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

BIWEEKLY 2003-06

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Federal Aviation Administration
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Delegation and Airworthiness Programs Branch, AIR-140
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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

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LINDSTRAND BALLOONS LTD
AIRWORTHINESS DIRECTIVE
SMALL AIRCRAFT, ROTORCRAFT, GLIDERS, BALLOONS, & AIRSHIPS

2003-05-02 Lindstrand Balloons Ltd: Amendment 39-13078; Docket No. 2002-CE-50-AD.

(a) *What aircraft are affected by this AD?* This AD affects any aircraft (specifically balloons), certificated in any category, that incorporate Lindstrand 3/8-inch bore hoses from either hose batches FHL 38381 or FHL 40579.

(b) *Who must comply with this AD?* Anyone who wishes to operate any of the aircraft 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 replace defective fuel hoses before they result in propane fuel leaks. Such propane fuel leaks could lead to a propane fuel fire.

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

Actions	Compliance	Procedures
(1) Inspect all 3/8-inch bore hoses used within the aircraft, including burner supply hoses, basket manifolds, and refueling hoses to determine if the hose is from either defective hose batch FHL 38381 or FHL 40579.	Within 5 hours time-in-service after May 2, 2003 (the effective date of this AD).	In accordance with Lindstrand Balloons Ltd Service Bulletin No. 7, Issue 1, dated July 11, 2002
(2) If any hose from the defective hose batch is found during the inspection: (i) Obtain a replacement scheme from the manufacturer through the FAA at the address specified in paragraph (f) of this AD. (ii) Incorporate this replacement scheme.	Prior to further flight after the inspection in which the hose from the defective hose batch is found.	Obtain this replacement scheme through the FAA at the address specified in paragraph (f) of this AD.
(3) Do not install Lindstrand 3/ 8-inch bore fuel hoses from either hose batch FHL 38381 or FHL 40579, unless replaced per paragraphs (d)(2)(i) and (d)(2)(ii) of this AD.	As of May 2, 2003 (the effective date) of this AD	Not applicable.

(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 aircraft (specifically balloons) with a Lindstrand Balloons Ltd 3/8-inch fuel hose 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 aircraft (specifically balloons) 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 Roger Chudy, Aerospace Engineer, FAA, Small Airplane Directorate, 901 Locust, Room 301, Kansas City, Missouri 64106; telephone: (816) 329-4140; facsimile: (816) 329-4090.

(h) *Are any service bulletins incorporated into this AD by reference?* Actions required by this AD must be done in accordance with Lindstrand Balloons Ltd Service Bulletin No. 7, Issue 1, dated July 11, 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 Lindstrand Balloons Ltd, Maesbury Road, Oswestry, Shropshire SY 10 8ZZ, England; telephone: +44 (0) 1691-671717; facsimile: +44 (0) 1691-671122. 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 AD Number 002-07-2002, dated July 12, 2002.

(i) *When does this amendment become effective?* This amendment becomes effective on May 2, 2003.

Issued in Kansas City, Missouri, on March 3, 2003.
Michael Gallagher,
Manager, Small Airplane Directorate, Aircraft Certification Service.
[FR Doc. 03-5392 Filed 3-10-03; 8:45 am]
BILLING CODE 4910-13-P

BW 2003-06

BELL HELICOPTER TEXTRON CANADA
AIRWORTHINESS DIRECTIVE
SMALL AIRCRAFT, ROTORCRAFT, GLIDERS, BALLOONS, & AIRSHIPS

CORRECTION: [*An error exists in the "**Summary** paragraph" and, "**§ 39.13 [Amended] 2.** paragraph" of the preamble of this AD. The FAA will issue a correction to include the supersedure references.*]

2003-05-03 Bell Helicopter Textron Canada: Amendment 39-13079. Docket No. 2001-SW-53-AD. Supersedes AD 2000-06-10, Docket No. 99-SW-75-AD, Amendment 39-11651.

Applicability: Model 407 helicopters, serial numbers 53000 through 53475, with tailboom, part number (P/N) 407-030-801-101, -105 or-107, or P/N 407-530-014-101 or -103, (re-identified in accordance with Bell Helicopter Textron (Bell) Alert Service Bulletin (ASB) 407-01-48, Revision B, dated April 25, 2002), installed, certificated in any category.

