



**FEDERAL AVIATION ADMINISTRATION  
AIRWORTHINESS DIRECTIVES  
LARGE AIRCRAFT**

**BIWEEKLY 2004-12**

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## LARGE AIRCRAFT

AD No.	Information	Manufacturer	Applicability
Info: E - Emergency; COR - Correction; S - Supersedes; R - Revision; FR - Final Rule of Emergency			
<b>Biweekly 2004-01</b>			
97-24-02 R1	R	Bombardier, Inc.	CL-600-1A11 (CL-600), CL-600-2A12 (CL-601), CL-600-2B16 (CL-601-3A/-3R), CL-600-2B16 (CL-604) Series
2003-23-05	COR	Titeflex Corporation	Appliance: Titeflex Hoses
2003-24-12R1	R	Pratt & Whitney	Engine: JT9D-3A, -7, -7A, -7F, -7H, -7AH, and -7J Turbofan
2003-26-05		General Electric Company	Engine: CF34-8C1 and CF34-8C5 Series Turbofan
2003-26-06		Anjou Aeronautique	Appliance: Safety Belts and Restraint Systems
2003-26-07		McDonnell Douglas	MD-90-30
2003-26-08		Boeing	737-100, -200, -200C, -300, -400, and -500 Series
2003-26-09	S 2003-22-09	Pratt & Whitney	Engine: PW4074, PW4074D, PW4077, PW4077D, PW4084, PW4084D, PW4090, PW4090D, PW4090-3, and PW4098 Turbofan
2003-26-10		Airbus	A300 B2 and B4 Series; and A300 B4-600, B4-600R, C4-605R Variant F, and F4-600R (collectively called A300-600) Series
2003-26-11		General Electric Company	Engine: CF6-80E1A2 and -80E1A4 Turbofan
2003-26-12		Boeing	737-600, -700, and -800, 757-200, 757-300 Series
2003-26-13		Boeing	747 Series
2003-26-14		Kidde Aerospace	Appliance: Hand-Held Halon Fire Extinguishers
2004-01-01		Bombardier, Inc.	CL-600-2B19 (Regional Jet Series 100 & 440)
2004-01-02		Boeing	767-200, -300, and -300F Series
2004-01-03	S 98-01-12	Airbus	A319, A320, and A321 Series
2004-01-04	S 2000-20-05	Empresa Brasileira	EMB-120 Series
2004-01-05		Dassault Aviation	Mystere-Falcon 900, Falcon 900EX, Falcon 2000 Series
2004-01-06		Fokker Services B.V	F.28 Mark 0070 and 0100 Series
2004-01-07		BAE Systems (Operations) Limited	BAe 146 and Avro 146-RJ Series
2004-01-08		Pratt & Whitney	Engine: JT9D-7R4D, -7R4D1, -7R4E, -7R4E1, -7R4E4, -7R4G2, and -7R4H1 Turbofan
2004-01-11		Hamburger Flugzeugbau G.m.b.H.:	HFB 320 HANSA
2004-01-12		EMBRAER	EMB-135 and EMB-145 Series
<b>Biweekly 2004-02</b>			
2003-26-11	COR	General Electric Company	Engine: CF6-80E1A2 and -80E1A4 Turbofan
2004-01-13	S 97-22-16	Raytheon Aircraft Company	1900, 1900C, 1900 (C-12J), 1900D
2004-01-15		McDonnell Douglas	717-200
2004-01-16		McDonnell Douglas	MD-11 and -11F
2004-01-17		McDonnell Douglas	MD-11 and -11F
2004-01-18		McDonnell Douglas	MD-11 and -11F
2004-01-19		McDonnell Douglas	MD-11 and -11F
2004-01-20		Rolls-Royce plc	Engine: RB211-22B, RB211-524B, -524C2, -524D4, -524G2, -524G3, -524H, RB211-535C and -535E Series Turbofan
2004-01-21		Rolls-Royce plc	Engine: RB211-22B, RB211-524, and RB211-535 Series Turbofan
2004-02-01		Gulfstream Aerospace Corp.	G-V Series
2004-02-51	E	EMBRAER	EMB-135 and -145 series

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<b>Biweekly 2004-03</b>			
2003-25-05 2004-02-02	COR, S 94-04-09	Bombardier, Inc. Empresa Brasileira De Aeronautica S.A. (EMBRAER)	DHC-8-102, -103, -106, -201, -202, -301, -311, and -315 EMB-135 and -145 series
2004-02-04 2004-02-05 2004-02-06		Dassault Aviation Bombardier, Inc McDonnell Douglas	Falcon 900EX series DHC-8-400, -401, and -402 DC-10-10, DC-10-10F, DC-10-15, DC-10-30, DC-10-30F, DC-10-30F (KC-10A- and KDC-10), DC-10-40, DC-10-40F, MD-10-10F, and MD-10-30F
2004-02-07 2004-02-08 2004-02-09		Bombardier, Inc. Boeing McDonnell Douglas	CL-600-2B19 (Regional Jet Series 100 & 440) 737-300, -400, and -500 series DC-9-81 (MD-81), DC-9-82 (MD-82), DC-9-83 (MD-83), DC-9-87 (MD-87), and MD-88
2004-02-51	E	Empresa Brasileira De Aeronautica S.A. (EMBRAER)	EMB-135 and -145 series
2004-03-01 2004-03-02 2004-03-03	S 2003-03-11	Air Cruiser Company Airbus Fokker Services B.V.	Appliance: Emergency Evacuation slide/raft system A321 Series F.28 Mark 0070 and 0100 series
<b>Biweekly 2004-04</b>			
2004-02-02 2004-02-51	COR FR	EMBRAER EMBRAER	EMB-135 and -145 Series EMB-135 and -145 Series
2004-03-04 2004-03-05 2004-03-06 2004-03-07 2004-03-08 2004-03-09	S 98-04-49	BAe Systems (Operations) Ltd Boeing Airbus Airbus Learjet Boeing	Jetstream 4101 777-200 Series A319 and A320 Series A320-111, -211, -212, and -231 Series 31, 31A, 35, 35A (C-21A), 36 and 36A 747-100, 747-100B, 747-100B SUD, 747-200B, 747-200F, 747-200C, 747-300, 747SR, and 747SP Series
2004-03-10		Airbus	A300 B4-600, A300 B4-600R, F4-600R (collectively called A300-600), and A310 series
2004-03-11 2004-03-12 2004-03-13 2004-03-14 2004-03-15 2004-03-16 2004-03-17	S 2000-04-13 S 95-22-04 S 99-21-09	Boeing Aerospatiale Bombardier, Inc. Bombardier, Inc. Fairchild Dornier GmbH Boeing	747-200C and -200F Series ATR72 Series CL-215-1A10 (Piston) and CL-215-6B11 (Turboprop) Series DHC-8-102, -103, -106, -201, -202, -301, -311, and -315 series DHC-8-102, -103, -106, -201, -202, -301, -311, and -315 328-300 Series
2004-03-18		Aerospatiale	747-100, 747-100B, 747-100B SUD, 747-200B, 747-200C, 747-200F, 747-300, 747SP, and 747SR Series
2004-03-19 2004-03-20 2004-03-21 2004-03-22 2004-03-23 2004-03-24 2004-03-25 2004-03-26 2004-03-28 2004-03-30 2004-03-31 2004-03-34 2004-03-35 2004-03-36 2004-04-02 2004-04-03	S 98-12-18 S 2001-08-07 S 2000-10-21	Airbus Fokker Services B.V. McDonnell Douglas Dassault Aviation Boeing Airbus Airbus Dassault Aviation Bombardier, Inc. Boeing Boeing Boeing Raytheon Aircraft Company Fairchild Dornier GmbH Saab Aircraft AB Boeing	ATR42-200, -300, -320, and -500, ATR72-101, -102, -201, -202, -211, -212, and -212A Series A320-111, -211, and -231 Series F.28 Mark 1000, 2000, 3000, and 4000 Series 717-200 Falcon 2000 Series 737-200 and -300 Series A330-200, A330-300, A340-200, and A340-300 Series A330 and A340-200 and -300 Series Falcon 900EX Series DHC-8-102, -103, -106, -201, -202, -301, -311, and -315 727, 727C, 727-100, and 727-100C Series 727, 727-100C, 727-200F, and 727C Series 737-100, -200, -200C, -300, -400, and -500 Series Beech 400A, 400T Series 328-100 Series SAAB 2000 Series 737-300, -400, and -500 Series

