



**FEDERAL AVIATION ADMINISTRATION  
AIRWORTHINESS DIRECTIVES  
LARGE AIRCRAFT**

**BIWEEKLY 2005-12**

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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 2005-01</b>			
2004-22-25	COR	Boeing	767-200, -300, and -300F Series
2004-23-06	COR	Boeing	757-200, -200PF, -200CB, and 757-300 Series
2004-24-06		SAAB Aircraft AB	SAAB SF340A and SAAB 340B Series
2004-25-01		Gulfstream Aerospace LP	Gulfstream 100, Astra SPX, and 1125 Westwind Astra Series
2004-25-02		Airbus	A320-111, -211, -212, and -231 Series
2004-25-03	S 99-01-17	Airbus	A320-111, -211, -212, and -231 Series
2004-25-12	COR	EMBRAER	EMB-135 and -145 Series
2004-26-03	S 2001-23-02	Rolls-Royce plc	Engine: RB211-535E4-37, RB211-535E4-B-37, RB211-535C-37, RB211-535E4-B-75, RB211-535E4-C, and RB211-22B-02 Turbofan
2004-26-04	S 99-22-14	Pratt & Whitney	Engine: JT8D-209, -217, -217A, -217C, and -219 Turbofan
2004-26-05	S 97-07-04	Rolls-Royce plc	Engine: RB211-524B-02, -524B2, -524B3, -524B4, -524C2, -524D4, RB211-524G, and -524H Series
2004-26-06		Boeing	767-300 and 767-300F Series
2004-26-07		Airbus	A318-111, -112, A319-111, -112, -113, -114, -115, -131, -132, -133, A320-111, -211, -212, -214, -231, -232, -233, A321-111, -112, -131, -211, and -231 Series
2004-26-08		Bombardier, Inc.	CL-215-6B11 (CL215T Variant) and CL-215-6B11 (CL415 Variant) Series
2004-26-10	S 2004-05-22	Rolls-Royce Deutschland (RRD)	Tay 611-8, Tay 620-15, Tay 620-15/20, Tay 650-15, Tay 650-15/10, and Tay 651-54 Turbofan
2004-26-12		EMBRAER	ERJ 170 Series
2005-01-01	S 2002-04-10	Airbus	A319 and A320-200 Series
2005-01-02		Lockheed	1329-23A, -23D, -23E, and 1329-25 Series
2005-01-03		Boeing	747-100, -100B, -100B SUD, -200B, -200C, -200F, -300, 747SP and 747SR Series
2005-01-04	S 98-15-13	Raytheon Aircraft Company	65-90, 65-A90, B90, C90, C90A, C90B, E90, F90, H90, 100, A100, A100-1 (RU-21J), B100, 200, 200C, 200CT, 200T, A200, A200C, A200CT, B200, B200C, B200CT, B200T, 300, B300, B300C, 99, 99A, A99, A99A, B99, C99
2005-01-05	S 2004-09-15	EMBRAER	EMB-135 and EMB-145 Series
2005-01-06		Airbus	A310-203, -204, -221, -222, -304, -322, -324, and -325 Series
2005-01-07		Boeing	747-100 and -200B Series
2005-01-08		Airbus	A310, A300 B4-600, B4-600R, F4-600R, and C4 605R Variant F (Collectively Called A300-600), Series
2005-01-09		Boeing	747-100, -200B, -200F, -200C, -100B, -300, -100B SUD, -400, -400D, -400F, and 747SR Series
<b>Biweekly 2005-02</b>			
94-01-10 R2	R	Boeing	757-200 and -200PF Series
98-20-38 R1	R	Raytheon Aircraft Company	Beech 200 (A100-1 (U-21J)), Beech 200C, Beech 200CT, Beech 200T, Beech A200 (C-12A) or (C-12C), Beech A200C (UC-12B), Beech A200CT (C-12D), (FWC-12D), (RC-12D), (C-12F), (RC-12G), (RC-12H), (RC-12K), or (RC-12P), B200CT, and B200T
2005-01-12		Boeing	757-200, -200PF, and -200CB Series
2005-01-13		Boeing	767-300 Series
2005-01-15	S 2002-11-08	Rolls-Royce plc	Engine: RB211 Trent 875, 877, 884, 884B, 892, 892B, and 895 Series Turbofan
2005-01-16	S 2001-16-05	Rolls-Royce plc	Engine: RB211 Trent 768-60, Trent 772-60, and Trent 772B-60 Turbofan
2005-01-18	S 93-25-07	Raytheon Aircraft Company	A100-1 (U-21J), 200, B200, A200 (C-12A), A200 (C-12C), A200C (UC-12B), A200CT (C-12D), A200CT (FWC-12D), A200CT (RC-12D), A200CT (C-12F), A200CT (RC-12G), A200CT (RC-12H), A200CT (RC-12K), A200CT (RC-12P), A200CT (RC-12K), 200C, B200C, 200CT, 200T, B200C (C-12F), B200C (UC-12F), B200C (UC-12M), B200CT, 300, B300, B300C, and B300C
2005-01-19	S 2004-10-15	GARMIN International Inc.	Appliance: GTX 33, GTX 33D, GTX 330, and GTX 330D Mode S Transponders