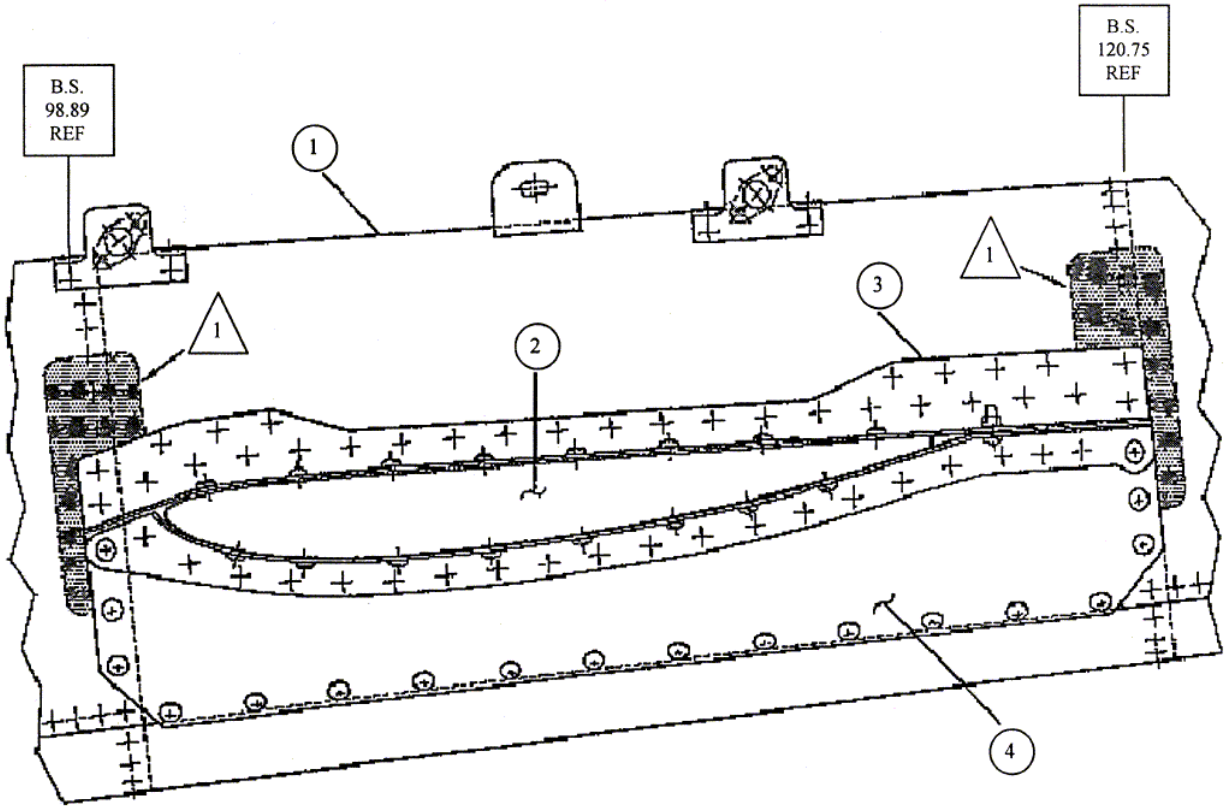
Note 1: This AD applies to each helicopter identified in the preceding applicability provision, regardless of whether it has been otherwise modified, altered, or repaired in the area subject to the requirements of this AD. For helicopters that have been modified, altered, or repaired so that the performance of the requirements of this AD is affected, the owner/operator must request approval for an alternative method of compliance in accordance with paragraph (h) 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: Required as indicated.

To prevent separation of the tailboom and subsequent loss of control of the helicopter, accomplish the following:

Applicable tailboom	Compliance time	Actions	In accordance with
(a) Tailboom, P/N 407–030–801–101 and –105, that have not been modified in accordance with Bell ASB 407–01–048, Revision B, dated April 25, 2002.	Before the first flight of each day	Visually check the tailboom for cracks. An owner/operator (pilot) holding at least a private pilot certificate may perform the visual check required by this paragraph, but must enter compliance with this paragraph into the helicopter records in accordance with 14 CFR 43.11 and 91.417(a)(2)(v).	Figure 1 of this AD.

