

**Part Installation**

(e) As of the effective date of this AD, only fuel crossflow tubes having P/N 6026020-005 shall be installed on any airplane.

**Alternative Methods of Compliance**

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

**Incorporation by Reference**

(g) Unless otherwise specified by this AD, the actions shall be done in accordance with Bombardier Alert Service Bulletin A60-28-3, Revision 2, dated October 26, 1998; and Bombardier Service Bulletin 60-28-4, Revision 2, dated August 22, 2001; 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 Learjet, Inc., One Learjet Way, Wichita, Kansas 67209-2942. 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 Office of the Federal Register, 800 North Capitol Street, NW., suite 700, Washington, DC.

**Effective Date**

(h) This amendment becomes effective on November 3, 2003.

Issued in Renton, Washington, on September 16, 2003.

**Ali Bahrami,**

*Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.*

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**DEPARTMENT OF TRANSPORTATION****Federal Aviation Administration****14 CFR Part 39**

[Docket No. 2003-NM-206-AD; Amendment 39-13319; AD 2003-20-01]

**RIN 2120-AA64**

**Airworthiness Directives; Airbus Model A300 B4-600, B4-600R, and F4-600R (Collectively Called A300-600) Series Airplanes, and Airbus Model A310 Series Airplanes**

**AGENCY:** Federal Aviation Administration, DOT.

**ACTION:** Final rule; request for comments.

**SUMMARY:** This amendment supersedes an existing airworthiness directive (AD), applicable to certain Airbus Model A300 B4-600, B4-600R, and F4-600R (collectively called A300-600) series airplanes, and Airbus Model A310 series airplanes, that currently requires

replacement of Honeywell inertial reference units (IRU) with new or modified Honeywell IRUs. For certain airplanes, that existing AD also requires replacement of Litton IRUs, mode selector units (MSU), and an inertial sensor display unit (ISDU) with new Honeywell IRUs, MSUs, and a new ISDU. This amendment removes the requirement to replace the Litton IRUs, MSUs, and ISDU with Honeywell IRUs, MSUs, and ISDU. This amendment also allows the use of certain Honeywell IRUs as spare parts until the final compliance date of this AD. The actions specified in this AD are intended to prevent loss of positioning data and a display of incorrect attitude data, which could compromise the ability of the flightcrew to maintain the safe flight and landing of the airplane. This action is intended to address the identified unsafe condition.

**DATES:** Effective September 29, 2003.

The incorporation by reference of certain publications listed in the regulations was approved previously by the Director of the Federal Register as of September 22, 2003 (68 FR 49340, August 18, 2003).

Comments for inclusion in the Rules Docket must be received on or before October 29, 2003.

**ADDRESSES:** Submit comments in triplicate to the Federal Aviation Administration (FAA), Transport Airplane Directorate, ANM-114, Attention: Rules Docket No. 2003-NM-206-AD, 1601 Lind Avenue, SW., Renton, Washington 98055-4056. Comments may be inspected at this location between 9 a.m. and 3 p.m., Monday through Friday, except Federal holidays. Comments may be submitted via fax to (425) 227-1232. Comments may also be sent via the Internet using the following address: [9-anm-iarcomment@faa.gov](mailto:9-anm-iarcomment@faa.gov). Comments sent via fax or the Internet must contain "Docket No. 2003-NM-206-AD" in the subject line and need not be submitted in triplicate. Comments sent via the Internet as attached electronic files must be formatted in Microsoft Word 97 or 2000 or ASCII text.

The service information referenced in this AD may be obtained from Airbus Industrie, 1 Rond Point Maurice Bellonte, 31707 Blagnac Cedex, France. This information may be examined at the FAA, Transport Airplane Directorate, 1601 Lind Avenue, SW., Renton, Washington; or at the Office of the Federal Register, 800 North Capitol Street, NW., suite 700, Washington, DC.

**FOR FURTHER INFORMATION CONTACT:**

Anthony Jopling, Program Manager, International Branch, ANM-116, FAA,

Transport Airplane Directorate, 1601 Lind Avenue, SW., Renton, Washington 98055-4056; telephone (425) 227-2190; fax (425) 227-1149.

**SUPPLEMENTARY INFORMATION:** On August 6, 2003, the FAA issued AD 2003-16-15, amendment 39-13268 (68 FR 49340, August 18, 2003), applicable to certain Airbus Model A300 B4-600, B4-600R, and F4-600R (collectively called A300-600) series airplanes, and Airbus Model A310 series airplanes. That AD requires replacement of Honeywell inertial reference units (IRU) with new or modified Honeywell IRUs. For certain airplanes, that AD also requires replacement of Litton IRUs, mode selector units (MSU), and an inertial sensor display unit (ISDU) with new Honeywell IRUs, MSUs, and a new ISDU. That action was prompted by notification from the Direction Générale de l'Aviation Civile (DGAC), which is the airworthiness authority for France, that an operator reported loss of positioning data and the display of incorrect attitude data shortly after take-off because the airplane was moved on the ground before the IRU alignment procedure had been completed. The actions required by that AD are intended to prevent loss of positioning data and a display of incorrect attitude data.

**Related Rulemaking**

It should be noted that the FAA previously issued AD 2001-13-24, amendment 39-12306 (66 FR 35532, July 6, 2001), applicable to certain Airbus Model A300-600 and A310 series airplanes. The DGAC notified the FAA that an unsafe condition may exist on certain Airbus Model A310 series airplanes and certain Airbus Model A300-600 series airplanes with certain Honeywell IRUs. The DGAC advised that an operator reported the loss of positioning data and the display of incorrect attitude data shortly after take-off, because the aircraft had been moved on the ground before the end of the IRU alignment procedure. This condition, if not corrected, could result in the loss of positioning data and a display of incorrect attitude data, which could compromise the ability of the flightcrew to maintain the safe flight and landing of the airplane. AD 2001-13-24 requires revisions to the Normal Procedures section of the airplane flight manual to prohibit movement of the airplane during IRU alignment and to provide instructions to the flightcrew to check the navigational display system to ensure correct display of all primary attitude and heading information prior