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<b>Biweekly 2004-05</b>			
2004-03-33		Airbus	A300 B2, A300 B4, A300 B4-600, A300 B4-600R, and A300 F4-600R (collectively called A300-600)
2004-04-04 2004-04-05		General Electric Company Rolls-Royce Corporation	Engine: CF34-8E Series Turbofan Engine: AE 3007A, AE 3007A1/1, AE 3007A1/2, AE 3007A1, AE 3007A1/3, AE 3007A1P, and AE 3007A3 Turbofan
2004-04-07	S 2001-10-07, 2003-01-05	General Electric Company	Engine: CF6-80A, CF6-80A1, CF6-80A2, CF6-80A3, CF6-80C2A1, CF6-80C2A2, CF6-80C2A3, CF6-80C2A5, CF6-80C2A8, CF6-80C2A5F, CF6-80C2B1, CF6-80C2B2, CF6-80C2B4, CF6-80C2B6, CF6-80C2B1F, CF6-80C2B2F, CF6-80C2B4F, CF6-80C2B5F, CF6-80C2B6F, CF6-80C2B6FA, CF6-80C2B7F, CF6-80C2D1F, CF6-80E1A2, CF6-80E1A4
2004-04-08 2004-04-09 2004-04-11 2004-05-03		Boeing Pratt & Whitney Canada Dassault Aviation McDonnell Douglas	777-200 Series Engine: JT15D-1, -1A, and -1B Turbofan Mystere-Falcon 50 Series
2004-05-04 2004-05-05	S 2001-13-09	Airbus Airbus	DC-9-81 (MD-81), DC-9-82 (MD-82), DC-9-83 (MD-83), DC-9-87 (MD-87); and MD-88; MD-90-30 A319 and A320 Series A300 B2-1C, B2-203, B2K-3C, B4-2C, B4-103, B4-203; A300 B4-600, B4-600R, and F4-600R (collectively called A300-600) Series
2004-05-06		McDonnell Douglas	DC-10-10, DC-10-10F, DC-10-15, DC-10-30, DC-10-30F (KC-10A, KDC-10), DC-10-40, DC-10-40F, MD-10-10F, MD-10-30F, and MD-11, MD-11F
2004-05-07 2004-05-08 2004-05-09	S 2001-17-28 R1	Boeing McDonnell Douglas McDonnell Douglas	767 DC-9-31, DC-9-32 DC-9-81 (MD-81), DC-9-82 (MD-82), DC-9-83 (MD-83), DC-9-87 (MD-87), and MD-88
2004-05-10	S 88-19-03 R1	Boeing	767 Series
<b>Biweekly 2004-06</b>			
2004-03-01	COR S 2003-03-11	Air Cruisers Company	Appliance: Emergency Evacuation Slide/Raft Systems
2004-04-10		Airbus	A300 B2, A300 B4, A300 B4-600, B4-600R, C4-605R Variant F, and F4-600R (collectively called A300-600), and A310 Series
2004-05-11		BAE Systems (Operations) Limited	BAe 146 Series
2004-05-12 2004-05-13 2004-05-14 2004-05-15 2004-05-16 2004-05-17 2004-05-18 2004-05-19 2004-05-20	S 2002-08-21 S 2000-03-08	Bombardier, Inc. Bombardier, Inc. Boeing Dassault Aviation Boeing EMBRAER McDonnell Douglas Boeing McDonnell Douglas	CL-600-2B19 (Regional Jet Series 100 & 440) DHC-8-401 and -402 707 and 720 Series Mystere-Falcon 900 Series 767-200 and -300 Series EMB-135 and -145 Series MD-90-30 737-600, -700, -700C, -800, and -900 Series DC-10-10, DC-10-10F, DC-10-15, DC-10-30, DC-10-30F (KC-10A and KDC-10), DC-10-40, DC-10-40F, MD-10-10F, MD-10-30F, MD-11, and MD-11F
2004-05-21 200X-05-22		Bombardier, Inc. Rolls-Royce Deutschland Ltd & Co KG (RRD)	DHC-8-102, -103, -106, -201, -202, -301, -311, and -315 Engine: TAY 611-8, TAY 620-15, TAY 650-15, and TAY 651-54 Series Turbofan
2004-05-25		McDonnell Douglas	DC-9-14, DC-9-15, DC-9-15F, DC-9-21, DC-9-31, DC-9-32, DC-9-32 (VC-9C), DC-9-32F, DC-9-33F, DC-9-34, DC-9-34F, DC-9-32F (C-9A, C-9B), DC-9-41, DC-9-51, DC-9-81 (MD-81), DC-9-82 (MD-82), DC-9-83 (MD-83), DC-9-87 (MD-87), MD-88, and MD-90-30
2004-05-26 2004-05-27		Boeing Boeing	777 Series 737-200 Series

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<b>Biweekly 2004-06 continued</b>			
2004-05-30		Rolls-Royce plc	Engine: RB211 Trent 500 Series Turbofan
2004-05-31		Rolls-Royce plc	Engine: Trent 700 Series Turbofan
2004-06-02		Airbus	A319, A320, and A321 Series
2004-06-03		Airbus	A320, A319, and A321 Series
<b>Biweekly 2004-07</b>			
2004-05-22	COR	Rolls-Royce Deutschland	Engine: TAY 611-8, TAY 620-15, TAY 650-15, and TAY 651-54 Series Turbofan
2004-05-30	COR	Rolls-Royce plc	Engine: RB211 Trent 500 Series Turbofan
2004-06-01		Fairchild Dornier GmbH	328-100 Series
2004-06-06		McDonnell Douglas	DC-8-70 and -70F Series
2004-06-07		EMBRAER	EMB-120 Series
2004-06-08		Bombardier, Inc.	DHC-8-401 and -402
2004-06-11		Airbus	A330-301, -321, -322, -341,-342, A340-211, -212, 213, -311, -312, and -313 Series
2004-06-12		Boeing	747-400F Series
2004-06-13	S 99-26-22	Airbus	A319 and A320 Series
2004-06-14		Saab Aircraft AB	SAAB 2000 Series
2004-06-15		BAE Systems (Operations) Limited	Avro 146-RJ, and BAe 146 Series
2004-06-16		Fairchild Dornier GmbH	328-100 Series
2004-06-17		BAE Systems (Operations) Limited	Jetstream 4101
2004-06-18	S 89-11-03	Boeing	737-100, -200, -300, -400 and -500 Series
2004-07-01		Bombardier, Inc.	CL-600-2C10 (Regional Jet Series 700 & 701) and CL-600-2D24 (Regional Jet Series 900) Series
2004-07-02		Airbus	A318, A319, A320, and A321 Series
2004-07-03		Dassault Aviation	Mystere-Falcon 50 Series
2004-07-04	S 2001-26-24	McDonnell Douglas	DC-9-14, DC-9-15, DC-9-15F, DC-9-31, DC-9-32, DC-9-32 (VC-9C), DC-9-32F, DC-9-32F (C-9A, C-9B), DC-9-33F, DC-9-34, and DC-9-34F; DC-9-21, DC-9-41, and DC-9-51 Series
2004-07-05	S 78-01-16	McDonnell Douglas	DC-9-10, DC-9-20, DC-9-30, DC-9-40, and DC-9-50 Series
2004-07-07	S 99-09-13	Boeing	757-200 and -200CB Series
2004-07-08		McDonnell Douglas	DC-9-15
2004-07-13		General Electric Company	Engine: CF6-80C2A5F, CF6-80C2B5F, CF6-80C2B7F, and CF6-80C2D1F turbofan
<b>Biweekly 2004-08</b>			
2004-04-03	COR S 2000-10-21	Boeing	737-300, -400, and -500 Series
2004-05-19	COR	Boeing	737-600, -700, -700C, -800, and -900 Series
2004-07-06		Boeing	707 and 720 Series
2004-07-09	S 2003-06-03	General Electric Aircraft Engines	Engine: CT7 Series Turboprop
2004-07-10		Boeing	737-600, -700, -700C, -800, and -900 Series
2004-07-11		Boeing	767-400ER Series
2004-07-12		McDonnell Douglas	MD-90-30
2004-07-14		McDonnell Douglas	DC-9-15, DC-9-31, and DC-9-32
2004-07-15	S 98-25-05	Airbus	A321-111, -112, and -131 Series
2004-07-16		Construcciones Aeronauticas, S.A. (CASA)	C-235 Series
2004-07-17		Construcciones Aeronauticas, S.A. (CASA)	C-212 Series
2004-07-18		Bombardier, Inc.	CL-600-2B19 (Regional Jet Series 100 & 440)
2004-07-19		Boeing	747-100, -100B, -100B SUD, -200B, -200C, -200F, -300, 747SR, and 747SP Series
2004-07-20		Boeing	747-400 and -400D Series
2004-07-21		Gulfstream Aerospace LP	Astra SPX and 1125 Westwind Astra Series

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<b>Biweekly 2004-08 continued</b>			
2004-07-22	COR S 94-15-12, & 94-15-18	Boeing	747 Series
2004-07-23		Saab Aircraft AB	SF340A, 340B Series
2004-07-24		Dassault Aviation	Mystere-Falcon 50, Mystere-Falcon 900 and Falcon 900EX Series
2004-07-25	S 87-16-02	Hartzell Propeller Inc.	Propeller: HC-B5MP-3C/M10876K
2004-08-01		Fokker Services B.V.	F.28 Mark 0070 and 0100 Series
2004-08-02		McDonnell Douglas	717-200
2004-08-03		Airbus	A300 B4-601, A300 B4-603, A300 B4-620, and A300 C4-605 Variant F Series
<b>Biweekly 2004-09</b>			
2004-08-04		McDonnell Douglas	MD-11 and MD-11F
2004-08-05	S 2000-02-39	Airbus	A300 B2, A300 B4, A300 B4-600, B4-600R, F4-600R, C4-605R Variant F (Collectively Called A300-600), and A310 Series
2004-08-06		BAe Systems (Operations) Ltd	BAe 146-100A and -200A Series
2004-08-07		Boeing	767-300 Series
2004-08-08		Gulfstream Aerospace Corp.	G-IV Series
2004-08-09		Airbus	A300 B2, B4, A300 B4-620, B4-622, and C4-620, A300 B4-601, -603, -605R, C4-605R Variant F, A310-203, -204, -221, -222, -304, -322
2004-08-11		BAe Systems (Operations) Ltd	Jetstream 4101
2004-08-15	S 2003-13-08	Goodrich Avionics Systems, Inc.	Appliance: Terrain Awareness Warning System (TAWS)
2004-08-16		NARCO Avionics Inc	Appliance: AT150 Transponders
2004-08-18	S 2001-09-04	Fairchild Dornier GmbH	328-300 Series
2004-08-19		Airbus	A330-200 Series
2004-09-01		Airbus	A300 B4-600, B4-600R, C4-605R Variant F, F4-600R (Collectively Called A300-600) and A310 Series
2004-09-04		Boeing	747-400 and -400D Series
2004-09-05		Cessna Airplane Company	500, 501, 550 and 551
2004-09-06	S 2002-08-13	Airbus	A319, A320, and A321 Series
2004-09-08		Saab Aircraft AB	SF340A and 340B Series
2004-09-09		Boeing	737-200C Series
2004-09-10		Boeing	747 Series
2004-09-11		Boeing	767-200, -300, and -300F Series
<b>Biweekly 2004-10</b>			
2000-02-07 R1	R	Bombardier, Inc.	DHC-7-100 Series
2004-03-14 R1	R	Bombardier, Inc.	DHC-8-102, -103, -106, -201, -202, -301, -311, and -315 Series
2004-05-10	COR S 88-19-03 R1	Boeing	767 Series
2004-07-13	COR	General Electric Company	Engine: CF6-80C2A5F, CF6-80C2B5F, CF6-80C2B7F, and CF6-80C2D1F Turbofan
2004-07-22	COR S 94-15-12, 94-15-18	Boeing	747 Series
2004-09-07		Raytheon Aircraft Company	1900, 1900C, 1900C (C12J), and 1900D
2004-09-12		Fairchild Dornier GmbH	328-100 and -300 Series
2004-09-13		EMBRAER	EMB-135BJ and EMB-145XR Series
2004-09-14	S 2001-07-05	Boeing	767 Series
2004-09-15		EMBRAER	EMB-135 and -145 Series
2004-09-16	COR	Fairchild Dornier GmbH	328-100 and -300 Series
2004-09-17		Fairchild Dornier GmbH	328-100 and 328-300 Series
2004-09-18		BAe Systems (Operations) LTD	Jetstream 4101
2004-09-19		Airbus	A319 and A320 Series
2004-09-20	S 2000-18-11	Gulfstream Aerospace LP	1125 Westwind Astra Series
2004-09-21		Saab Aircraft AB	SAAB 2000 Series
2004-09-22		Fairchild Dornier GmbH	328-300 Series
2004-09-23		Fokker Services B.V.	F27 Mark 100, 200, 300, 400, 500, 600, and 700 Series
<b>Biweekly 2004-10 continued</b>			