(b) Tailboom, P/N 407–030–801–101 and –105, that have 600 or more hours TIS and have not been modified in accordance with Bell ASB 407–01–48, Revision B, dated April 25, 2002.	Within 25 hours time-in-service (TIS), and thereafter at intervals not to exceed 50 hours TIS.	Visually inspect the tailboom for cracks using a 10x or higher magnifying glass.	Part II of the Accomplishment Instructions of Bell ASB 407–99– 26, Revision C, dated February 28, 2002, except contacting Bell is not required.
(c) Tailboom, P/N 407–030–801–101 and –105.	Within 600 hours TIS, but not later than 30 days, unless previously accomplished.	Modify and re-identify tailbooms as P/N 407–530–014–101 and –103, respectively, and install improved horizontal stabilizer assembly, P/N 407–023–800–ALL.	Parts I and III of the Accomplishment Instructions in Bell ASB 407–01–48, Revision B, dated April 25, 2002, and Bell Technical Bulletin No. 407–01–33, dated August 29, 2001, except contacting Bell is not required.
(d) Tailboom, P/N 407–530–014–101 and –103; and P/N 407– 030–801–107.	Before further flight after the tailboom is modified and reidentified, unless previously accomplished.	Create a historical service record sheet and assign a life limit of 5,000 hours TIS since modification, re-identification, and installation of tailboom, P/N 407–530–014–101 or –103, on any helicopter, or initial installation of P/N 407–030–801–107 on any helicopter.	Part IV of the Accomplishment Instructions in Bell ASB 407–01–48, Revision B, dated April 25, 2002.
(e) Tailboom, P/N 407–530–014–101 and 103; and P/N 407–030– 801–107.	Within 150 hours TIS after modification, or within 150 hours TIS since new, and thereafter at intervals not to exceed 150 hours TIS.	Inspect the tailboom for a crack	Parts IV and V of the Accomplishment Instructions in Bell ASB 407–01–48, Revision B, dated April 25, 2002.
(f) All applicable part-numbered tailbooms.	Before further flight	If a crack is found, replace the tailboom.	The applicable maintenance manual.



LEGEND

- Tailboom Assembly (Ref.)
- Horizontal Stabilizer (Ref.)
- Upper Support (Ref.)
- Lower Support (407-023-800-121)

1 Examine these areas for cracks on left side of tailboom only.

2. Horizontal stabilizer not shown for clarity.

Figure 1. Preflight Check of the Tailboom

(g) This AD revises the helicopter Airworthiness Limitations section of the maintenance manual by establishing a new retirement life for the tailboom, P/N 407-530-014-101 and -103, and P/N 407-030-801-107 of 5,000 hours TIS.

(h) 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, Regulations Group, Rotorcraft Directorate, FAA. Operators shall submit their requests through an FAA Principal Maintenance Inspector, who may concur or comment and then send it to the Manager, Regulations Group.

Note 2: Information concerning the existence of approved alternative methods of compliance with this AD, if any, may be obtained from the Regulations Group.

(i) 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 helicopter to a location where the requirements of this AD can be accomplished.

(j) The inspections shall be done in accordance with Part II of the Accomplishment Instructions in Bell Helicopter Textron Alert Service Bulletin No. 407-99-26, Revision C, dated February 28, 2002. The modifications and re-identifications shall be accomplished in accordance with Bell Helicopter Textron Technical Bulletin No. 407-01-33, dated August 29, 2001, and Parts I and III of the Accomplishment Instructions in Bell Helicopter Textron Alert Service Bulletin 407-01-48, Revision B, dated April 25, 2002. The creation of historical service record sheets and inspections shall be done in accordance with Parts IV and V of the Accomplishment Instructions in Bell Helicopter ASB 407-01-48, Revision B, dated April 25, 2002. These incorporations by reference were 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 Bell Helicopter Textron Canada, 12,800 Rue de l'Avenir, Mirabel, Quebec J7J1R4, telephone (450) 437-2862 or (800) 363-8023, fax (450) 433-0272. 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.

(k) This amendment becomes effective on April 17, 2003.

Note 3: The subject of this AD is addressed in Transport Canada (Canada) AD No. CF-1999-17R2, dated April 5, 2002.

Issued in Fort Worth, Texas, on March 3, 2003.
David A. Downey,
Manager, Rotorcraft Directorate, Aircraft Certification Service.
[FR Doc. 03-5576 Filed 3-12-03; 8:45 am]
BILLING CODE 4910-13-P

BW 2003-06

ROBERT E. RUST
AIRWORTHINESS DIRECTIVE
SMALL AIRCRAFT, ROTORCRAFT, GLIDERS, BALLOONS, & AIRSHIPS

2003-05-05 Robert E. Rust: Amendment 39-13081; Docket No. 2000-CE-63-AD.

(a) *What airplanes are affected by this AD?* This AD affects R.E. Rust Models DeHavilland DH.C1 Chipmunk 21, 22, and 22A airplanes, serial numbers C1-001 through C1-1014, that are type certificated in any category.

Note 1: We recommend all owners/operators of DeHavilland DH.C1 Chipmunk 21, 22, and 22A airplanes, serial numbers C1-001 through C1-1014, with experimental airworthiness certificates comply with the actions required 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 prevent failure of the steel fuselage center-section tie bar prior to the originally published safe life, which could result in reduced structural integrity of the wings. Such a condition could lead to loss of control of the airplane. Steel fuselage center-section tie bars fitted with bushings in the end lug bolt holes have a reduced safe life of 16,000 fatigue hours.

