six outboard bolt holes on both lower spar caps is required | 900 | 950 | 1,250 |
| (iii) Cracked wing spar found during previous inspection with wing spar replacement | For all inspection methods (magnetic particle, ultrasonic, or eddy current), time for initial and repetitive inspection intervals start over when wing spar is replaced. | | |

**Note 5:** Aircraft S/Ns T45-007DC and T45-010DC had modified splice block assemblies installed at Ayres (Ayres/Kaplan Assembly No. 88-251) and must still follow the repetitive inspection intervals listed here.

**Note 6:** If a crack is found, the reaming associated with the cold work process may remove a crack if it is small enough. Some aircraft owners/operators were issued alternative methods of compliance with AD 97-17-03 to ream the 1/4-inch bolt hole to 5/16 inch diameter to remove small cracks. Ayres CK-AG-29, Part I, also provides procedures to ream the 1/4-inch bolt hole to 5/16 inch diameter. If you use either of these two methods to remove cracks and the airplane is reinspected immediately with no cracks found, you may continue to follow the repetitive inspection intervals listed above.

**Note 7:** Group 4 and Group 5 airplanes had the butterfly plates installed at the factory and may follow the repetitive inspection interval listed in paragraph (e)(4)(ii).

(f) *Can I comply with this AD in any other way?*

(1) You may use an alternative method of compliance or adjust the compliance time if:

(i) Your alternative method of compliance provides an equivalent level of safety; and

(ii) The Manager, Atlanta ACO, approves your alternative. Submit your request through an FAA Principal Maintenance Inspector, who may add comments and then send it to the Manager, Atlanta ACO.

(2) Alternative methods of compliance approved in accordance with AD 2000-11-16, which is superseded by this AD, are approved as alternative methods of compliance with this AD.

**Note 8:** This AD applies to each airplane identified in paragraph (a) of this AD, regardless of whether it has been modified, altered, or repaired in the area subject to the requirements of this AD. For airplanes that have been modified, altered, or repaired so that the performance of the requirements of this AD is affected, the owner/operator must request approval for an alternative

method of compliance in accordance with paragraph (f) of this AD. The request should include an assessment of the effect of the modification, alteration, or repair on the unsafe condition addressed by this AD; and, if you have not eliminated the unsafe condition, specific actions you propose to address it.

(g) *Where can I get information about any already-approved alternative methods of compliance?* Contact Cindy Lorenzen, Aerospace Engineer, FAA, Aircraft Certification Office, One Crown Center, 1895 Phoenix Boulevard, suite 450, Atlanta, Georgia 30349; telephone: (770) 703-6078; facsimile: (770) 703-6097.

(h) *What if I need to fly the airplane to another location to comply with this AD?* The FAA can issue a special flight permit under sections 21.197 and 21.199 of the Federal Aviation Regulations (14 CFR 21.197 and 21.199) to operate your airplane to a location where you can accomplish the requirements of this AD provided that:

(1) the hopper is empty;

(2) Vne is reduced to 126 miles per hour (109 knots) indicated airspeed (IAS); and

(3) flight into known turbulence is prohibited.

(i) Are any service bulletins incorporated into this AD by reference?

(1) Actions required by this AD must be done in accordance with Ayres Service Bulletin No. SB-AG-39, dated September 17, 1996; Ayres Custom Kit No. CK-AG-29, dated December 23, 1997; and Quality Aerospace, Inc. Custom Kit No. CK-AG-30, dated December 6, 2001.

(i) The Director of the Federal Register approved the incorporation by reference of Quality Aerospace, Inc. Custom Kit No. CK-AG-30, dated December 6, 2001, under 5 U.S.C. 552(a) and 1 CFR part 51. You may get copies from Quality Aerospace, Inc., P.O. Box 3050, Albany, Georgia 31706-3050; telephone: (229) 883-1440; facsimile: (229) 883-9790.

(ii) The Director of the Federal Register previously approved the incorporation by reference of Ayres Service Bulletin No. SB-AG-39, dated September 17, 1996; Ayres Custom Kit No. CK-AG-29, dated December 23, 1997, as of July 25, 2000 (65 FR 36055, June 7, 2000).

(2) You may get copies from Quality Aerospace, Inc., P.O. Box 3050, Albany, Georgia 31706-3050; telephone: (229) 883-1440; facsimile: (229) 883-9790. You may view copies at the FAA, Central Region, Office of the Regional Counsel, 901 Locust, Room 506, Kansas City, Missouri, or at the Office of the Federal Register, 800 North Capitol Street, NW, suite 700, Washington, DC.