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2004-09-24		Gulfstream Aerospace LP	Galaxy and Gulfstream 200
2004-09-25		Saab Aircraft AB	SAAB 2000 Series
2004-09-26		Raytheon Aircraft Company	Hawker 800XP
2004-09-27		Dassault Aviation	Mystere-Falcon 50 Series
2004-09-28	S 93-20-03	Lockheed	L-1011 Series
2004-09-29		Honeywell International Inc.	Engine: TPE331-10-501C, -10-511C, -10-501K, -10-511K, -10-501M, -10-511M, -10AV-511B, -10AV-511M, -10GP-511D, -10GT-511D, -10N-511S, -10N-512S, -10N-513S, -10N-514S, -10N-515S, -10N-531S, -10N-532S, -10N-533S, -10N-534S, -10N-535S, -10P-511D, -10R-501C, -10R-502C, -10R-511C, -10R-512C, -10R-513C, -10T-511D, -10T-511K, -10T-511M, -10T-512K, -10T-513K, -10T-515K, -10T-516K, -10T-517K, -10U-501G, -10U-502G, -10U-511G, -10U-512G, -10U-503G, -10U-513G, -10UA-511G, -10UF-501H, -10UF-511H, -10UF-512H, -10UF-513H, -10UF-514H, -10UF-515H, -10UF-516H, -10UG-513H, -10UG-514H, -10UG-515H, -10UG-516H, -10UGR-513H, -10UGR-514H, -10UGR-516H, -10UR-513H, -10UR-516H, -11U-601G, -11U-602G, -11U-611G, and -11U-612G Turboprop
2004-09-30		Raytheon Aircraft Company	1900C
2004-09-31		Bombardier, Inc.	DHC-8-101, -102, -103, -106, -201, -202, -301, -311, and -315
2004-09-32		Boeing	757-200 Series
2004-09-33		Boeing	747-400 and 747-400D Series
2004-09-34	S 2002-01-04	General Electric Company	Engine: CF6-80E1
2004-09-35		Saab Aircraft AB	SAAB SF340A and SAAB 340B Series
2004-09-36		Boeing	727, 727C, 727-100, 727-100C, 727-200, and 727-200F Series
2004-09-37	S 2003-08-12	Bombardier, Inc.	CL-600-1A11 (CL-600), CL-600-2A12 (CL-601), CL-600-2B16 (CL-601-3A and CL-601-3R), and CL-600-2B16 (CL-604) Series
2004-09-38		Fairchild Dornier GmbH	328-300
2004-09-39		Saab Aircraft AB	SAAB 340B Series
2004-10-01		Pratt & Whitney	Engine: JT9D-3A, -7, -7A, -7AH, -7H, -7F, -7J, -20, and -20J Turbofan
<b>Biweekly 2004-11</b>			
2003-07-11	COR S 2001-05-06	Rolls-Royce Deutschland Ltd & Co KG	Engine: BR700-710A1-10 and BR700-710A2-20 Turbofan
2004-01-16	COR	McDonnell Douglas	MD-11 and -11F
2004-08-15	COR S 2003-13-08	Goodrich Avionics Systems, Inc.	Appliance: Terrain Awareness Warning System (TAWS)
2004-10-02		Airbus	A300 B4-600, A300 B4-600R, A300 F4-600R (Collectively Called A300-600), A310, A319, A320, A321, A330, A340-200, and -300 Series
2004-10-03		Bombardier, Inc.	CL-600-2B19 (Regional Jet Series 100 & 440)
2004-10-04	S 94-04-02	Bombardier, Inc.	CL-215-6B11 (CL215T Variant), CL-215-6B11 (CL415 Variant) Series
2004-10-05		Boeing	747-400, 747-400D, 747-400F, 757-200, 757-200PF, 757-200CB, 767-200, 767-300, and 767-300F Series
2004-10-06		Boeing	727-100, -200, 737-100, -200, -200C, -300, -400, -500, and 747 Series
2004-10-09		BAE Systems (Operations) Ltd	BAe 146 Series
2004-10-10		Boeing	737-600, -700, -700C, -800, and -900 Series
2004-10-11		BAE Systems (Operations) Ltd	BAe 146 and Avro 146-RJ Series
2004-10-12		McDonnell Douglas	DC-10-30
2004-10-13		CFM International, S.A.	Engine: CFM56-2-C, -3, and -5 Series Turbofan
2004-10-15		Garmin International Inc.	Appliance: Mode S Transponders

## LARGE AIRCRAFT

AD No.	Information	Manufacturer	Applicability
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Info: E - Emergency; COR - Correction; S - Supersedes; R - Revision; FR - Final Rule of Emergency

**Biweekly 2004-12**

2004-11-01		Raytheon Aircraft Company	BAe.125 Series 800A (including C-29A and U-125 variant), 800B, Hawker 800 (including U-125A variant) and 800XP
2004-11-02		SAAB Aircraft AB	SAAB SF340A and SAAB 340B Series
2004-11-03		Boeing	747-400 and -400F Series
2004-11-07		McDonnell Douglas	DC-9-81 (MD-81), DC-9-82 (MD-82), DC-9-83 (MD-83), DC-9-87 (MD-87), and MD-88
2004-11-08		Airbus	A330, A340-200, and A340-300 Series
2004-11-09		Fokker Services B.V.	F.28 Mark 0070 Series
2004-11-11		Boeing	737-600, 737-700, 737-700C, 737-800, and 737-900 Series
2004-11-13		Airbus	A318, A319, A320, and A321 Series
2004-12-01		Airbus	A330-202, -203, -223, and -243 and A330-300 series
2004-12-02		Raytheon Aircraft Company	BAe.125 Series 800A, 800A (C-29A), 800B, and Hawker 800
2004-12-04		Airbus	A300 B2 and A300 B4 Series
2004-12-05		BAE Systems (Operations) Ltd	BAe 146 Series

**BW 2004-12**

**RAYTHEON AIRCRAFT COMPANY  
AIRWORTHINESS DIRECTIVE  
LARGE AIRCRAFT**

**2004-11-01 Raytheon Aircraft Company:** Amendment 39-13646. Docket 2003-NM-216-AD.

**Applicability:** Model BAe.125 series 800A (including C-29A and U-125 variant) and 800B airplanes; and Model Hawker 800 (including U-125A variant) and 800XP airplanes; as listed in Raytheon Service Bulletin SB 26-3610, Revision 1, dated September 2003; certificated in any category.

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

To prevent incorrect wiring of the engine fire extinguisher bottles, which could result in one or both fire extinguisher bottles being discharged into the wrong engine nacelle, accomplish the following:

**Function Test, Verification, Installation, and Corrective Action**

(a) Within 70 flight hours or 30 days after the effective date of this AD, whichever occurs first, do the actions specified in paragraphs (a) (1) and (a) (2) of this AD per the Accomplishment Instructions of Raytheon Service Bulletin SB 26-3610, Revision 1, dated September 2003.

(1) Perform a functional test of the engine fire extinguishing wiring for appropriate installation, and verify the correct wiring connector installation. If any connector is wired incorrectly, prior to further flight, correct the wiring.

(2) Install the new marker bands.

**Exception to Service Bulletin**

(b) Although the service bulletin referenced in this AD specifies to submit certain information to the manufacturer, this AD does not include such a requirement.

**Alternative Methods of Compliance**

(c) In accordance with 14 CFR 39.19, the Manager, Wichita Aircraft Certification Office, FAA, is authorized to approve alternative methods of compliance for this AD.

**Incorporation by Reference**

(d) The required actions shall be done in accordance with Raytheon Service Bulletin SB 26-3610, Revision 1, dated September 2003. This incorporation by reference was approved by the Director of the Federal Register in accordance with 5 U.S.C. 552(a) and 1 CFR part 51. Copies may be obtained from Raytheon Aircraft Company, Department 62, P.O. Box 85, Wichita, Kansas 67201-0085. Copies may be inspected at the FAA, Transport Airplane Directorate, 1601 Lind Avenue, SW.,

Renton, Washington; or at the FAA, Wichita Aircraft Certification Office, 1801 Airport Road, Room 100, Mid-Continent Airport, Wichita, Kansas; or at the National Archives and Records Administration (NARA). For information on the availability of this material at NARA, call (202) 741-6030, or go to:

*[http://www.archives.gov/federal\\_register/code\\_of\\_federal\\_regulations/ibr\\_locations.html](http://www.archives.gov/federal_register/code_of_federal_regulations/ibr_locations.html)*.

**Effective Date**

(e) This amendment becomes effective on July 7, 2004.

