



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

BIWEEKLY 2003-10

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

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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 Z-242L
2003-03-13		Moravan A.S.	P-180
2003-03-14		Piaggio Aero Industries S.p.A.	1900, 1900C, and 1900D
2003-03-18	E	Raytheon Aircraft Company	1900, 1900C, and 1900D
2003-03-18	FR, COR	Raytheon Aircraft Company	Propeller: HC-C2YR-4CF
2003-03-20		Hartzell Propeller Inc.	Engine: PW530A, PW535A, and PW545A Turbofan
2003-03-21		Pratt & Whitney Canada	
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

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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 Jetstream Mk.1, Jetstream Series 200, and Jetstream Series 3101, Jetstream 3201
2003-07-09		Raytheon Aircraft Company	390
Biweekly 2003-08			
2003-07-10		Pilatus Aircraft Ltd.	PC-12 and PC-12/45
2003-08-04		Eurocopter France	Rotorcraft: EC120B
2003-08-05		Eurocopter France	Rotorcraft: AS350B3
2003-08-06		Eurocopter France	Rotorcraft: AS350B, B1, B2, BA, and D
2003-08-07		Bell Helicopter Textron Canada	Rotorcraft: 222, 222B, 222U, and 230
2003-08-51	E	MD Helicopter, Inc	Rotorcraft: 369A, D, E, H, HE, HM, HS, F, and FF
Biweekly 2003-09			
2001-13-03 R1	R	Kaman Aerospace Corporation	Rotorcraft: K-1200
2003-08-53	E, S 2000-10-08, 2000-10-08R1	Eurocopter France	Rotorcraft: SA-365N1, AS365-N2, AS 365 N3, and SA-366G1
2003-09-01		Pilatus Aircraft	PC-6
2003-09-05		Schweizer Aircraft Corporation	Rotorcraft: 269D
2003-09-09		Cessna Aircraft	441, F406
2003-09-11		Pilatus Aircraft	PC-12 and PC-12/45

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AD No.	Information	Manufacturer	Applicability
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Biweekly 2003-10

94-20-04 R2	R	Raytheon Aircraft Company	C35, D35, E35, F35, G35, H35, J35, K35, M35, N35, P35, S35, V35, V35A, and V35B
2003-09-10		Raytheon Aircraft Company	390
2003-09-12		Raytheon Aircraft Company	1900D
2003-09-13		The New Piper Aircraft	PA-23, PA-23-160, PA-23-235, PA-23-250, and PA-E23-250
2003-10-05		Raytheon Aircraft Company	390

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

REVISION

94-20-04 R2 Raytheon Aircraft Company (Beech Aircraft Corporation formerly held Type Certificate (TC) No. A-777 and TC No. 3A15): Amendment 39-13147; Docket No. 93-CE-37-AD; Revises AD 94-20-04 R1, Amendment 39-12919, which revised AD 94-20-04, Amendment 39-9032.

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

(1) Beech Models C35, D35, E35, F35, G35, H35, J35, K35, M35, N35, and P35 airplanes, all serial numbers; and

(2) Beech Models S35, V35, V35A, and V35B airplanes, all serial numbers, that do not have the straight tail conversion modification incorporated in accordance with Supplemental Type Certificate (STC) SA2149CE.

Note 1: Beech Models 35, 35R, A35, B35 airplanes were included in the Applicability of AD 94-20-04. We have removed Beech Models 35, 35R, A35, and B35 airplanes from the Applicability section of this AD and incorporated the actions applicable to these airplanes into another AD action. Part of this other AD action is the incorporation of Raytheon Service Raytheon Service Bulletin 27-3358.