(j) *Does this AD action affect any existing AD actions?* This amendment supersedes AD 2000-11-16, Amendment 39-11764.

(k) *When does this amendment become effective?* This amendment becomes effective on May 20, 2003.

Issued in Kansas City, Missouri, on March 21, 2003.

Michael Gallagher,

Manager, Small Airplane Directorate, Aircraft Certification Service.

[FR Doc. 03-7454 Filed 3-31-03; 8:45 am]

BILLING CODE 4910-13-P

**BW 2003-07**

**TWIN COMMANDER AIRCRAFT CORPORATION**
**AIRWORTHINESS DIRECTIVE**
**SMALL AIRCRAFT, ROTORCRAFT, GLIDERS, BALLOONS, & AIRSHIPS**

**2003-07-03 Twin Commander Aircraft Corporation:** Amendment 39-13099; Docket No. 2000-CE-56-AD.

(a) *What airplanes are affected by this AD?* This AD affects the following Twin Commander Aviation Corporation (TCAC) airplane models and serial numbers that are certificated in any category:

| Model | Serial Nos. |
|---|---|
| 690D | 15001 through 15036 and 15038 through 15040. |
| 695A | 96001 through 96062, 96065 through 96068, 96070, 96071, 96073, 96074, 96076, 96077, and 96079 through 96084, 96086, 96087, and 96089 through 96100. |
| 695B | 96063, 96069, 96075, 96078, 96085, and 96204 through 96208. |

(b) *Who must comply with this AD?* Anyone who wishes to operate any of the airplanes identified in paragraph (a) of this AD must comply with this AD.

(c) *What problem does this AD address?* The actions specified by this AD are intended to detect and correct fatigue damage in the wing and fuselage areas without reducing the service life of the airplane. Such undetected and uncorrected damage could result in structural failure with consequent loss of control of the airplane.

(d) *What must I do to address this problem?* To address this problem, you must initially inspect and modify the wing and fuselage areas (Part 1 Inspection/Modifications as identified in Twin Commander Aircraft Corporation Mandatory Service Bulletin No. 214, dated January 26, 2000) and repetitively inspect with necessary modification or replacement of damaged parts (Part 2 Recurrent Inspections as identified in Twin Commander Aircraft Corporation Mandatory Service Bulletin No. 214, dated January 26, 2000) in accordance with the following schedules:

(1) Part 1 Initial Inspections/Modifications: Initially (unless already done) accomplish the Part 1 Inspections/Modifications at whichever compliance time in paragraph (d)(1)(i) or (d)(1)(ii) of this AD that occurs later:

(i) the compliance times presented in Part 1 Table 1 of Twin Commander Aircraft Corporation Mandatory Service Bulletin No. 214, dated January 26, 2000; Twin Commander Aircraft Corporation Service Publications revision notice to Service Bulletin No. 214, Revision 1, Release Date: April 19, 2000; and Twin Commander Aircraft Corporation Service Publications revision notice to Service Bulletin No. 214, Revision 2, Release Date: May 21, 2001; or

(ii) the Table A compliance times presented on page 1 of the service information and replicated below:

| Current airframe hours time-in-service (TIS) | Initial compliance time |
|---|---|
| (A) 0000 through 1,700 | Upon accumulating 2,700 hours TIS or within the next 36 months after May 16, 2003 (the effective date of this AD), whichever occurs first. |
| (B) 1,701 through 2,500 | Upon accumulating 3,400 hours TIS or within the next 36 months after May 16, 2003 (the effective date of this AD), whichever occurs first. |
| (C) 2,501 through 3,000 | Upon accumulating 3,800 hours TIS or within the next 36 months after May 16, 2003 (the effective date of this AD), whichever occurs first. |
| (D) 3,001 through 5,000 | Upon accumulating 5,500 hours TIS or within the next 30 months after May 16, 2003 (the effective date of this AD), whichever occurs first. |
| (E) 5,001 through 6,000 | Upon accumulating 6,400 hours TIS or within the next 24 months after May 16, 2003 (the effective date of this AD), whichever occurs first. |
| (F) 6,001 through 7,500 | Upon accumulating 7,800 hours TIS or within the next 18 months after May 16, 2003 (the effective date of this AD), whichever occurs first. |
| (G) Over 7,500 | Within the next 12 months after May 16, 2003 (the effective date of this AD). |