Issued in Renton, Washington, on May 17, 2004.

Kalene C. Yanamura,

Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.

[FR Doc. 04-11959 Filed 6-1-04; 8:45 am]

BILLING CODE 4910-13-P

## BW 2004-12

### SAAB AIRCRAFT AB AIRWORTHINESS DIRECTIVE LARGE AIRCRAFT

**2004-11-02 Saab Aircraft AB:** Amendment 39-13647. Docket 2003-NM-18-AD.

**Applicability:** Model SAAB SF340A series airplanes with serial numbers 004 through 159 inclusive, and Model SAAB 340B series airplanes with serial numbers 160 through 459 inclusive, certificated in any category.

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

To prevent fatigue cracks in the outer flange of the nacelle frame, which could result in reduced structural integrity of the nacelle supporting structure, accomplish the following:

#### Inspections

(a) Perform detailed, ultrasonic, eddy current, and dye penetrant inspections; as applicable; of the internal and external structure of the nacelles for cracks, deformations, or other damage; in accordance with the Accomplishment Instructions of Saab Service Bulletin 340-54-043, dated December 18, 2002. Do the inspections at the applicable times specified by paragraph 1.D, "Compliance," of the service bulletin, except as required by paragraphs (b) and (c) of this AD.

**Note 1:** For the purposes of this AD, a detailed inspection is defined as: "An intensive visual examination of a specific structural area, system, installation, or assembly to detect damage, failure, or irregularity. Available lighting is normally supplemented with a direct source of good lighting at intensity deemed appropriate by the inspector. Inspection aids such as mirror, magnifying lenses, etc., may be used. Surface cleaning and elaborate access procedures may be required."

(b) Where the service bulletin specified in paragraph (a) of this AD specifies a compliance time relative to the release date of the service bulletin, this AD requires compliance following the effective date of this AD.

(c) Where the service bulletin specified in paragraph (a) of this AD uses "accumulated flights" and "flights" for compliance times, this AD requires operators to use "total flight cycles" and "flight cycles."

#### Repair

(d) If any crack, deformation, or damage is found during any inspection required by paragraph (a) of this AD, before further flight, replace the fire deck attachment angle with a new angle, and accomplish repairs, as applicable, in accordance with the Accomplishment Instructions of Saab Service Bulletin 340-54-043, dated December 18, 2002. Where the service bulletin specifies contacting the manufacturer for disposition of repairs, before further flight, repair per a method approved by the Manager, International Branch, ANM-116, FAA, Transport Airplane Directorate; or the Luftfartsverket (or its delegated agent).

### **Alternative Methods of Compliance**

(e) In accordance with 14 CFR 39.19, the Manager, International Branch, ANM-116, FAA, is authorized to approve alternative methods of compliance with this AD.

### **Incorporation by Reference**

(f) Unless otherwise specified in this AD, the actions shall be done in accordance with Saab Service Bulletin 340-54-043, dated December 18, 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 Saab Aircraft AB, SAAB Aircraft Product Support, S-581.88, Linköping, Sweden. Copies may be inspected at the FAA, Transport Airplane Directorate, 1601 Lind Avenue, SW., Renton, Washington; or at the National Archives and Records Administration (NARA). For information on the availability of this material at NARA, call (202) 741-6030, or go to: [http://www.archives.gov/federal\\_register/code\\_of\\_federal\\_regulations/ibr\\_locations.html](http://www.archives.gov/federal_register/code_of_federal_regulations/ibr_locations.html).

**Note 2:** The subject of this AD is addressed in Swedish airworthiness directive No. 1-176, dated December 20, 2002.

### **Effective Date**

(g) This amendment becomes effective on July 7, 2004.

Issued in Renton, Washington, on May 18, 2004.

Kevin M. Mullin,

Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.

[FR Doc. 04-11958 Filed 6-1-04; 8:45 am]

BILLING CODE 4910-13-P

## BW 2004-12

### BOEING AIRWORTHINESS DIRECTIVE LARGE AIRCRAFT

**2004-11-03 Boeing:** Amendment 39-13648. Docket 2003-NM-202-AD.

**Applicability:** Model 747-400 and -400F series airplanes having line numbers 696 through 1310 inclusive and equipped with Rolls Royce engines; certificated in any category.

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

To prevent damage and arcing to the conduit and power feeder cables of the integrated drive generator (IDG), which could result in a fire in the engine strut; and to prevent damage to the adjacent hydraulic lines in the aft section of the outboard struts, which could result in reduced controllability of the airplane; accomplish the following:

#### **Inspection for Damage or Arcing**

(a) Within 90 days after the effective date of this AD, perform a general visual inspection for damage or arcing of the power feeder cables of the integrated drive generator (IDG) and the cable conduit, per the Accomplishment Instructions of Boeing Service Bulletin (SB) 747-24A2240, Revision 1, dated February 20, 2003. Before further flight, repair any damage per the SB. Thereafter, repeat the inspection at intervals not to exceed 10,000 flight hours, until the actions required by paragraph (c) of this AD are accomplished.

**Note 1:** For the purposes of this AD, a general visual inspection is defined as: "A visual examination of an interior or exterior area, installation, or assembly to detect obvious damage, failure, or irregularity. This level of inspection is made from within touching distance unless otherwise specified. A mirror may be necessary to enhance visual access to all exposed surfaces in the inspection area. This level of inspection is made under normally available lighting conditions such as daylight, hangar lighting, flashlight, or droplight and may require removal or opening of access panels or doors. Stands, ladders, or platforms may be required to gain proximity to the area being checked."

#### **Inspection for Chafing and Arcing Damage**

(b) Within 90 days after the effective date of this AD, perform a general visual inspection for chafing and arcing damage of the power feeder cables of the IDG and hydraulic lines on each outboard strut aft of the block clamp, per the Accomplishment Instructions of Boeing Alert Service Bulletin (ASB) 747-24A2247, dated July 10, 2003. Before further flight, repair any chafing or arcing damage per the ASB. Thereafter, repeat the inspection at intervals not to exceed 10,000 flight hours until the actions required by paragraph (d) of this AD are accomplished.

### **Terminating Requirements for Paragraph (a) of This AD**

(c) Within 48 months after the effective date of this AD, remove the conduit, install a new shield/bracket assembly, and replace two hydraulic lines with two new hydraulic lines in each engine strut, per the Accomplishment Instructions of Boeing SB 747-24A2242, Revision 1, dated August 14, 2003. Before further flight, perform related investigative actions and corrective actions per the Accomplishment Instructions of the SB. Accomplishment of these actions terminates the inspection requirements of paragraph (a) of this AD.

### **Terminating Requirements for Paragraph (b) of This AD**

(d) Within 48 months after the effective date of this AD, replace the wiring and hydraulic tubing support bracket per the Accomplishment Instructions of Boeing ASB 747-24A2243, dated October 31, 2002. Accomplishment of these actions terminates the inspection requirements of paragraph (b) of this AD.

### **Alternative Methods of Compliance (AMOC)**

(e) In accordance with 14 CFR 39.19, the Manager, Seattle Aircraft Certification Office (ACO), FAA, is authorized to approve alternative methods of compliance (AMOCs) for this AD.

### **Incorporation by Reference**

(f) The actions shall be done in accordance with Boeing Service Bulletin 747-24A2240, Revision 1, dated February 20, 2003; Boeing Service Bulletin 747-24A2242, Revision 1, dated August 14, 2003; Boeing Alert Service Bulletin 747-24A2243, dated October 31, 2002; and Boeing Alert Service Bulletin 747-24A2247, dated July 10, 2003, as applicable. 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 Boeing Commercial Airplanes, P.O. Box 3707, Seattle, Washington 98124-2207. Copies may be inspected at the FAA, Transport Airplane Directorate, 1601 Lind Avenue, SW., Renton, Washington; or at the National Archives and Records Administration (NARA). For information on the availability of this material at NARA, call (202) 741-6030, or go to: [http://www.archives.gov/federal\\_register/code\\_of\\_federal\\_regulations/ibr\\_locations.html](http://www.archives.gov/federal_register/code_of_federal_regulations/ibr_locations.html).

### **Effective Date**

(g) This amendment becomes effective on June 17, 2004.

Issued in Renton, Washington, on May 18, 2004.

Kevin M. Mullin,

Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.

[FR Doc. 04-11957 Filed 6-1-04; 8:45 am]

BILLING CODE 4910-13-P

## BW 2004-12

### MCDONNELL DOUGLAS AIRWORTHINESS DIRECTIVE LARGE AIRCRAFT

**2004-11-07 McDonnell Douglas:** Amendment 39-13653. Docket 2000-NM-110-AD.

**Applicability:** Model DC-9-81 (MD-81), DC-9-82 (MD-82), DC-9-83 (MD-83), DC-9-87 (MD-87), and MD-88 airplanes, certificated in any category.

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

To detect and correct fatigue cracking that could compromise the structural integrity of these airplanes, accomplish the following:

#### **Revision of the Maintenance Inspection Program**

(a) Within 12 months after the effective date of this AD, incorporate a revision into the FAA-approved maintenance inspection program that provides for inspection(s) of the Principal Structural Elements (PSEs), in accordance with Section 3 of Volume I, Revision B, dated March 2003, of Boeing Report No. L26-022, "MD-80 Supplemental Inspection Document (SID)." PSEs are also specified in the SID. Unless otherwise specified, all references in this AD to the "SID" are to Revision B, dated March 2003.

#### **Non-Destructive Inspections (NDIs)**

(b) For all PSEs listed in Section 3 of Volume I of the SID, perform an NDI for fatigue cracking of each PSE in accordance with the NDI procedures specified in Section 2 of Volume II of the SID, at the times specified in paragraph (b)(1), (b)(2), or (b)(3) of this AD, as applicable.