(b) *Who must comply with this AD?* Anyone who wishes to operate any of the airplanes identified in paragraphs (a)(1) and (a)(2) 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 structural failure of the V-tail, 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) Verify that the ruddervator balance is within the manufacturer's specified limits as defined in the applicable shop or maintenance manual. If the ruddervator is outside the specified limits, balance the ruddervator control surfaces.	Accomplish the verification within the next 100 hours time-in-service (TIS) after November 28, 1994 (the effective date of AD 94– 20–04), unless already accomplished, and thereafter prior to further flight after the ruddervators are repaired or repainted (even if the stripes are added or paint is touched up). Accomplish the balancing prior to further flight after the ruddervator is found outside the specified limits.	Verify in accordance with the applicable shop or maintenance manual. Balance the ruddervator control surfaces in accordance with Section 3 of Beech Shop Manual 35– 590096B19, or subsequent revisions.
(2) Visually inspect the empennage, aft fuselage, and ruddervator control system for damage. (i) Repair or replace any damaged parts; and (ii) Set the elevator controls, rudder and tab system controls, cable tensions, and rigging.	Inspect and set the controls, tension, and rigging within the next 100 hours TIS after November 28, 1994 (the effective date of AD 94–20–04), unless already accomplished. Accomplish any repairs and replacements prior to further flight after the inspection.	In accordance with the procedures and as specified in the instructions Beech Kit 35– 4017–1 “Kit Information Empennage and Aft Fuelsage Inspection”, as specified in Beech Service Bulletin No. 2188, dated May, 1987.
(3) Accomplish the following actions: (i) Visually inspect the fuselage bulkheads at Fuselage Station (FS) 256.9 and FS 272 for damage (cracks, distortion, loose rivets, etc.); (ii) Visually inspect the fuselage skin around the bulkhead for damage (wrinkles or cracks); and (iii) Repair or replace damaged parts.	Initially inspect within the next 100 hours TIS after June 27, 2003 (the effective date of this AD). Repetitively inspect thereafter at intervals not to exceed 100 hours TIS. Repair or replace prior to further flight after the inspection where damage is found.	In accordance with the procedures in the instructions to Beech Kit 35–4017–1 “Kit Information Empennage & Aft Fuselage Inspection”, as specified in Beech SB 2188, dated May 1987.

<p>(4) Remove all external stabilizer reinforcements installed during the incorporation of either Supplemental Type Certificate (STC) SA845GL, STC SA846GL, STC SA1650CE, STC SA2286NM, or STC SA2287NM, as applicable.</p> <p>(i) Seal or fill any residual holes accomplished. with appropriate size rivets.</p> <p>(ii) The internal stub spar incorporated through STC SA1649CE and STC SA1650CE may be retained.</p> <p>(iii) The external angles incorporated through STC SA1649CE may also be retained by properly trimming the leading edges section to permit installation of the stabilizer reinforcement referenced in paragraph (d)(5)(i) of this AD.</p> <p>(iv) For the Beech Models S35, V35, V35A, and V35B airplanes, you may retain and use the tail-safe external angles that were installed in accordance with STC SA1649CE instead of the stabilizer reinforcement specified in paragraph (d)(5)(i) of this AD.</p>	<p>Within the next 100 hours TIS after November 28, 1994 (the effective date of AD 94-20-04), unless already accomplished.</p>	<p>In accordance with the applicable maintenance information.</p>
<p>(5) Accomplish the following:</p> <p>(i) Install stabilizer reinforcements;</p> <p>(ii) Set the elevator nose-down trim; and</p> <p>(iii) Replace the ruddervator tab control cables with larger diameter cables.</p>	<p>Within the next 100 hours TIS after November 28, 1994 (the effective date of AD 94-20-04), unless already accomplished.</p>	<p>In accordance with the instructions to RAC Kit Nos. 35-4016-3, 35-4016-5, 35-4016-7, or 35-4016-9, as applicable and as specified in Beech SB No. 2188, dated May, 1987.</p>
<p>(6) Verify the accuracy of the airplane basic weight and balance information and correct any discrepancies.</p>	<p>Accomplish the airplane basic weight and balance accuracy verification within the next 100 hours TIS after November 28, 1994 (the effective date of AD 94-20-04), unless already accomplished. Correct any discrepancies prior to further flight after the verification.</p>	<p>Use the procedures contained in the Appendix to this AD.</p>

(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, Wichita 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, Wichita ACO.

(2) Alternative methods of compliance approved in accordance with AD 94-20-04 R1 or AD 94-20-04 are approved as alternative methods of compliance with this AD.