(2) Part 2 Recurring Inspections: Repetitively inspect as referenced in Part 2 Recurring Inspections on page 62 of Twin Commander Aircraft Corporation Mandatory Service Bulletin No. 214, dated January 26, 2000; Twin Commander Aircraft Corporation Service Publications revision notice to Service Bulletin No. 214, Revision 1, Release Date: April 19, 2000; and Twin Commander Aircraft Corporation Service Publications revision notice to Service Bulletin No. 214, Revision 2, Release Date: May 21, 2001.

(3) Mandatory Replacements and Modifications: If any damage is found during any inspection required by paragraphs (d), (d)(1), and (d)(2) of this AD, prior to further flight, replace or modify the part as specified in the following:

(i) Twin Commander Aircraft Corporation Mandatory Service Bulletin No. 214, dated January 26, 2000;

(ii) Twin Commander Aircraft Corporation Service Publications revision notice to Service Bulletin No. 214, Revision 1, Release Date: April 19, 2000; and

(iii) Twin Commander Aircraft Corporation Service Publications revision notice to Service Bulletin No. 214, Revision 2, Release Date: May 21, 2001.

(e) *Can I comply with this AD in any other way?* You may use an alternative method of compliance or adjust the compliance time if:

(1) Your alternative method of compliance provides an equivalent level of safety; and

(2) The Manager, Seattle Aircraft Certification Office (ACO), approves your alternative. Submit your request through an FAA Principal Maintenance Inspector, who may add comments and then send it to the Manager, Seattle ACO.

**Note:** This AD applies to each airplane identified in paragraph (a) of this AD, regardless of whether it has been modified, altered, or repaired in the area subject to the requirements of this AD. For airplanes that have been modified, altered, or repaired so that the performance of the requirements of this AD is affected, the owner/operator must request approval for an alternative method of compliance in accordance with paragraph (e) of this AD. The request should include an assessment of the effect of the modification, alteration, or repair on the unsafe condition addressed by this AD; and, if you have not eliminated the unsafe condition, specific actions you propose to address it.

(f) *Where can I get information about any already-approved alternative methods of compliance?* Contact Della Swartz, Aerospace Engineer, FAA, Seattle Aircraft Certification Office, 1601 Lind Avenue, SW, Renton, Washington 98055-4065; telephone: (425) 687-4246; facsimile: (425) 687-4248.

(g) *What if I need to fly the airplane to another location to comply with this AD?* The FAA can issue a special flight permit under sections 21.197 and 21.199 of the Federal Aviation Regulations (14 CFR 21.197 and 21.199) to operate your airplane to a location where you can accomplish the requirements of this AD.

(h) *Are any service bulletins incorporated into this AD by reference?* Actions required by this AD must be done in accordance with Twin Commander Aircraft Corporation Mandatory Service Bulletin No. 214, dated January 26, 2000; Twin Commander Aircraft Corporation Service Bulletin No. 214, Revision 1, Release Date: April 19, 2000; and Twin Commander Aircraft Corporation Service Bulletin No. 214, Revision 2, Release Date: May 21, 2001. The Director of the Federal Register approved this incorporation by reference under 5 U.S.C. 552(a) and 1 CFR part 51. You may get copies from Twin Commander Aircraft Corporation, 19010 59th Drive N.E., Arlington, Washington 98223-7832; telephone: (360) 435-9797; facsimile: (360) 435-1112. You may view copies at the FAA, Central Region, Office of the Regional Counsel, 901 Locust, Room 506, Kansas City, Missouri, or at the Office of the Federal Register, 800 North Capitol Street, NW., suite 700, Washington, DC.

(i) *When does this amendment become effective?* This amendment becomes effective on May 16, 2003.