(1) For airplanes that have less than three quarters of the fatigue life threshold ( $\frac{3}{4}N_{th}$ ) as of the effective date of the AD: Perform an NDI for fatigue cracking no earlier than one-half of the threshold ( $\frac{1}{2}N_{th}$ ) but prior to reaching three-quarters of the threshold ( $\frac{3}{4}N_{th}$ ), or within 18 months after the effective date of this AD, whichever occurs later. Inspect again prior to reaching the threshold ( $N_{th}$ ), but no earlier than ( $\frac{3}{4}N_{th}$ ). Thereafter, after passing the threshold ( $N_{th}$ ), repeat the inspection for that PSE at intervals not to exceed  $\Delta NDI/2$ .

(2) For airplanes that have reached or exceeded three-quarters of the fatigue life threshold ( $\frac{3}{4}N_{th}$ ), but less than the threshold ( $N_{th}$ ), as of the effective date of the AD: Perform an NDI prior to reaching the threshold ( $N_{th}$ ), or within 18 months after the effective date of this AD, whichever occurs later. Thereafter, after passing the threshold ( $N_{th}$ ), repeat the inspection for that PSE at intervals not to exceed  $\Delta NDI/2$ .

(3) For airplanes that have reached or exceeded the fatigue life threshold ( $N_{th}$ ) as of the effective date of the AD: Perform an NDI within 18 months after the effective date of this AD. Thereafter, repeat the inspection for that PSE at intervals not to exceed  $\Delta NDI/2$ .

## Discrepant Findings

(c) If any discrepancy (e.g., differences on the airplane from the NDI reference standard, such as PSEs that have been repaired, altered, or modified) is detected during any inspection required by paragraph (b) of this AD, accomplish the action specified in paragraph (c)(1) or (c)(2) of this AD, as applicable.

(1) If a discrepancy is detected during any inspection performed prior to  $\frac{3}{4}N_{th}$  or  $N_{th}$ : The area of the PSE affected by the discrepancy must be inspected prior to  $N_{th}$  per a method approved by the Manager, Los Angeles Aircraft Certification Office (ACO), FAA.

(2) If a discrepancy is detected during any inspection performed after  $N_{th}$ : The area of the PSE affected by the discrepancy must be inspected prior to the accumulation of an additional  $\Delta NDI/2$ , measured from the last non-discrepant inspection finding, per a method approved by the Manager of the Los Angeles ACO.

## Reporting Requirements

(d) All negative, positive, or discrepant (discrepant finding examples are described in paragraph (c) of this AD) findings of the inspections accomplished under paragraph (b) of this AD must be reported to Boeing, at the times specified in, and in accordance with the instructions contained in, Section 3 of Volume I of the SID. 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.

## Corrective Actions

(e) Any cracked structure of a PSE detected during any inspection required by paragraph (b) of this AD must be repaired before further flight in accordance with an FAA-approved method. Accomplish follow-on actions described in paragraphs (e)(1), (e)(2), and (e)(3) of this AD, at the times specified.

(1) Within 18 months after repair, perform a damage tolerance assessment (DTA) that defines the threshold for inspection of the repair and submit the assessment for approval to the Manager of the Los Angeles ACO.

(2) Prior to reaching 75% of the threshold as determined in paragraph (e)(1) of this AD, submit the inspection methods and repetitive inspection intervals for the repair for approval by the Manager of the Los Angeles ACO.

(3) Prior to the threshold as determined in paragraph (e)(1) of this AD, incorporate the inspection method and repetitive inspection intervals into the FAA-approved structural maintenance or inspection program for the airplane.

**Note 1:** For the purposes of this AD, the FAA anticipates that submissions of the damage tolerance assessment of the repair, if acceptable, should be approved within six months after submission.

**Note 2:** Advisory Circular AC 25.1529-1, Instructions for Continued Airworthiness of Structural Repairs on Transport Airplanes, dated August 1, 1991, is considered to be additional guidance concerning the approval of repairs to PSEs.

## **Inspection for Transferred Airplanes**

(f) Before any airplane that has exceeded the fatigue life threshold ( $N_{th}$ ) can be added to an air carrier's operations specifications, a program for the accomplishment of the inspections required by this AD must be established per paragraph (f)(1) or (f)(2) of this AD, as applicable.

(1) For airplanes that have been inspected per this AD, the inspection of each PSE must be accomplished by the new operator per the previous operator's schedule and inspection method, or the new operator's schedule and inspection method, at whichever time would result in the earlier accomplishment date for that PSE inspection. The compliance time for accomplishment of this inspection must be measured from the last inspection accomplished by the previous operator. After each inspection has been performed once, each subsequent inspection must be performed per the new operator's schedule and inspection method.

(2) For airplanes that have not been inspected per this AD, the inspection of each PSE required by this AD must be accomplished either prior to adding the airplane to the air carrier's operations specification, or per a schedule and an inspection method approved by the Manager, Los Angeles ACO. After each inspection has been performed once, each subsequent inspection must be performed per the new operator's schedule.

## **Inspections Accomplished Before the Effective Date of This AD**

(g) Inspections per Boeing Report No. L26-022, "MD-80 Supplemental Inspection Document (SID)," Revision A, dated September 2000, accomplished prior to the effective date of this AD, are acceptable for compliance with the requirements of paragraph (b) of this AD.

## **Acceptable for Compliance**

(h) McDonnell Douglas Report No. MDC 91K0263, "DC-9/MD-80 Aging Aircraft Repair Assessment Program Document," dated July 1997, provides inspection/replacement programs for certain repairs to the fuselage pressure shell. These repairs and inspection/replacement programs are considered acceptable for compliance with the requirements of paragraphs (b) and (e) of this AD for repairs subject to that document.

## **Alternative Methods of Compliance**

(i) In accordance with 14 CFR 39.19, the Manager, Los Angeles ACO, is authorized to approve alternative methods of compliance (AMOCs) for this AD.

### **Incorporation by Reference**

(j) Unless otherwise specified in this AD, the actions shall be done in accordance with Section 3 of Volume I, Revision B, dated March 2003, of Boeing Report No. L26-022, "MD-80 Supplemental Inspection Document (SID)." 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 Boeing Commercial Airplanes, Long Beach Division, 3855 Lakewood Boulevard, Long Beach, California 90846, Attention: Data and Service Management, Dept. C1-L5A (D800-0024). Copies may be inspected at the FAA, Transport Airplane Directorate, 1601 Lind Avenue, SW., Renton, Washington; or at the FAA, Los Angeles Aircraft Certification Office, 3960 Paramount Boulevard, Lakewood, California; or at the National Archives and Records Administration (NARA). For information on the availability of this material at NARA, call (202) 741-6030, or go to: [http://www.archives.gov/federal\\_register/code\\_of\\_federal\\_regulations/ibr\\_locations.html](http://www.archives.gov/federal_register/code_of_federal_regulations/ibr_locations.html).

### **Effective Date**

(k) This amendment becomes effective on July 9, 2004.

Issued in Renton, Washington, on May 5, 2004.

Ali Bahrami,

Acting Manager, Transport Airplane Directorate, Aircraft Certification Service

[FR Doc. 04-12398 Filed 6-3-04; 8:45 am]

BILLING CODE 4910-13-P

## BW 2004-12

### AIRBUS AIRWORTHINESS DIRECTIVE LARGE AIRCRAFT

**2004-11-08 Airbus:** Amendment 39-13654. Docket 2003-NM-111-AD.

**Applicability:** Model A330, A340-200, and A340-300 series airplanes; except for those on which Airbus Modification 50044 has been accomplished in production, certificated in any category.

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

To prevent fatigue failure of the rotary actuator lever for the flaps, which could result in loss of the flap surface and consequent reduced controllability of the airplane, accomplish the following:

#### Replacement

(a) Replace the flap rotary actuators with modified flap rotary actuators in accordance with the Accomplishment Instructions of Airbus Service Bulletin A330-27-3106 (for Model A330 series airplanes) or A340-27-4111 (for Model A340-200 and -300 series airplanes), both Revision 02, both dated February 4, 2004, as applicable. Do the replacement at the earlier of the times specified in paragraphs (a)(1) and (a)(2) of this AD.

(1) Prior to the accumulation of 18,000 total flight cycles.

(2) Within 12 years since the date of issuance of the original Airworthiness Certificate, or within 12 years since the date of issuance of the original Export Certificate of Airworthiness, whichever occurs first.

(b) Replacements accomplished before the effective date of this AD in accordance with Airbus Service Bulletin A330-27-3106 (for Model A330 series airplanes) or A340-27-4111 (for Model A340-200 and -300 series airplanes), both dated February 18, 2003; or Revision 01 of those service bulletins, both dated April 8, 2003; as applicable; are acceptable for compliance with paragraph (a) of this AD.

**Note 1:** Airbus Service Bulletins A330-27-3106 and A340-27-4111, both Revision 02, reference Liebherr-Aerospace Lindenberg GmbH Service Bulletins 697510-27-02 and 697511-27-02, both dated February 21, 2003; and Liebherr-Aerospace Lindenberg GmbH Service Bulletins 697510-27-03 and 697511-27-03, both dated December 5, 2003; as additional sources of service information for accomplishment of the replacement.

#### Alternative Methods of Compliance

(c) In accordance with 14 CFR 39.19, the Manager, International Branch, ANM-116, Transport Airplane Directorate, FAA, is authorized to approve alternative methods of compliance (AMOCs) for this AD.

### **Incorporation by Reference**

(d) Unless otherwise specified in this AD, the actions shall be done in accordance with Airbus Service Bulletin A330-27-3106, Revision 02, dated February 4, 2004; or Airbus Service Bulletin A340-27-4111, Revision 02, dated February 4, 2004; as applicable. 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 Airbus, 1 Rond Point Maurice Bellonte, 31707 Blagnac Cedex, France. Copies may be inspected at the FAA, Transport Airplane Directorate, 1601 Lind Avenue, SW., Renton, Washington; or at the National Archives and Records Administration (NARA). For information on the availability of this material at NARA, call (202) 741-6030, or go to: [http://www.archives.gov/federal\\_register/code\\_of\\_federal\\_regulations/ibr\\_locations.html](http://www.archives.gov/federal_register/code_of_federal_regulations/ibr_locations.html).