Note 2: This AD applies to each airplane identified in paragraphs (a)(1) and (a)(2) 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 Mr. T.N. Baktha, Aerospace Engineer, FAA, Wichita Aircraft Certification Office, 1801 Airport Road, Mid-Continent Airport, Wichita, Kansas 67209; telephone: (316) 946-4155; facsimile: (316) 946-4107.

(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 Beech Kit Nos. 35-4016-3, 35-4016-5, 35-4016-7, or 35-4016-9, and the instructions to Beech Kit 35-4017-1 "Kit Information Empennage & Aft Fuselage Inspection", as applicable and specified in Beech Service Bulletin No. 2188, dated May 1987. The Director of the Federal Register previously approved this incorporation by reference under 5 U.S.C. 552(a) and 1 CFR part 51 as of November 28, 1994 (59 FR 49785, September 30, 1994). You may get copies from Raytheon Aircraft Company, PO Box 85, Wichita, Kansas 67201-0085. 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) *Does this AD action affect any existing AD actions?* This amendment revises AD 94-20-04 R1, Amendment 39-12919.

Appendix to AD 94-20-04 R2

Weight and Balance Accuracy Method No. 1

1. Review existing weight and balance documentation to assure completeness and accuracy of the documentation from the most recent FAA-approved weighing or from factory delivery to date of compliance with this AD.

2. Compare the actual configuration of the airplane to the configuration described in the weight and balance documentation.

3. If equipment additions or deletions are not reflected in the documentation or if modifications affecting the location of the center of gravity (e.g., paint or structural repairs) are not documented, determine the accuracy of the airplane weight and balance data in accordance with Method No. 2.

Weight and Balance Information Accuracy Method No. 2

1. Determine the basic empty weight and center of gravity (CG) of the empty airplane using the Weighing Instructions in the Weight and Balance section of the airplane flight manual/pilot's operating handbook (AFM/POH).

2. Record the results in the airplane records, and use these new values as the basis for computing the weight and CG information as specified in the Weight and Balances section of the AFM/POH.

(j) *When does this amendment become effective?* This amendment becomes effective on June 27, 2003.

Issued in Kansas City, Missouri, on May 8, 2003.

David R. Showers,
Acting Manager, Small Airplane Directorate, Aircraft Certification Service.
[FR Doc. 03-11977 Filed 5-13-03; 8:45 am]
BILLING CODE 4910-13-P

BW 2003-10

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

2003-09-10 Raytheon Aircraft Company: Amendment 39-13139; Docket No. 2003-CE-18-AD.

(a) *What airplanes are affected by this AD?* This AD applies to Model 390 airplanes, serial numbers RB-1 through RB-64, 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 prevent moisture from entering the aft power distribution box through the aft ram air duct, which could result in electrical power failure. Such failure could lead to loss of all attitude display information during flight.

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

Actions	Compliance	Procedures
(1) Remove the aft power distribution box and: (i) Inspect the left-hand and right-hand generator relays and the battery tie relay to determine if they are part number SM400D79 (or FAA-approved equivalent part number); (ii) Replace part number SM400D79 with part number SM400D79-1 relays (or FAA-approved equivalent part number); (iii) Inspect the essential bus relay to determine if it is part number SM150D22 (or FAA-approved equivalent part number); and (iv) Replace part number SM150D22 relay with part number SM150D22-1 relay (or FAA-approved equivalent part number) (unless already accomplished in accordance with Raytheon Aircraft Mandatory Service Bulletin SB 24-3544, Issued: November, 2002)	Within the next 10 hours time-in-service (TIS) after May 13, 2003 (the effective date of this AD), unless already accomplished.	In accordance with Raytheon Aircraft Mandatory Service Bulletin SB 24-3606, Issued: April, 2003.