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

Actions	Compliance	Procedures
(1) Check the airplane logbook to determine if a steel fuselage center-section tie bar, part number (P/N) RD.C1.FS.107, is installed. Initial steel tie bar fitments were done under cover of Repair Drawings R.C1.FS.191 and RD.C1.FS.106. Later these drawings were included in Modification H.288 so fitment may be logged under either.	Upon accumulating 16,000 fatigue hours or within the next 100 hours time-in-service (TIS) after April 25, 2003 (the effective date of this AD), whichever occurs later.	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 check the airplane logbook. Calculate fatigue hours by multiplying the TIS by the role factor in accordance with British Aerospace Mandatory Technical News Sheet Series: Chipmunk (C1), No. 138, Issue: 5, dated August 1, 1985.

(2) If, by checking the airplane logbook, you can positively determine that a steel fuselage center-section tie bar, P/N RD.C1.FS.107, is not installed. (i) you must make an entry into the aircraft records that shows compliance with paragraphs (d)(1) and (d)(2) of this AD in accordance with section 43.9 of the Federal Aviation Regulations (14 CFR 43.9); and. (ii) continue to comply with the published life limits of the installed tie bar.	Not applicable	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 check the airplane logbook.
(3) If, by checking the airplane logbook, you determine that a steel fuselage center-section tie bar, P/N RD.C1.FS.107, is installed, or cannot positively show that one is not installed. (i) inspect the lug bolt holes to determine if bushings have been installed. (ii) if bushings have been installed, the safe life limit for that part is now 16,000 fatigue hours;. (iii) if bushing have not been installed, the safe life limit for that part remains at 30,000 fatigue hours; and. (iv) make an entry into the aircraft records that shows compliance with this portion of the AD in accordance with section 43.9 of the Federal Aviation Regulations (14 CFR 43.9).	Prior to further flight after the logbook check required in paragraph (d)(1) of this AD.	In accordance with British Aerospace Mandatory Technical News Sheet Series: Chipmunk (C1), No. 175, Issue 1, dated August 1, 1985.
(4) The following are the safe life limit for steel fuselage center-section tie bars, P/N RD.C1.FS.107. (i) If fitted with bushings in the end lug bolt holes: 16,000 fatigue hours; and. (ii) If not fitted with bushings in the end lug bolt holes: 30,000 fatigue hours.	As of April 25, 2003 (the effective date of this AD).	Not applicable.

(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, Atlanta 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, Atlanta 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 Cindy Lorenzen, Aerospace Engineer, FAA, Atlanta Aircraft Certification Office, 1895 Phoenix Boulevard, Suite 450, Atlanta, Georgia; telephone: (770) 703-6078; facsimile: (770) 703-6097.

(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 British Aerospace Mandatory Technical News Sheet Series: Chipmunk (C1), No. 138, Issue: 5, dated August 1, 1985, and British Aerospace Mandatory Technical News Sheet Series: Chipmunk (C1), No. 175, Issue 1, dated August 1, 1985. 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 DeHavilland Support Limited, Duxford Airfield, Bldg. 213, Cambridgeshire, CB2 4QR, United Kingdom, telephone: +44 1223 830090, facsimile: +44 1223 830085, e-mail: info@dhsupport.com. 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 April 25, 2003.

Issued in Kansas City, Missouri, on March 4, 2003.
Dorenda D. Baker,
Acting Manager, Small Airplane Directorate, Aircraft Certification Service.
[FR Doc. 03-6045 Filed 3-17-03; 8:45 am]
BILLING CODE 4910-13-P

BW 2003-06

ROBERT E. RUST
AIRWORTHINESS DIRECTIVE
SMALL AIRCRAFT, ROTORCRAFT, GLIDERS, BALLOONS, & AIRSHIPS

2003-05-06 Robert E. Rust: Amendment 39-13082; Docket No. 2000-CE-66-AD.

(a) *What airplanes are affected by this AD?* This AD affects R.E. Rust Models DeHavilland DH.C1 Chipmunk 21, 22, and 22A airplanes, serial numbers C1-001 through C1-1014, that are type certificated in any category.