**Note 2:** The subject of this AD is addressed in French airworthiness directives 2003-140(B), dated April 2, 2003, and 2003-141(B), dated April 2, 2003.

### **Effective Date**

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

Issued in Renton, Washington, on May 20, 2004.

Ali Bahrami,

Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.

[FR Doc. 04-12572 Filed 6-7-04; 8:45 am]

BILLING CODE 4910-13-P

## BW 2004-12

### FOKKER SERVICES B.V. AIRWORTHINESS DIRECTIVE LARGE AIRCRAFT

**2004-11-09 Fokker Services B.V.:** Amendment 39-13655. Docket 2002-NM-251-AD.

**Applicability:** Model F.28 Mark 0070 series airplanes, serial numbers 11521, and 11528 through 11585 inclusive; certificated in any category.

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

To prevent a short circuit in the electrical power center (EPC), possibly leading to a fire in the main cabin and damage to the airplane, or injury to passengers and flightcrew, accomplish the following:

#### **Inspection, and Reinstallation if Necessary**

(a) Within 6 months after the effective date of this AD, perform a general visual inspection of the 4 contactors having part number 9124-9283 located in the EPC for proper installation of the wires; in accordance with the Accomplishment Instructions of Fokker Service Bulletin SBF100-24-035, dated May 27, 2002.

(1) If the installation is correct, no further action is required by this AD.

(2) If the installation is incorrect, prior to further flight, reinstall the wires in accordance with the Accomplishment Instructions of the service bulletin.

**Note 1:** For the purposes of this AD, a general visual inspection is defined as: "A visual examination of an interior or exterior area, installation, or assembly to detect obvious damage, failure, or irregularity. This level of inspection is made from within touching distance unless otherwise specified. A mirror may be necessary to enhance visual access to all exposed surfaces in the inspection area. This level of inspection is made under normally available lighting conditions such as daylight, hangar lighting, flashlight, or droplight and may require removal or opening of access panels or doors. Stands, ladders, or platforms may be required to gain proximity to the area being checked."

#### **Exception to Service Bulletin Reporting**

(b) Although Fokker Service Bulletin SBF100-24-035, dated May 27, 2002, specifies that all inspection results be reported to Fokker Services B.V., this AD does not include such a requirement.

#### **Alternative Methods of Compliance**

(c) In accordance with 14 CFR 39.19, the Manager, International Branch, ANM-116, FAA, Transport Airplane Directorate, is authorized to approve alternative methods of compliance for this AD.

### **Incorporation by Reference**

(d) The actions shall be done in accordance with Fokker Service Bulletin SBF100-24-035, dated May 27, 2002. This incorporation by reference is 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 Fokker Services B.V., P.O. Box 231, 2150 AE Nieuw-Vennep, the Netherlands. Copies may be inspected at the FAA, Transport Airplane Directorate, 1601 Lind Avenue, SW., Renton, Washington; or at the National Archives and Records Administration (NARA). For information on the availability of this material at NARA, call (202) 741-6030, or go to:

*[http://www.archives.gov/federal\\_register/code\\_of\\_federal\\_regulations/ibr\\_locations.html](http://www.archives.gov/federal_register/code_of_federal_regulations/ibr_locations.html)*.

**Note 2:** The subject of this AD is addressed in Dutch airworthiness directive 2002-112, dated July 31, 2002.

### **Effective Date**

(e) This amendment becomes effective on July 9, 2004.

Issued in Renton, Washington, on May 20, 2004.

Ali Bahrami,

Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.

[FR Doc. 04-12397 Filed 6-3-04; 8:45 am]

BILLING CODE 4910-13-P

## **BW 2004-12**

### **BOEING AIRWORTHINESS DIRECTIVE LARGE AIRCRAFT**

**2004-11-11 Boeing:** Amendment 39-13657. Docket 2002-NM-323-AD.

**Applicability:** Model 737-600, 737-700, 737-700C, 737-800, and 737-900 series airplanes, as listed in Boeing Alert Service Bulletin 737-28A1148, Revision 2, dated December 18, 2003; certificated in any category.

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

To prevent electrical arcing in a fuel leakage zone, which could result in an uncontrolled fire, accomplish the following:

#### **Service Bulletin References**

(a) The term "service bulletin," as used in this AD, means the Accomplishment Instructions of Boeing Alert Service Bulletin 737-28A1148, Revision 2, dated December 18, 2003.

#### **Inspection, Installation, and Corrective Actions**

(b) For airplanes listed in the service bulletin as Groups 1, 2, 3, and 4 on which Boeing Alert Service Bulletin 737-28A1148, dated September 14, 2000, has been accomplished; and for airplanes listed in the service bulletin as Groups 5, 6 and 7: Within six months after the effective date of this AD, install screws and spacers to secure the applicable wire bundles for the aft fuel boost pumps of the main fuel tanks. Perform all actions per the service bulletin.

(c) For airplanes listed in the service bulletin as Groups 1 and 2 on which Boeing Alert Service Bulletin 737-28A1148, dated September 14, 2000, has not been accomplished: Within six months after the effective date of this AD, perform a general visual inspection of the applicable wire bundles for the aft fuel boost pumps of the main fuel tanks for chafing or other damage. Perform any applicable corrective action; and install a new bracket, clamp, and spacers to secure the wire bundles; prior to further flight. Perform all actions per the service bulletin.

(d) For airplanes listed in the service bulletin as Groups 3 and 4 on which Boeing Alert Service Bulletin 737-28A1148, dated September 14, 2000, has not been accomplished: Within six months after the effective date of this AD, perform a general visual inspection of the applicable wire bundles for the aft fuel boost pumps of the main fuel tanks to determine if the wire bundle is secured with a clamp; and perform any related investigative action, and any applicable corrective actions, prior to further flight. Perform all actions per the service bulletin.

**Note 1:** For the purposes of this AD, a general visual inspection is defined as: "A visual examination of an interior or exterior area, installation, or assembly to detect obvious damage, failure, or irregularity. This level of inspection is made from within touching distance unless otherwise specified. A mirror may be necessary to enhance visual access to all exposed surfaces in the inspection area. This level of inspection is made under normally available lighting conditions such as daylight, hangar lighting, flashlight, or droplight and may require removal or opening of access panels or doors. Stands, ladders, or platforms may be required to gain proximity to the area being checked."

### **Actions Accomplished Per Previous Issue of the Service Bulletin**

(e) Actions accomplished before the effective date of this AD per Boeing Alert Service Bulletin 737-28A1148, Revision 1, dated August 22, 2002, are considered acceptable for compliance with the corresponding action specified in this AD.

### **Alternative Methods of Compliance**

(f) In accordance with 14 CFR 39.19, the Manager, Seattle Aircraft Certification Office, FAA, is authorized to approve alternative methods of compliance (AMOCs) for this AD.

### **Incorporation by Reference**

(g) Unless otherwise specified in this AD, the actions shall be done in accordance with Boeing Alert Service Bulletin 737-28A1148, Revision 2, dated December 18, 2003. This incorporation by reference was approved by the Director of the Federal Register in accordance with 5 U.S.C. 552(a) and 1 CFR part 51. Copies may be obtained from Boeing Commercial Airplanes, P.O. Box 3707, Seattle, Washington 98124-2207. Copies may be inspected at the FAA, Transport Airplane Directorate, 1601 Lind Avenue, SW., Renton, Washington; or at the National Archives and Records Administration (NARA). For information on the availability of this material at NARA, call (202) 741-6030, or go to:

*[http://www.archives.gov/federal\\_register/code\\_of\\_federal\\_regulations/ibr\\_locations.html](http://www.archives.gov/federal_register/code_of_federal_regulations/ibr_locations.html)*.

### **Effective Date**

(h) This amendment becomes effective on July 13, 2004.

Issued in Renton, Washington, on May 26, 2004.

Kevin M. Mullin,

Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.

[FR Doc. 04-12571 Filed 6-7-04; 8:45 am]

BILLING CODE 4910-13-P

**BW 2004-12**

**AIRBUS  
AIRWORTHINESS DIRECTIVE  
LARGE AIRCRAFT**

**2004-11-13 Airbus:** Docket No. FAA-2004-17996; Directorate Identifier 2004-NM-100-AD; Amendment 39-13659.

**Effective Date**

(a) This AD becomes effective June 23, 2004.

**Affected ADs**

(b) This AD supersedes AD 2004-07-02, amendment 39-13546.

**Applicability**

(c) This AD applies to all Model A318, A319, A320, and A321 series airplanes, certificated in any category.

**Unsafe Condition**

(d) This AD was prompted by a report that the field of main landing gear (MLG) sliding tubes subject to the identified unsafe condition has expanded. We are issuing this AD to detect and correct cracking in a main landing gear (MLG) sliding tube, which could result in failure of the sliding tube, loss of one axle, and consequent reduced controllability of the airplane.

**Compliance**

(e) You are responsible for having the actions required by this AD performed within the compliance times specified, unless the actions have already been done.

**Restatement of Requirements of AD 2004-07-02**

**Part Number Identification, Detailed Inspection, and Corrective Action**

(f) For airplanes on which the actions required by AD 2004-07-02, amendment 39-13546, have been done before the effective date of this AD: Within 30 days after April 14, 2004 (the effective date of AD 2004-07-02), do a one-time general visual inspection to determine the part number (P/N) and serial number (S/N) of both MLG sliding tubes, per Airbus All Operators Telex (AOT) A320-32A1273, dated February 5, 2004. After the effective date of this AD, only the S/N must be determined and only Airbus AOT A320-32A1273, Revision 01, dated May 6, 2004, may be used; as required by paragraph (g) of this AD.

(1) If both the P/N and S/N of any MLG sliding tube are not listed in the AOT A320-32A1273, dated February 5, 2004: No further action is required by this paragraph for that MLG sliding tube.