(2) Remove and modify the aft ram air duct. If the procedures in Raytheon Aircraft Mandatory Service Bulletin SB 24-3544, Issued: November, 2002, have already been accomplished, only the procedures specified in Raytheon Aircraft Mandatory Service Bulletin SB 24-3606, Issued: April, 2003, need be accomplished.	Within the next 10 hours TIS after May 13, 2003 (the effective date of this AD), unless already accomplished.	In accordance with Raytheon Aircraft Mandatory Service Bulletin SB 24-3606, Issued: April, 2003, and Raytheon Aircraft Mandatory Service Bulletin SB 24-3544, Issued: November, 2002.
(3) Only install part number SM400D79-1 (lefthand and right-hand generator relays and battery tie relay) (or FAA-approved equivalent part number); and part number SM150D22-1 (essential bus relay) (or FAA-approved equivalent part number).	As of May 13, 2003 (the effective date of this AD).	Not applicable.

(e) *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 Bryan Easterwood, Aerospace Engineer, FAA, Wichita Aircraft Certification Office, 1801 Airport Road, Room 100, Wichita, Kansas 67209; telephone: (316) 946-4132; facsimile: (316) 946-4107.

(f) *Are any service bulletins incorporated into this AD by reference?* Actions required by this AD must be done in accordance with Raytheon Aircraft Mandatory Service Bulletin SB 24-3606, Issued: April, 2003, and Raytheon Aircraft Mandatory Service Bulletin SB 24-3544, Issued: November, 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 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.

(g) *When does this amendment become effective?* This amendment becomes effective on May 13, 2003.

Issued in Kansas City, Missouri, on April 23, 2003.

Dorenda D. Baker,
Acting Manager, Small Airplane Directorate, Aircraft Certification Service.
[FR Doc. 03-10726 Filed 5-2-03; 8:45 am]
BILLING CODE 4910-13-P

BW 2003-10

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

2003-09-12 Raytheon Aircraft Company: Amendment 39-13141; Docket No. 2002-CE-26-AD.

(a) *What airplanes are affected by this AD?* This AD affects Model 1900D airplanes, that are certificated in any category, with the following serial numbers: UE-1 through UE-50, UE-52 through UE-350, UE-352 through UE-358, UE-360, UE-361, UE-363 through UE-369, UE-371 through UE-379, UE-381, UE-382, UE-385, UE-386, and UE-394.

(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 an understrength condition in the fuselage, which could result in the failure of the fuselage. Such failure could lead to loss of control of the airplane in flight.

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

Actions	Compliance	Procedures
(1) Inspect for missing rivets in the following locations: (i) Lower frame forward of the airstair door below the pilot's floor; (ii) Forward of the upper forward corner of the airstair door; (iii) The bulkhead forward of the cargo door below floor level; and (iv) The lower fuselage panel aft of the wing.	Within the next 1,200 hours time-in-service (TIS) or 1 year after June 27, 2003 (the effective date of this AD), whichever occurs first.	In accordance with the Accomplishment Instructions of Raytheon Aircraft Mandatory Service Bulletin No.: SB 53-3046, Issued: February 2002.
(2) Install rivets where rivets are found missing.	Prior to further flight after the inspection required in paragraph (d)(1) of this AD.	In accordance with the Accomplishment Instructions of Raytheon Aircraft Mandatory Service Bulletin No.: SB 53-3046, Issued: February 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, Wichita 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, Wichita 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?* Mr. Steven E. Potter, Aerospace Engineer, Wichita Aircraft Certification Office, FAA, 1801 Airport Road, Wichita, Kansas 67209; telephone: (316) 946-4124; facsimile: (316) 946-4107.

(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 Raytheon Aircraft Mandatory Service Bulletin No.: SB 53-3046, Issued: February 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 Raytheon Aircraft Company, 9709 E. Central, Wichita, Kansas 67201-0085; telephone: (800) 429-5372 or (316) 676-3140. 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 June 27, 2003.

Issued in Kansas City, Missouri, on April 25, 2003.

James E. Jackson,
Acting Manager, Small Airplane Directorate, Aircraft Certification Service.
[FR Doc. 03-10847 Filed 5-5-03; 8:45 am]
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BW 2003-10

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

2003-09-13 The New Piper Aircraft, Inc.: Amendment 39-13142; Docket No. 2002-CE-44-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 and do not incorporate a part number (P/N) 17634-002 flap control torque tube; or a P/N 104622-002 or 104622-004 flap control torque tube assembly:

Model	Serial numbers
PA-23 and PA-23-160	23-1 through 23-2046.
PA-23-235	27-505 through 27-622.
PA-23-250	27-1 through 27-504 and 27-2000 through 27-8154030.
PA-E23-250	27-2505 through 27-4916 and 27-7304917 through 27-7554168.