Note 1: We recommend all owners/operators of DeHavilland DH.C1 Chipmunk 21, 22, and 22A airplanes, serial numbers C1-001 through C1-1014, with experimental airworthiness certificates comply with the actions required 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 prevent reduced structural integrity in the primary structure of the airplane, which could result in failure of the rudder torque tube, elevator fasteners, and the vertical fin rear spar, or jamming or damage to the elevator. Such failures could lead to 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) Check the airplane logbook: (i) For all affected airplanes: to determine if Modifications H225, H269, and H360 are incorporated; and (ii) For only these airplanes that incorporate Modification H197 (glider towing capabilities): to determine if Modification H275 is incorporated.	Within the next 90 days after April 25, 2003 (the effective date of this AD).	The owner/operator holding at least a private pilot certificate as authorized by section 43.7 of the Federal Aviation Regulations (14 CFR 43.7) may check the airplane logbook.
(2) If, by checking the airplane logbook, you can positively determine that all the applicable modifications in paragraphs (d)(1)(i) and (d)(1)(ii) are incorporated, you must make an entry into the aircraft records that shows compliance with paragraphs (d)(1) and (d)(2) of this AD in accordance with section 43.9 of the Federal Aviation Regulations (14 CFR 43.9).	Not applicable.	the owner/operator holding at least a private pilot certicate is authorized by section 43.7 of the Federal Aviation Regulations (14 CFR 43.7) may check the airplane logbook.

(3) If, by checking the airplane logbook, you determine that all the applicable modifications in paragraphs (d)(1)(i) and (d)(1)(ii) are not incorporated, or you cannot positively show that they are incorporated: (i) Incorporate each missing modification; and (ii) you must make an entry into the aircraft records that shows compliance with this portion of the AD in accordance with seciton 43.9 of the Federal Aviation Regulations (14 CFR 43.9).	Within the next 90 days after April 25, 2003 (the effective date of this AD), unless already accomplished.	British Aerospace Aerostructures Limited has issued BAe Aircraft Technical News Sheet CT (C1) No. 200, Issue 1, dated March 1, 1997.
(4) Do not incorporate Modification H197 unless Modification H275 has also been incorporated.	As of April 25, 2003 the (effective date of this AD).	British Aerospace Aerostructures Limited has issued BAe Aircraft Technical News Sheet CT (C1) No. 200, Issue 1, dated March 1, 1997.

Note 2: Although not required by this AD, FAA highly recommends you incorporate Modification H 282.

(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, Atlanta 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, Atlanta ACO.

Note 3: 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 Cindy Lorenzen, Aerospace Engineer, FAA, Atlanta Aircraft Certification Office, 1895 Phoenix Boulevard, Suite 450, Atlanta, Georgia; telephone: (770) 703-6078; facsimile: (770) 703-6097.

(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 BAe Aircraft Technical News Sheet CT (C1) No 200, Issue 1, dated March 1, 1997. 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 DeHavilland Support Limited,

Duxford Airfield, Bldg. 213, Cambridgeshire, CB2 4QR, United Kingdom, telephone: +44 1223 830090, facsimile: +44 1223 830085, e-mail: info@dhsupport.com. 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 April 25, 2003.

Issued in Kansas City, Missouri, on March 4, 2003.
Dorenda D. Baker,
Acting Manager, Small Airplane Directorate, Aircraft Certification Service.
[FR Doc. 03-6040 Filed 3-17-03; 8:45 am]
BILLING CODE 4910-13-P

BW 2003-06

BELL HELICOPTER TEXTRON CANADA
AIRWORTHINESS DIRECTIVE
SMALL AIRCRAFT, ROTORCRAFT, GLIDERS, BALLOONS, & AIRSHIPS

2003-05-11 Bell Helicopter Textron Canada: Amendment 39-13087. Docket No. 2002-SW-54-AD. Supersedes Emergency AD 2002-23-51, Docket No. 2002-SW-51-AD.