(2) If both the P/N and S/N of any MLG sliding tube are listed in the AOT A320-32A1273, dated February 5, 2004: Before further flight, do a detailed inspection of the MLG sliding tube for cracking, per AOT A320-32A1273, dated February 5, 2004, or AOT A320-32A1273, Revision 01, dated May 6, 2004. After the effective date of this AD, do the detailed inspection per AOT A320-32A1273, Revision 01, dated May 6, 2004.

(i) If no cracking is found in any MLG sliding tube: Repeat the detailed inspection thereafter at intervals not to exceed 10 days until the inspection required by paragraph (g)(2)(ii) of this AD is done.

(ii) If any cracking is found in any MLG sliding tube: Before further flight, replace the part with a new or serviceable part per a method approved by either the FAA or the Direction Générale de l'Aviation Civile (or its delegated agent). Chapter 32 of the Airbus A318/A319/A320/A321 Aircraft Maintenance Manual is one approved method. Installation of an MLG sliding tube that does not have both a P/N and an S/N listed in Airbus AOT A320-32A1273, dated February 5, 2004; or an S/N listed in Airbus AOT A320-32A1273, Revision 01, dated May 6, 2004; is terminating action for the repetitive inspections required by paragraph (f)(2)(i) of this AD for that MLG sliding tube only. After the effective date of this AD, only the installation of an MLG sliding tube that does not have an S/N listed in Airbus AOT A320-32A1273, Revision 01, dated May 6, 2004, is terminating action for the repetitive inspections required by paragraph (f)(2)(i) of this AD for that MLG sliding tube only.

**Note 1:** For the purposes of this AD, a general visual inspection is defined as: "A visual examination of an interior or exterior area, installation, or assembly to detect obvious damage, failure, or irregularity. This level of inspection is made from within touching distance unless otherwise specified. A mirror may be necessary to enhance visual access to all exposed surfaces in the inspection area. This level of inspection is made under normally available lighting conditions such as daylight, hangar lighting, flashlight, or droplight and may require removal or opening of access panels or doors. Stands, ladders, or platforms may be required to gain proximity to the area being checked."

**Note 2:** For the purposes of this AD, a detailed inspection is defined as: "An intensive visual examination of a specific structural area, system, installation, or assembly to detect damage, failure, or irregularity. Available lighting is normally supplemented with a direct source of good lighting at intensity deemed appropriate by the inspector. Inspection aids such as mirror, magnifying lenses, etc., may be used. Surface cleaning and elaborate access procedures may be required."

## **New Requirements of This AD**

### **Serial Number Identification**

(g) For all airplanes: Within 30 days after the effective date of this AD, do a one-time general visual inspection to determine the S/N of both MLG sliding tubes, per Airbus AOT A320-32A1273, Revision 01, dated May 6, 2004. Instead of inspecting the MLG sliding tubes, reviewing the airplane maintenance records is acceptable if the S/N of the MLG sliding tubes can be positively determined from that review.

(1) If the S/N of any MLG sliding tube is not listed in AOT A320-32A1273, Revision 01, dated May 6, 2004: No further action is required by this paragraph for that MLG sliding tube.

(2) If the S/N of any MLG sliding tube is listed in AOT A320-32A1273, Revision 01, dated May 6, 2004: Do the actions in paragraph (g)(2)(i) or (g)(2)(ii) of this AD, as applicable.

(i) For any MLG sliding tube that has not been inspected per paragraph (f)(2) of this AD before the effective date of this AD: Before further flight, do a detailed inspection of the MLG sliding tube for cracking, per AOT A320-32A1273, Revision 01, dated May 6, 2004.

(A) If no cracking is found in any MLG sliding tube: Repeat the detailed inspection at intervals not to exceed 10 days.

(B) If any cracking is found in any MLG sliding tube: Before further flight, replace the part with a new or serviceable part per a method approved by either the FAA or the Direction Générale de l'Aviation Civile (or its delegated agent). Chapter 32 of the Airbus A318/A319/A320/A321 Aircraft Maintenance Manual is one approved method. Installing an MLG sliding tube that has an S/N that is not listed in Airbus AOT A320-32A1273, Revision 01, dated May 6, 2004, terminates the repetitive inspections required by paragraph (g)(2)(i) of this AD for that MLG sliding tube only.

(ii) For any MLG sliding tube that has been inspected per paragraph (f)(2) of this AD before the effective date of this AD: Within 10 days since the last inspection required by paragraph (f)(2) of this AD, do the detailed inspection required by paragraph (g)(2)(i) of this AD. Performing this detailed inspection terminates the repetitive inspections required by paragraph (f)(2)(i) of this AD.

### **Submission of Cracked Parts Not Required**

(h) Airbus AOT A320-32A1273, dated February 5, 2004, and AOT A320-32A1273, Revision 01, dated May 6, 2004, specify to send any cracked part to Messier-Dowty. This AD does not include such a requirement.

### **Reporting Requirement**

(i) Prepare a report of any crack found during any detailed inspection required by paragraphs (f)(2)(i) and (g)(2) of this AD. Send the report to Airbus Customer Services, Engineering and Technical Support, Attention: M.Y. Quimiou, SEE33, fax +33+ (0) 5.6193.32.73, at the applicable time specified in paragraph (i)(1) or (i)(2) of this AD. The report must include the MLG sliding pin P/N and S/N, date of inspection, a description of any cracking found, the airplane serial number, and the number of flight cycles on the MLG at the time of inspection. Under the provisions of the Paperwork Reduction Act of 1980 (44 U.S.C. 3501 et seq.), the Office of Management and Budget (OMB) has approved the information collection requirements contained in this AD and has assigned OMB Control Number 2120-0056.

(1) If the inspection is done after April 14, 2004: Submit the report within 30 days after the inspection.

(2) If the inspection was done before April 14, 2004: Submit the report within 30 days after April 14, 2004.

### **Parts Installation**

(j) As of the effective date of this AD, no person may install an MLG sliding tube having an S/N that is listed in Airbus AOT A320-32A1273, Revision 01, dated May 6, 2004, on any airplane, unless the part has been inspected, and any applicable correction done, per paragraph (g)(2)(i) of this AD.

### **Alternative Methods of Compliance (AMOCs)**

(k) The Manager, International Branch, ANM-116, Transport Airplane Directorate, FAA, has the authority to approve AMOCs for this AD, if requested using the procedures found in 14 CFR 39.19.

## **Related Information**

(l) French airworthiness directive UF-2004-065, dated May 11, 2004, also addresses the subject of this AD.

## **Material Incorporated by Reference**

(m) You must use Airbus All Operators Telex A320-32A1273, dated February 5, 2004; and Airbus All Operators Telex A320-32A1273, Revision 01, dated May 6, 2004; as applicable; to perform the actions that are required by this AD, unless the AD specifies otherwise.

(1) The Director of the Federal Register approves the incorporation by reference of Airbus All Operators Telex A320-32A1273, Revision 01, dated May 6, 2004, in accordance with 5 U.S.C. 552(a) and 1 CFR part 51.

(2) On April 14, 2004 (69 FR 16475, March 30, 2004), the Director of the Federal Register approved the incorporation by reference of Airbus All Operators Telex A320-32A1273, dated February 5, 2004.

(3) You can get copies of the documents from Airbus, 1 Rond Point Maurice Bellonte, 31707 Blagnac Cedex, France. You can review copies at the Docket Management Facility, U.S. Department of Transportation, 400 Seventh Street, SW., room PL-401, Nassif Building, Washington, DC; or at the National Archives and Records Administration (NARA). For information on the availability of this material at NARA, call (202) 741-6030, or go to:  
*[http://www.archives.gov/federal\\_register/code\\_of\\_federal\\_regulations/ibr\\_locations.html](http://www.archives.gov/federal_register/code_of_federal_regulations/ibr_locations.html)*.

Issued in Renton, Washington, on May 28, 2004.

Kevin M. Mullin,

Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.

[FR Doc. 04-12678 Filed 6-7-04; 8:45 am]

BILLING CODE 4910-13-P

## **BW 2004-12**

### **AIRBUS AIRWORTHINESS DIRECTIVE LARGE AIRCRAFT**

**2004-12-01 Airbus:** Amendment 39-13660. Docket 2003-NM-183-AD.

**Applicability:** A330-202, -203, -223, and -243 airplanes, and A330-300 series airplanes; certificated in any category; on which Airbus Modification 49404 has not been done.

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

To prevent fatigue cracking, which could result in reduced structural integrity of the fuselage, accomplish the following:

#### **Modification**

(a) Modify the center box junction and upper bent sections of the center fuselage, between frame (FR) 40.3 and FR 45 at stringers 26 through 29, on the left and right sides of the airplane, by doing all the actions per the Accomplishment Instructions of Airbus Service Bulletin A330-53-3126, Revision 01, dated March 19, 2003. Do the modification at the times specified in paragraphs (a)(1) and (a)(2) of this AD.

(1) For Model A330-301, -322, -321, -341, and -342 airplanes: Do the modification at the later of the times specified in paragraphs (a)(1)(i) and (a)(1)(ii) of this AD.

(i) Before the accumulation of 13,500 total flight cycles or 39,200 total flight hours since the date of issuance of the original Airworthiness Certificate or the date of issuance of the original Export Certificate of Airworthiness, whichever is first.

(ii) Within 6 months after the effective date of this AD.

(2) For Model A330-202, -203, -223, -243, -323, and -343 airplanes: Do the modification at the later of the times specified in paragraphs (a)(2)(i) and (a)(2)(ii) of this AD.

(i) Before the accumulation of 11,400 total flight cycles or 33,100 total flight hours since the date of issuance of the original Airworthiness Certificate or the date of issuance of the original Export Certificate of Airworthiness, whichever is first.

(ii) Within 6 months after the effective date of this AD.

#### **Previously Accomplished Actions**

(b) Accomplishment of the modification per Airbus Service Bulletin A330-53-3126, dated October 18, 2002, is considered acceptable for compliance with the modification required by paragraph (a) this AD.

#### **Repair**

(c) If any crack is found during accomplishment of the modification required by paragraph (a) of this AD, and the service bulletin recommends contacting Airbus for appropriate action: Before further flight, repair per a method approved by the Manager, International Branch, ANM-116, FAA, Transport Airplane Directorate; or the Direction Générale de l'Aviation Civile (or its delegated agent).