Issued in Kansas City, MO, on March 25, 2003.
Michael Gallagher,
Manager, Small Airplane Directorate, Aircraft Certification Service.
[FR Doc. 03-7745 Filed 4-2-03; 8:45 am]
BILLING CODE 4910-13-P

**BW 2003-07**

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

**2003-07-04 Air Tractor, Inc.:** Amendment 39-13100; Docket No. 2000-CE-59-AD.

(a) *What airplanes are affected by this AD?* This AD affects the following airplane models and serial numbers that are certificated in any category:

| Model | Serial Nos. |
|---|---|
| AT–300, AT–400, and AT–400A | All serial numbers with a turbine powerplant and is retrofitted with a $^{1}/_{4}$ inch thick aluminum vertical fin front spar fitting and an all-metal rudder. |
| AT–401 and AT–401B | 401–0737 through 401–1015 and 401B–0737 through 401B–1015 that have been converted to turbine powerplants. |
| AT–402, AT–402A, and AT–402B | 402–0737 through 402B–1015. |
| AT–501 | 501–0031 and subsequent that have been converted to turbine powerplants. |
| AT–502 and AT–502B | 502–0031 through 502B–0398. |

(b) *Who must comply with this AD?* Anyone who wishes to operate any of the airplanes identified in paragraph (a) of this AD must comply with this AD.

(c) *What problem does this AD address?* The actions specified by this AD are intended to prevent failure of the vertical fin front spar fittings, which could result in failure of the rear spar fitting. Such failures could lead to loss of directional control of the airplane.

(d) *What actions must I accomplish to address this problem?* To address this problem, you must accomplish the following:

| Actions | Compliance | Procedures |
|---|---|---|
| (1) Inspect the vertical fin front spar fitting for cracks. | Upon the accumulation of 2,000 hours time-in-service (TIS) on the vertical fin front or spar fitting next 100 hours TIS after May 22, 2003 (the effective date of this AD), whichever occurs later. If no cracks are found, repetitively inspect thereafter at intervals not to exceed 100 hours TIS. | In accordance with Snow Engineering Co. Service Letter #155, Revised November 27, 2002. |
| (2) If cracks are found during any inspection required in paragraph (d)(1) of this AD, replace the vertical fin front spar fitting. | Prior to further flight after the crack is found. Continue with the repetitive inspection requirements in paragraph (d)(1) of this AD until the terminating action is accomplished. | In accordance with Snow Engineering Co. Service Letter #155, Revised November 27, 2002. |

| | | |
|---|---|---|
| (3) Modify the vertical fin front spar fitting by installing a steel doubler. | Within the next 2,000 hours TIS after May 22, 2003 (the effective date of this AD). Installing the steel doubler is considered terminating action for the repetitive inspection requirements of this AD. The installation may be accomplished at any time provided the vertical fin front spar fitting is crack free. | In accordance with Snow Engineering Co. Service Letter #155, Revised November 27, 2002. |

(e) *Can I comply with this AD in any other way?* To use an alternative method of compliance or adjust the compliance time, use the procedures in 14 CFR 39.19. Send these requests to the Manager, Ft. Worth Aircraft Certification Office (ACO). For information on any already approved alternative methods of compliance, contact Andy McAnaul, Aerospace Engineer, FAA, Fort Worth Airplane Certification Office, 2601 Meacham Boulevard, Fort Worth, Texas 76193-0150; telephone: (817) 222-5156; facsimile: (817) 222-5960.

(f) *Are any service bulletins incorporated into this AD by reference?* Actions required by this AD must be done in accordance with Snow Engineering Co. Service Letter #155, Revised November 27, 2002. The Director of the Federal Register approved this incorporation by reference under 5 U.S.C. 552(a) and 1 CFR part 51. You may get copies from Air Tractor, Inc., P.O. Box 485, Olney, Texas 76374. You may view copies at the FAA, Central Region, Office of the Regional Counsel, 901 Locust, Room 506, Kansas City, Missouri, or at the Office of the Federal Register, 800 North Capitol Street, NW., suite 700, Washington, DC.

(g) *When does this amendment become effective?* This amendment becomes effective on May 22, 2003.

Issued in Kansas City, Missouri, on March 25, 2003.
Michael Gallagher,
Manager, Small Airplane Directorate, Aircraft Certification Service.
[FR Doc. 03-7747 Filed 4-2-03; 8:45 am]
BILLING CODE 4910-13-P

**BW 2003-07**

**STEMME GMBH & CO. KG**
**AIRWORTHINESS DIRECTIVE**
**SMALL AIRCRAFT, ROTORCRAFT, GLIDERS, BALLOONS, & AIRSHIPS**

**2003-07-05 Stemme GmbH & Co. KG:** Amendment 39-13101; Docket No. 2002-CE-52-AD.

(a) *What sailplanes are affected by this AD?* This AD affects Models S10 and S10-V sailplanes, all serial numbers, that are certificated in any category.