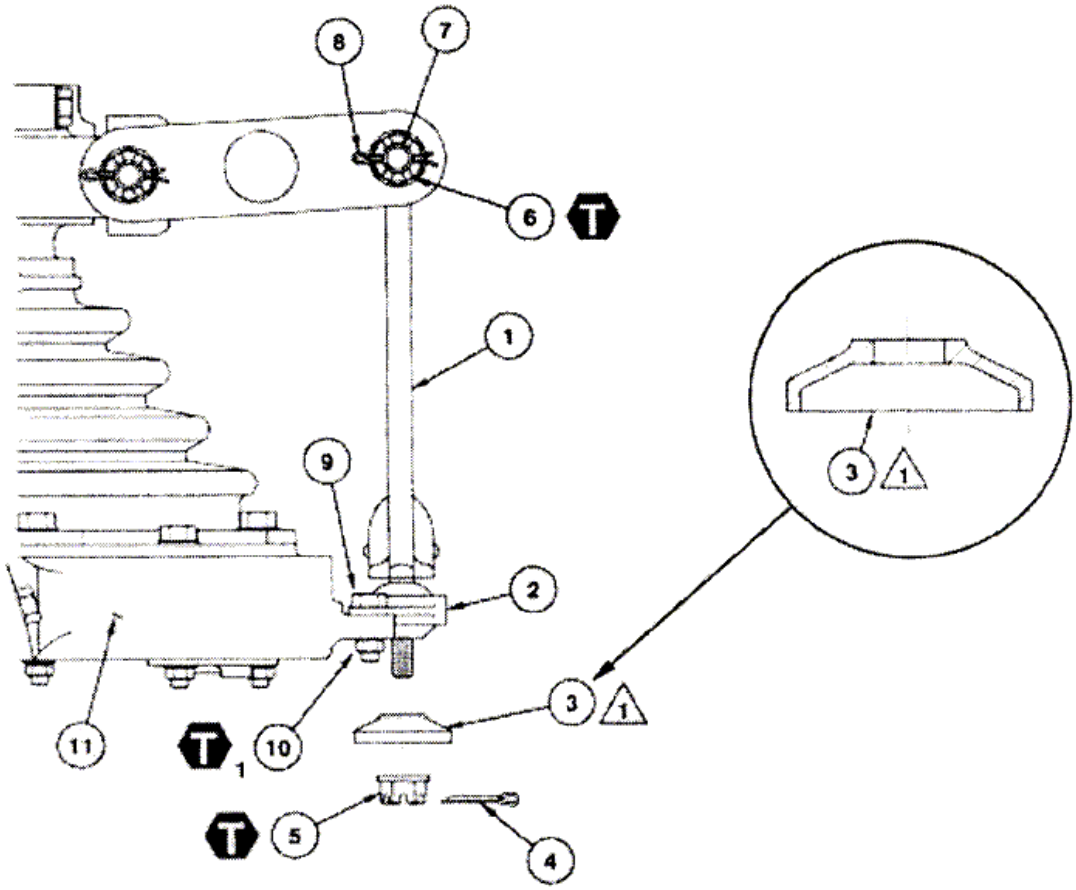
Applicability: Model 407 helicopters, serial numbers 53000 through 53538, certificated in any category.

Note 1: This AD applies to each helicopter identified in the preceding applicability provision, regardless of whether it has been otherwise modified, altered, or repaired in the area subject to the requirements of this AD. For helicopters 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: Required before further flight, unless accomplished previously.

To detect an incorrectly installed swashplate drive link cup washer (cup washer), which could limit the travel of the swashplate outer ring and lead to failure of the stud portion of the swashplate drive link, and subsequent loss of control of the helicopter, accomplish the following:

(a) Visually check both cup washers, part number (P/N) 406-010-412-101, for correct installation in accordance with Figure 1 of this AD. If both cup washers are installed correctly, no further action is required. This visual check may be performed by an owner/operator (pilot) holding at least a private pilot certificate, and must be entered into the aircraft records showing compliance with this paragraph in accordance with sections 43.11 and 91.417(a)(2)(v) of the Federal Aviation Regulations (14 CFR sections 43.11 and 91.417(a)(2)(v)). See the following Figure 1:



LEGEND

1. Drive link (406-010-426-101)
2. Bearing and liner (406-010-417-101)
3. Cup washer (406-010-412-101)
4. Cotter pin (MS24655-155)
5. Nut (MS14144L5)
6. Nut (MS14144L5)
7. Bolt (NAS6605D61)
8. Cotter pin (MS24655-155)
9. Bolt (NAS6204-7)
10. Nut (MS21042L4)
11. Swashplate outer ring (406-010-411-117)

T 120 TO 160 IN-LB (13.6 TO 18.1 N-m)

T 1 75 TO 95 IN-LB (8.47 TO 10.7 N-m)

NOTES

1. Washer shown is correctly installed.
2. Washers under bolt head (9) and nut (10) are not shown for clarity.

Figure 1. Correct cup washer direction, installation of

(b) If a cup washer is installed incorrectly, remove and replace the swashplate outer ring, each cup washer, bearing and liner, and drive link where the cup washer was installed incorrectly. Replace these parts in accordance with Part II of the Accomplishment Instructions in Bell Helicopter Textron Alert Service Bulletin No. 407-02-55, dated October 29, 2002.

Note 2: In Part II, step 3.a. of the alert service bulletin, the swashplate is incorrectly referenced as item 10 of Figure 1. The reference should state item 11.

(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, Regulations Group, Rotorcraft Directorate, FAA. Operators shall submit their requests through an FAA Principal Maintenance Inspector, who may concur or comment and then send it to the Manager, Regulations Group.

Note 3: Information concerning the existence of approved alternative methods of compliance with this AD, if any, may be obtained from the Regulations Group.

(d) Special flight permits will not be issued.

(e) The removals and replacements, if necessary, shall be done in accordance with the Accomplishment Instructions in Bell Helicopter Textron Alert Service Bulletin No. 407-02-55, dated October 29, 2002. 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 Bell Helicopter Textron Canada, 12,800 Rue de l'Avenir, Mirabel, Quebec J7J1R4, telephone (450) 437-2862 or (800) 363-8023, fax (450) 433-0272. Copies may be inspected at 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.