### **Alternative Methods of Compliance**

(d) In accordance with 14 CFR 39.19, the Manager, International Branch, ANM-116, is authorized to approve alternative methods of compliance for this AD.

### **Incorporation by Reference**

(e) Unless otherwise provided in this AD, the actions shall be done in accordance with Airbus Service Bulletin A330-53-3126, Revision 01, dated March 19, 2003. This incorporation by reference was approved by the Director of the Federal Register in accordance with 5 U.S.C. 552(a) and 1 CFR part 51. Copies may be obtained from Airbus, 1 Rond Point Maurice Bellonte, 31707 Blagnac Cedex, France. Copies may be inspected at the FAA, Transport Airplane Directorate, 1601 Lind Avenue, SW., Renton, Washington; or at the National Archives and Records Administration (NARA). For information on the availability of this material at NARA, call 202-741-6030, or go to: [http://www.archives.gov/federal\\_register/code\\_of\\_federal\\_regulations/ibr\\_locations.html](http://www.archives.gov/federal_register/code_of_federal_regulations/ibr_locations.html).

**Note 1:** The subject of this AD is addressed in French airworthiness directive 2002-528(B), dated October 30, 2002.

### **Effective Date**

(f) This amendment becomes effective on July 14, 2004.

Issued in Renton, Washington, on May 28, 2004.

Kevin M. Mullin,

Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.

[FR Doc. 04-12822 Filed 6-8-04; 8:45 am]

BILLING CODE 4910-13-P

## **BW 2004-12**

### **RAYTHEON AIRCRAFT COMPANY AIRWORTHINESS DIRECTIVE LARGE AIRCRAFT**

**2004-12-02 Raytheon Aircraft Company:** Amendment 39-13661. Docket 2003-NM-244-AD.

**Applicability:** Model BAe.125 series 800A, 800A (C-29A), and 800B airplanes; and Model Hawker 800 airplanes, as listed in Raytheon Service Bulletin SB 24-3588, Revision 1, dated September 2003; certificated in any category.

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

To find and fix chafing and damage to certain wire bundles, which could result in electrical arcing and heat damage in a potential fuel zone and possible fire or explosion in the fuel tank, accomplish the following:

#### **One-Time Inspection/Corrective Action**

(a) Within 125 flight hours or 90 days after the effective date of this AD, whichever is first: Do a one-time detailed inspection for discrepancies of the wire bundles extending from relays `JT' and `KT' on Panel `JA,' and the wire bundle entering pressure bung `DD'; and do any related corrective action; by doing all the actions per Part 3.A. of the Accomplishment Instructions of Raytheon Service Bulletin SB 24-3588, Revision 1, dated September 2003. Do any related corrective action before further flight.

**Note 1:** For the purposes of this AD, a detailed inspection is defined as: "An intensive visual examination of a specific structural area, system, installation, or assembly to detect damage, failure, or irregularity. Available lighting is normally supplemented with a direct source of good lighting at intensity deemed appropriate by the inspector. Inspection aids such as mirror, magnifying lenses, etc., may be used. Surface cleaning and elaborate access procedures may be required."

#### **Inspections/Corrective Action Accomplished Per Previous Issue of Service Bulletin**

(b) Inspections and corrective action accomplished before the effective date of this AD per Raytheon Service Bulletin SB 24-3588, dated February 2003, are considered acceptable for compliance with the corresponding actions specified in this AD.

#### **Alternative Methods of Compliance**

(c) In accordance with 14 CFR 39.19, the Manager, Wichita Aircraft Certification Office, FAA, is authorized to approve alternative methods of compliance (AMOCs) for this AD.

### **Incorporation by Reference**

(d) Unless otherwise provided in this AD, the actions shall be done in accordance with Raytheon Service Bulletin SB 24-3588, Revision 1, dated September 2003. This incorporation by reference was approved by the Director of the Federal Register in accordance with 5 U.S.C. 552(a) and 1 CFR part 51. Copies may be obtained from Raytheon Aircraft Company, Department 62, P.O. Box 85, Wichita, Kansas 67201-0085. Copies may be inspected at the FAA, Transport Airplane Directorate, 1601 Lind Avenue, SW., Renton, Washington; or at the FAA, Wichita Aircraft Certification Office, 1801 Airport Road, Room 100, Mid-Continent Airport, Wichita, Kansas; or at the National Archives and Records Administration (NARA). For information on the availability of this material at NARA, call (202) 741-6030, or go to:

*[http://www.archives.gov/federal\\_register/code\\_of\\_federal\\_regulations/ibr\\_locations.html](http://www.archives.gov/federal_register/code_of_federal_regulations/ibr_locations.html)*.

### **Effective Date**

(e) This amendment becomes effective on July 14, 2004.

Issued in Renton, Washington, on May 28, 2004.

Kevin M. Mullin,

Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.

[FR Doc. 04-12821 Filed 6-8-04; 8:45 am]

BILLING CODE 4910-13-P

**BW 2004-12**

**AIRBUS  
AIRWORTHINESS DIRECTIVE  
LARGE AIRCRAFT**

**2004-12-04 Airbus:** Amendment 39-13663. Docket 2002-NM-337-AD.

**Applicability:** Model A300 B2 and A300 B4 series airplanes, except those on which Airbus Modification 12447 has been accomplished; certificated in any category.

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

To prevent fluid from entering the 107VU electronics rack, which could result in the loss of electrical power during flight, and consequent reduced controllability of the airplane, accomplish the following:

**Modification**

(a) Within 12 months after the effective date of this AD, modify the 107VU electronics rack in accordance with the Accomplishment Instructions of Airbus Service Bulletin A300-24-0098, dated June 13, 2002.

**Alternative Methods of Compliance**

(b) In accordance with 14 CFR 39.19, the Manager, International Branch, ANM-116, FAA, Transport Airplane Directorate, is authorized to approve alternative methods of compliance for this AD.

**Incorporation by Reference**

(c) The actions shall be done in accordance with Airbus Service Bulletin A300-24-0098, dated June 13, 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 Airbus, 1 Rond Point Maurice Bellonte, 31707 Blagnac Cedex, France. Copies may be inspected at the FAA, Transport Airplane Directorate, 1601 Lind Avenue, SW., Renton, Washington; or at the National Archives and Records Administration (NARA). For information on the availability of this material at NARA, call (202) 741-6030, or go to:  
*[http://www.archives.gov/federal\\_register/code\\_of\\_federal\\_regulations/ibr\\_locations.html](http://www.archives.gov/federal_register/code_of_federal_regulations/ibr_locations.html)*.

**Note 1:** The subject of this AD is addressed in French airworthiness directive 2002-579(B) R1, dated February 19, 2003.

**Effective Date**

(d) This amendment becomes effective on July 14, 2004.

Issued in Renton, Washington, on May 28, 2004.

Kevin M. Mullin,  
Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.  
[FR Doc. 04-12819 Filed 6-8-04; 8:45 am]  
BILLING CODE 4910-13-P

**BW 2004-12**

**BAE SYSTEMS (OPERATIONS) LIMITED  
AIRWORTHINESS DIRECTIVE  
LARGE AIRCRAFT**

**2004-12-05 BAE Systems (Operations) Limited (Formerly British Aerospace Regional Aircraft):** Amendment 39-13664. Docket 2003-NM-94-AD.

**Applicability:** All Model BAe 146 series airplanes, certificated in any category.

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

To prevent impairment of the operational skills and abilities of the flightcrew caused by the inhalation of agents released from oil or oil breakdown products, which could result in reduced controllability of the airplane, accomplish the following:

**Repetitive Inspections and Corrective Action**

(a) Within 120 days or 500 flight cycles after the effective date of this AD, whichever is first: Do a detailed inspection of the inside of each of the four air conditioning sound-attenuating ducts for the presence of oil contamination, and corrective actions as applicable. Do all of the applicable actions per BAE Systems (Operations) Limited Inspection Service Bulletin ISB.21-156, dated October 31, 2002. Any corrective action must be done before further flight. Repeat the inspection thereafter at intervals not to exceed 4,000 flight cycles.

**Note 1:** For the purposes of this AD, a detailed inspection is defined as: "An intensive visual examination of a specific structural area, system, installation, or assembly to detect damage, failure, or irregularity. Available lighting is normally supplemented with a direct source of good lighting at intensity deemed appropriate by the inspector. Inspection aids such as mirror, magnifying lenses, etc., may be used. Surface cleaning and elaborate access procedures may be required."

**Submission of Information Not Required**

(b) Although the service bulletin specifies to report inspection results to the manufacturer, this AD does not include such a requirement.

**Alternative Methods of Compliance**

(c) In accordance with 14 CFR 39.19, the Manager, International Branch, ANM-116, FAA, Transport Airplane Directorate, is authorized to approve alternative methods of compliance for this AD.

### **Incorporation by Reference**

(d) The actions shall be done in accordance with BAE Systems (Operations) Limited Inspection Service Bulletin ISB.21-156, dated October 31, 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 British Aerospace Regional Aircraft American Support, 13850 Mclearen Road, Herndon, Virginia 20171. Copies may be inspected at the FAA, Transport Airplane Directorate, 1601 Lind Avenue, SW., Renton, Washington; or at the National Archives and Records Administration (NARA). For information on the availability of this material at NARA, call (202) 741-6030, or go to: [http://www.archives.gov/federal\\_register/code\\_of\\_federal\\_regulations/ibr\\_locations.html](http://www.archives.gov/federal_register/code_of_federal_regulations/ibr_locations.html).

**Note 2:** The subject of this AD is addressed in British airworthiness directive 003-10-2002.

### **Effective Date**

(e) This amendment becomes effective on July 14, 2004.

Issued in Renton, Washington, on May 28, 2004.

Kevin M. Mullin,  
Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.  
[FR Doc. 04-12818 Filed 6-8-04; 8:45 am]  
BILLING CODE 4910-13-P