(b) *Who must comply with this AD?* Anyone who wishes to operate any of the sailplanes identified in paragraph (a) of this AD must comply with this AD.

(c) *What problem does this AD address?* The actions specified by this AD are intended to reduce the potential for a fire to ignite in the engine compartment and to increase the containment of an engine fire in the engine compartment. A fire in the engine compartment could lead to loss of control of the sailplane.

(d) *What actions must I accomplish to address this problem?* To address this problem, you must accomplish the following:

| Actions | Compliance | Procedures |
|---|---|---|
| Modify the firewall by sealing all gaps and modify the fuel and oil lines in the engine compartment. | Within the next 50 hours time-in-service (TIS) or 6 months after May 22, 2003 (the effective date of this AD), whichever occurs first. | Modify the firewall in accordance with Stemme Service Bulletin A31–10–057, dated June 7, 2001, as specified in Stemme Service Bulletin A31–10–063, dated September 11, 2002. Modify the fuel and oil lines in accordance with Stemme Service Bulletin A31–10–063, dated September 11, 2002, and Stemme Installation Instruction A34–10–063E, dated August 26, 2002. |

(e) *Can I comply with this AD in any other way?* To use an alternative method of compliance or adjust the compliance time, use the procedures in 14 CFR 39.19. Send these requests to the Manager, Standards Office, Small Airplane Directorate. For information on any already approved alternative methods of compliance, contact Mike Kiesov, Aerospace Engineer, FAA, Small Airplane Directorate, 901 Locust, Room 301, Kansas City, Missouri 64106; telephone: (816) 329-4144; facsimile: (816) 329-4090.

(f) *Are any service bulletins incorporated into this AD by reference?* Actions required by this AD must be done in accordance with Stemme Service Bulletin A31-10-057, dated June 7, 2001; Stemme Service Bulletin A31-10-063, dated September 11, 2002; and Stemme Installation Instruction A34-10-063E, dated August 26, 2002. The Director of the Federal Register approved this incorporation by reference under 5 U.S.C. 552(a) and 1 CFR part 51. You may get copies from

Stemme GmbH & Co. KG, Gustav-Meyer-Allee 25, D-13355 Berlin, Germany; telephone: 49.33.41.31.11.70; facsimile: 49.33.41.31.11.73. You may view copies at the FAA, Central Region, Office of the Regional Counsel, 901 Locust, Room 506, Kansas City, Missouri, or at the Office of the Federal Register, 800 North Capitol Street, NW., suite 700, Washington, DC.

(g) *When does this amendment become effective?* This amendment becomes effective on May 22, 2003.

Issued in Kansas City, MO, on March 25, 2003.
Michael Gallagher,
Manager, Small Airplane Directorate, Aircraft Certification Service.
[FR Doc. 03-7744 Filed 4-2-03; 8:45 am]
BILLING CODE 4910-13-P

**BW 2003-07**

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

**2003-07-06 British Aerospace:** Amendment 39-13102; Docket No. 2002-CE-56-AD.

(a) *What airplanes are affected by this AD?* This AD affects Model HP.137 Jetstream Mk.1, Jetstream Series 200, Jetstream Series 3101, and Jetstream Model 3201 airplanes, all serial numbers, that are certificated in any category.

(b) *Who must comply with this AD?* Anyone who wishes to operate any of the airplanes identified in paragraph (a) of this AD must comply with this AD.

(c) *What problem does this AD address?* The actions specified by this AD are intended to detect, correct, and prevent cracks in the steering jack piston rod, which could result in failure of the steering jack piston rod. Such failure could lead to loss of steering control of the airplane during takeoff, landing, and taxi operations.