(f) This amendment becomes effective on April 2, 2003.

Note 4: The subject of this AD is addressed in Transport Canada (Canada) AD No. CF-2002-46, dated November 6, 2002.

Issued in Fort Worth, Texas, on March 6, 2003.
David A. Downey,
Manager, Rotorcraft Directorate, Aircraft Certification Service.
[FR Doc. 03-6136 Filed 3-17-03; 8:45 am]
BILLING CODE 4910-13-P

BW 2003-06

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

2003-06-01–Air Tractor, Inc.: Amendment 39 13088; Docket No. 2003-CE-09-AD; Supersedes AD 2002-13-02; Amendment 39-12789.

(a) *What airplanes are affected by this AD?* This AD applies to the following airplanes that are certificated in any category:

(1) Models AT-300, AT-301, AT-302, and AT-400A airplanes, all serial numbers, that have aluminum spar caps;

(2) Models AT-400 airplanes, serial numbers 400-0244 through 400-0415, that have aluminum spar caps; and

(3) Models AT-300 and AT-301 airplanes, all serial numbers that have aluminum spar caps and are or have been converted to turbine power.

(b) *Who must comply with this AD?* Anyone who wishes to operate any airplane identified in paragraph (a)(1), (a)(2), or (a)(3) 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 wing centerline splice joint. If not detected and corrected, these cracks could eventually result in the wing separating from the airplane during flight.

(d) *What must I do to address this problem?* To address this problem, you must replace each wing lower spar cap in accordance with the applicable maintenance manual, as follows:

Affected airplanes	Compliance time
(1) For all affected Models AT–300 and AT–301 airplanes that incorporate reciprocating engines and incorporate the wing spar center splice joint modification in accordance with the following: (i) Snow Engineering Co. Service Letter #55, Revised October 23, 2002; and (ii) Snow Engineering Co. Service Letter #70, Revised October 23, 2002.	Upon the accumulation of 7,000 hours time-in-service (TIS) on either wing spar lower cap or within the next 25 hours TIS after April 4, 2003 (the effective date of this AD), whichever occurs later.
(2) For all affected Models AT–300 and AT–301 airplanes that incorporate reciprocating engines and do not incorporate the wing spar center splice joint modification. (i) The wing spar center splice joint modification may be incorporated on these airplanes to allow continued operation to 7,000 hours TIS as specified in paragraph (d)(1) of this AD (ii) Use the service information specified in paragraphs (d)(1)(i) and (d)(1)(ii) of this AD to accomplish this modification.	Upon the accumulation of 5,000 hours TIS on either wing spar lower cap or within the next 25 hours TIS after April 4, 2003 (the effective date of this AD), whichever occurs later.

(3) For all affected AT–302, AT–400, and AT–400A airplanes with aluminum spar caps; and all affected Models AT–300 and AT–301 airplanes that incorporate aluminum spar caps and are or have been converted to turbine power. Snow Engineering Co. Service Letter #226, dated December 17, 2002, includes information on these airplanes.	Upon the accumulation of 4,450 hours TIS on either wing spar lower cap or within the next 25 hours TIS after April 4, 2003 (the effective date of this AD), whichever occurs later.

(e) *May I repetitively inspect the wing lower spar caps instead of replacing them?* You may use the procedures in Snow Engineering Process Specification Number 197, Revised June 4, 2002; and Snow Engineering Co. Service Letter 220, dated December 17, 2002, to repetitively inspect the wing spar lower caps. In order to utilize this option, you must order parts from the factory and schedule the replacement through Air Tractor and inspect as follows:

(1) For any affected reciprocating engine powered airplane: initially inspect at the applicable compliance time in paragraph (d)(1) or (d)(2) of this AD and repetitively inspect thereafter at intervals not to exceed 300 hours TIS. If the airplane was previously inspected in accordance with Snow Engineering Co. Process Specification Number 197, then you can take credit for that inspection and inspect at 300-hour TIS intervals thereafter. You must apply any previous inspections toward the 900-hour TIS requirement in paragraph (e)(1)(iii) of this AD. Replace the wing spar lower caps prior to further flight after whichever of the following occurs first:

(i) The date of the scheduled replacement;

(ii) Cracks are found during any inspection allowed by paragraph (e) of this AD; or

(iii) Upon accumulating 900 hours TIS after the initial inspection accomplished in accordance with paragraph (e)(1) of this AD.