(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 damage to the flap control torque tube, which could result in failure of the flap operating system. If such failure occurred during landing or takeoff, then a split flap condition could occur with potential 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) Inspect the flap control torque tube for cracks, corrosion, wear, or elongation of the attachment bolt holes (referred to as damage).	Initially inspect upon accumulating 2,500 hours time-in-service (TIS) on the flap control torque tube or within the next 100 hours TIS after June 23, 2003 (the effective date of this AD), whichever occurs later. Repetitively inspect thereafter at intervals not to exceed 500 hours TIS until a replacement flap control torque tube or flap control torque tube assembly specified in paragraph (d)(2) of this AD is installed.	In accordance with sections 3 through 10 of the ACCOMPLISHMENT INSTRUCTIONS section of Piper Mandatory Service Bulletin No. 1051B, dated November 5, 2002.

<p>(2) Replace any damaged flap control torque tube and replace any wooden end plugs with new plastic end plugs, P/N 17631-002. Replace the flap control torque tubes with either a P/N 17634-002 flap control torque tube or a P/N 104622-002 or 104622-004 flap control torque tube assembly.</p> <p>(i) The P/N 17631-002 end plugs are part of the P/N 104622-002 and 104622-004 flap control torque tube assemblies, but must be obtained for the P/N 17634-002 installation.</p> <p>(ii) You do not have to inspect the existing wooden end plugs as specified in the service bulletin since this AD requires the installation of plastic end plugs.</p>	<p>Prior to further flight after the inspection where damage is found.</p>	<p>In accordance with sections 3 through 10 of the ACCOMPLISHMENT INSTRUCTIONS section of Piper Mandatory Service Bulletin No. 1051B, dated November 5, 2002.</p>
<p>(3) The repetitive inspections required by this AD may be terminated after installation of a replacement flap control torque tube or flap control torque tube assembly as specified in paragraph (d)(2) of this AD.</p>	<p>You may replace the flap control torque tube assembly at any time, but must replace prior to further flight if damage is found during an inspection.</p>	<p>In accordance with sections 3 through 10 of the ACCOMPLISHMENT INSTRUCTIONS section of Piper Mandatory Service Bulletin No. 1051B, dated November 5, 2002.</p>

(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, Atlanta Aircraft Certification Office. For information on any already approved alternative methods of compliance, contact Hassan Amini, Aerospace Engineer, FAA, Atlanta Aircraft Certification Office, One Crown Center, 1895 Phoenix Boulevard, Suite 450, Atlanta, Georgia 30349; telephone: (770) 703-6080; facsimile: (770) 703-6097.

(f) *Are any service bulletins incorporated into this AD by reference?* Actions required by this AD must be done in accordance with Piper Mandatory Service Bulletin No. 1051B, dated November 5, 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 The New Piper Aircraft, Inc., Customer Services, 2926 Piper Drive, Vero Beach, Florida 32960; telephone: (561) 567-4361; facsimile: (772) 978-6573. 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 June 23, 2003.

Issued in Kansas City, Missouri, on April 30, 2003.
Michael Gallagher,
Manager, Small Airplane Directorate, Aircraft Certification Service.
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BW 2003-10

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

2003-10-05 Raytheon Aircraft Company: Amendment 39-13150; Docket No. 2003-CE-17-AD.

(a) *What airplanes are affected by this AD?* This AD applies to Model 390 airplanes, serial numbers RB-18 through RB-24, 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 require the use of necessary flight information to prevent runway overruns based on insufficient 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 May 30, 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 paragraph (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 May 30, 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) 946-4107.

(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 previously approved this incorporation by reference under 5 U.S.C. 552(a) and 1 CFR part 51 as of April 7, 2003 (68 FR 16205, April 3, 2003). 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 May 30, 2003.

Issued in Kansas City, Missouri, on May 12, 2003.

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