(d) *What actions must I accomplish to address this problem?* To address this problem, you must accomplish the following:

| Actions | Compliance | Procedures |
|---|---|---|
| (1) Inspect the steering jack piston rod for cracks.<br>(i) If cracks are found, replace the cracked steering jack piston rod. Install the new steering jack piston rod using a torque setting of 175 lbf (pound force) inch or 20 Nm (Newton meters) when tightening the end fitting and stop bolt.<br>(ii) If no cracks are found, determine the torque setting of the steering jack piston rod end fitting and stop bold. | Inspect within the next 90 days or 200 ground-air-ground (GAG) cycles after May 22, 2003 (the effective date of this AD), whichever occurs first. Replace cracked steering jack piston rods or determine torque settings prior to further flight. | In accordance with the procedures in APPH Ltd. Service Bulletin 32–76 (pages 1, 2, and 4 through 7, dated October 2002; and page 3, Erratum 1, dated November 2002), as referenced in British Aerospace Jetstream Mandatory Service Bulletin 32–JA020741, Original Issue: November 2, 2002. |

| | | |
|---|---|---|
| (2) If the torque setting of the steering jack piston rod end fitting or stop bolt is greater than 175 lbf inch or 20 Nm and is equal to or less than 435 lbf inch or 49 Nm:<br>(i) calculate the new safe life limit for the steering jack piston rod; and<br>(ii) incorporate the following into the Aircraft Logbook: ''In accordance with AD 2003–07– 06, the steering jack piston rod is life limited to ____.'' | Prior to further flight after the inspection required in paragraph (d)(1) of this AD. | In accordance with the procedures in APPH Ltd. Service Bulletin 32–76, (pages 1, 2, and 4 through 7, dated October 2002; and page 3, Erratum 1, dated November 2002), as referenced in British Aerospace Jetstream Mandatory Service Bulletin 32– JA020741, Original Issue: November 2, 2002. |
| (3) If the torque setting of the steering jack piston rod end fitting or stop bolt is greater than 435 lbf inch or 49 Nm, measure the deformation thickness of the tab washers.<br>(i) If the tab washer deformation thickness is greater than 0.001 inch and is equal to or less than 0.005 inch, calculate a new safe life limit for the steering jack piston rod, and incorporate the following into the Aircraft Logbook: ''In accordance with AD 2003–07–06, the steering jack piston rod is life limited to ____.''<br>(ii) If the tab washer deformation thickness is greater than 0.005 inch, replace the steering jack piston rod using the torque settings specified in paragraph (d)(1) of this AD. | Prior to further flight after the inspection required in paragraph (d)(1) of this AD. | In accordance with the procedures in APPH Ltd. Service Bulletin 32–76, (pages 1, 2, and 4 through 7, dated October 2002; and page 3, Erratum 1, dated November 2002), as referenced in British Aerospace Jetstream Mandatory Service Bulletin 32– JA020741, Original Issue: November 2, 2002. |
| (4) Do not install any steering jack piston rod unless it has been inspected, determined to be free of cracks, and the safe life limit has been established. | As of May 22, 2003 (the effective date of this AD). | In accordance with the procedures in APPH Ltd. Service Bulletin 32–76, (pages 1, 2, and 4 through 7, dated October 2002; and page 3, Erratum 1, dated November 2002), as referenced in British Aerospace Jetstream Mandatory Service Bulletin 32– JA020741, Original Issue: November 2, 2002. |

**Note 1:** If the owners/operators of the affected airplanes have not kept track of ground-air-ground (GAG) cycles, hours time-in-service (TIS) may be substituted by calculating 1.5 GAG cycles per hour TIS. For example, 3,000 GAG cycles would equal 2,000 hours TIS.

(e) *Can I comply with this AD in any other way?* To use an alternative method of compliance or adjust the compliance time, use the procedures in 14 CFR 39.19. Send these requests to the Standards Office Manager, Small Airplane Directorate. For information on any already approved alternative methods of compliance, contact Doug Rudolph, Aerospace Engineer, FAA, Small Airplane Directorate, 901 Locust, Room 301, Kansas City, Missouri 64106; telephone: (816) 329-4059; facsimile: (816) 329-4090.

(f) *Are any service bulletins incorporated into this AD by reference?* Actions required by this AD must be done in accordance with APPH Ltd. Service Bulletin 32-76 (pages 1, 2, and 4 through 7, dated October 2002; and page 3, Erratum 1, dated November 2002), as referenced in British Aerospace Jetstream Mandatory Service Bulletin 32-JA020741, Original Issue: November 2, 2002. The Director of the Federal Register approved this incorporation by reference under 5 U.S.C. 552(a) and 1 CFR part 51. You may get copies from British Aerospace Regional Aircraft, Prestwick International Airport, Ayrshire, KA9 2RW, Scotland; telephone: (01292) 672345; facsimile: (01292) 671625. You may view copies at the FAA, Central Region, Office of the Regional Counsel, 901 Locust, Room 506, Kansas City, Missouri, or at the Office of the Federal Register, 800 North Capitol Street, NW., suite 700, Washington, DC.