(2) For any affected turbine engine powered airplane: initially inspect at the compliance time in paragraph (d)(3) of this AD and repetitively inspect thereafter at intervals not to exceed 300 hours TIS. If the airplane was previously inspected in accordance with Snow Engineering Co. Process Specification Number 197, then you can take credit for that inspection and inspect at 300-hour TIS intervals thereafter. You must apply any previous inspections toward the 600-hour TIS requirement in paragraph (e)(2)(iii) of this AD. Replace the wing spar lower caps prior to further flight after whichever of the following occurs first:

(i) The date of the scheduled replacement;

(ii) Cracks are found during any inspection allowed by paragraph (e) of this AD; or

(iii) Upon accumulating 600 hours TIS after the initial inspection required by paragraph (e)(2) of this AD.

(f) *Are there other requirements of this AD that I need to accomplish?* In addition to the replacement and optional inspection requirements of this AD, you must report the results to FAA of any inspection required by this AD where a crack is found.

(1) Submit this report within 10 days after the inspection or within 10 days after April 4, 2003 (the effective date of this AD), whichever occurs later.

(2) Use the form (Figure 1 of this AD) and submit it to FAA, Fort Worth Airplane Certification Office, 2601 Meacham Boulevard, Fort Worth, Texas 76193-0150; telephone: (817) 222-5156; facsimile: (817) 222-5960.

(3) The Office of Management and Budget (OMB) approved the information collection requirements contained in this regulation under the provisions of the Paperwork Reduction Act of 1980 (44 U.S.C. 3501 et seq.) and assigned OMB Control Number 2120-0056.

AD2003–06–01 INSPECTION REPORT

1. Inspection Performed By:	*2. Phone:*
3. Aircraft Model:	*4. Aircraft Serial Number:*
5. Engine Model Number:	*6. Aircraft Total TIS:*
7. Wing Total TIS:	*8. Lower Spar Cap TIS:*
9. Has the lower spar cap been inspected before? (Eddy-Current, Dye Penetrant, Magnetic Particle, ❑ *Yes* ❑ *No*	*9a. If yes,* *Date:* _____ *Inspection Method:* _____ *Lower Spar Cap TIS:* _____ *Cracks found?* ❑ *Yes* ❑ *No*
10. Has there been any major repaair or alteration performed to the spar cap? ❑ *Yes* ❑ *No*	*10a. If yes, specify (Description and TIS)*
11. Date of AD inspection: _____	
12. Inspection Results: *Were any cracks found?* ❑ *Yes* ❑ *No*	*12a. If yes,* *Crack #1* ❑ *Left Hand* ❑ *Right Hand* *Crack #2* ❑ *Left Hand* ❑ *Right Hand*
12b. Reference Location(s) by Crack Number: *4-Bolt Joint* ❑ *Outermost Hole* *5-Bolt Joint* ❑ *Outermost Hole* ❑ *2nd Outermost Hole*	*12c. Crack Size* *Crack # 1 Length/Depth* _____ *Crack # 2 Length/Depth* _____

Additional Description/Comments:

_____

_____

Return to: Manager, Fort Worth ACO, ASW–150, 2601 Meacham Blvd., Fort Worth, TX 76193–0150; or fax to (817) 222–5960

Figure 1 of this AD

(g) *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, Fort Worth Airplane Certification Office (ACO), approves your alternative. Submit your request through an FAA Principal Maintenance Inspector. The inspector may add comments before sending it to the Manager, Fort Worth ACO.

(3) Alternative methods of compliance approved in accordance with AD 2002-13-02, which is superseded by this AD, are not approved as alternative methods of compliance with this AD.

Note: This AD applies to each airplane identified in paragraphs (a)(1), (a)(2), and (a)(3) 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 (g) 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.

(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 §§ 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 the following is adhered to:

(1) Operate in day visual flight rules (VFR) only.

(2) Ensure that the hopper is empty.

(3) Limit airspeed to 135 miles per hour (mph) indicated airspeed (IAS).

(4) Avoid any unnecessary g-forces.

(5) Avoid areas of turbulence.

(6) Plan the flight to follow the most direct route.

(i) *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 55, Revised October 23, 2002; Snow Engineering Co. Service Letter 70, Revised October 23, 2002; Snow Engineering Co. Service Letter 226, dated December 17, 2002; Snow Engineering Process Specification Number 197, Revised June 4, 2002; and Snow Engineering Co. Service Letter 220, dated December 17, 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 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 2002-13-02, Amendment 39-12789.

(k) *When does this amendment become effective?* This amendment becomes effective on April 4, 2003.

Issued in Kansas City, Missouri, on March 11, 2003.

David R. Showers,

Acting Manager, Small Airplane Directorate, Aircraft Certification Service.

[FR Doc. 03-6262 Filed 3-18-03; 8:45 am]

BILLING CODE 4910-13-P