**Note 2:** The subject of this AD is addressed in British Aerospace Jetstream Mandatory Service Bulletin 32-JA020741, Original Issue: November 2, 2002. This service bulletin is classified as mandatory by the United Kingdom Civil Aviation Authority (CAA).

(g) *When does this amendment become effective?* This amendment becomes effective on May 22, 2003.

Issued in Kansas City, Missouri, on March 25, 2003.
Michael Gallagher,
Manager, Small Airplane Directorate, Aircraft Certification Service.
[FR Doc. 03-7746 Filed 4-2-03; 8:45 am]
BILLING CODE 4910-13-P

**BW 2003-07**

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

**2003-07-09 Raytheon Aircraft Company:** Amendment 39-13150; Docket No. 2003-CE-13-AD.

(a) *What airplanes are affected by this AD?* This AD applies to Model 390 airplanes with the following serial numbers and are certificated in any category:
(1) RB-4 through RB-17.
(2) RB-25 through RB-59.
(3) RB-64.

(b) *Who must comply with this AD?* Anyone who wishes to operate any of the airplanes identified in paragraph (a) of this AD must comply with this AD.

(c) *What problem does this AD address?* The actions specified by this AD are intended to require the use of necessary flight information to prevent runway overruns based on insufficient aerodynamic and wheel braking if the lift dump spoilers do not operate after landing touchdown. This could result in reduced or loss of control of the airplane.

(d) *What must I do to address this problem?* To address this problem, you must accomplish the following actions:

| Actions | Compliance |
|---|---|
| (1) Incorporate information into the FAA-approved Airplane Flight Manual (AFM) that would add requirements for ‘‘Landing Performance for Operation of the Airplane with Lift Dump Inoperative.’’ Accomplish this action by inserting Raytheon Temporary Change to the FAA Approved Airplane Flight Manual P/N 390–590001–0003BTC5A1, revised March 24, 2003. | Within the next 5 hours time-in-service (TIS)after April 7, 2003 (the effective date of this AD). |
| (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 incorporate into the AFM the information specified in paragraphs (d)(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). | Within the next 5 hours TIS after April 7, 2003(the effective date of this AD). |

(e) *Are special flight permits authorized for this AD?* Special flight permits are not authorized for this AD. On July 10, 2002, FAA published a new version of 14 CFR part 39 (67 FR 47997, July 22, 2002), which governs FAA's AD system. Part of this amendment to 14 CFR part 39 authorized special flight permits for all ADs, unless specified otherwise. Because the owner/operator holding an

appropriate pilot's license may accomplish the action of this AD and the compliance time is 5 hours TIS after the AD effective date, FAA has determined that special flight permits are not necessary for this AD.

(f) *Can I comply with this AD in any other way?* To use an alternative method of compliance or adjust the compliance time, follow the procedures in 14 CFR 39.19. Send these requests to the Manager, Wichita Aircraft Certification Office (ACO). For information on any already approved alternative methods of compliance, contact Derek Morgan, Flight Test Engineer, FAA, Wichita Aircraft Certification Office, 1801 Airport Road, Room 100, Wichita, Kansas 67209; telephone: (316) 946-4172; facsimile: (316) 946-4407.

(g) *Are any service bulletins incorporated into this AD by reference?* Actions required by this AD must be done in accordance with Raytheon Temporary Change to the FAA Approved Airplane Flight Manual P/N 390-590001-0003BTC5A1, revised March 24, 2003. The Director of the Federal Register approved this incorporation by reference under 5 U.S.C. 552(a) and 1 CFR part 51. You can get copies from Raytheon Aircraft Company, 9709 E. Central, Wichita, Kansas 67201-0085; telephone: (800) 429-5372 or (316) 676-3140. You may view this information at FAA, Central Region, Office of the Regional Counsel, 901 Locust, Room 506, Kansas City, Missouri, or at the Office of the Federal Register, 800 North Capitol Street, NW., suite 700, Washington, DC.

(h) *When does this amendment become effective?* This amendment becomes effective on April 7, 2003.

Issued in Kansas City, Missouri, on March 27, 2003.
Dorenda D. Baker,
Acting Manager, Small Airplane Directorate, Aircraft Certification Service.
[FR Doc. 03-8066 Filed 4-2-03; 8:45 am]
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