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Info: E - Emergency; COR - Correction; S - Supersedes; R - Revision; FR - Final Rule of Emergency			
<b>Biweekly 2005-03</b>			
2004-26-04	COR S 99-22-14	Pratt & Whitney	Engine: JT8D-209, -217, -217A, -217C, and -219 Turbofan
2004-26-10	COR S 2004-05-22	Rolls-Royce Deutschland (RRD)	Engine: Tay 611-8, Tay 620-15, Tay 620-15/20, Tay 650-15, Tay 650-15/10, and Tay 651-54 Turbofan
2005-01-04	COR S 98-15-13	Raytheon Aircraft Company	65-90, 65-A90, B90, C90, C90A, E90, F90, H90, 100, A100, A100-1 (RU-21J), B100, 200, 200C, 200CT, 200T, A200, A200C, A200CT, B200, B200C, B200CT, B200T, 300, B300, B300C, 99, 99A, A99, A99A, B99, and C99
2005-01-18	COR S 93-25-07	Raytheon Aircraft Company	A100-1 (U-21J), 200, B200, A200 (C-12A), A200 (C-12C), A200C (UC-12B), A200CT (C-12D), A200CT (FWC-12D), A200CT (RC-12D), A200CT (C-12F), A200CT (RC-12G), A200CT (RC-12H), A200CT (RC-12K), A200CT (RC-12P), A200CT (RC-12K), 200C, B200C, 200CT, B200CT, 200T, B200T, B200C (C-12F), B200C (UC-12F), B200C (UC-12M), 300, B300, and B300C
2005-02-02		Boeing	767-200, -300, and -300F Series
2005-02-03	S 99-27-01	Pratt & Whitney	Engine: JT8D-209, -217, -217A, -217C, and -219 Series Turbofan
2005-02-04		McDonnell Douglas	MD-10-10F, MD-10-30F, MD-11F, DC-10-10F, and DC-10-30F
2005-02-05	S 2003-12-15	Rolls-Royce plc	Engine: RB211-535E4-37, RB211-535E4-B-37, and RB211-535E4-B-75 Series Turbofan
2005-02-06		McDonnell Douglas	MD-11 and MD-11F
2005-02-07		EMBRAER	EMB-135BJ Series
2005-02-08		McDonnell Douglas	MD-11 and MD-11F
2005-02-09		Airbus	A319, A320, and A321 Series
2005-02-10		Boeing	757 Series
2005-03-01		Boeing	747 Series
2005-03-02		Boeing	737-300, -400, -500, 757-200, and -200CB Series
2005-03-03	S 2002-08-07	Boeing	767-200, -300, and -300F Series
2005-03-05	R 2003-04-10	McDonnell Douglas	MD-90-30
<b>Biweekly 2005-04</b>			
2005-01-04	COR S 98-15-13	Raytheon Aircraft Company	65-90, 65-A90, B90, C90, C90A, E90, F90, H90, 100, A100, A100-1 (RU-21J), B100, 200, 200C, 200CT, 200T, A200, A200C, A200CT, B200, B200C, B200CT, B200T, 300, B300, B300C, 99, 99A, A99, A99A, B99, C99
2005-03-06	S 2003-05-04	Rolls-Royce Deutschland Ltd. & Co KG	Engine: Tay 611-8, 620-15, 650-15, and 651-54 Turbofan
2005-03-11	COR S 2004-05-10	Boeing	767-200 and -300 Series
2005-03-12	COR	Airbus	A340-200 and A340-300 Series
2005-03-13		Bombardier, Inc.	CL-600-2B19 (Regional Jet Series 100 & 440)
2005-03-14	COR S 2001-22-02	Airbus	A300 B2 and B4 Series
2005-03-15		BAE Systems (Operations) Ltd	BAe 146 and Avro 146-RJ Series
2005-03-16		Raytheon Aircraft Company	DH.125, HS.125, BH.125, BAe.125 Series 800A (C-29A and U-125) and 800B, Hawker 800 (including variant U-125A), and 800XP
2005-04-01		Boeing	707-E3A (Military), -100, -100B, -300, -300B (-320B Variant), -300C, 720, 720B, 737-100, -200, -200C, -300, -400, -500, 747-100, -100B, -100B SUD, -200B, -200C, -200F, -300, -400, -400D, -400F, 747SP, 747SR, 747-400, and -400F Series
2005-04-02		Dassault Aviation	Falcon 10 Series
2005-04-03		Boeing	747-400, -400D, and -400F Series
2005-04-04		SAAB Aircraft AB	SAAB SF340A and SAAB 340B Series
2005-04-05		Embraer	EMB-135 and -145 Series
2005-04-06		Gulfstream Aerospace Corp.	GV-SP Series
2005-04-07		Bombardier, Inc.	CL-600-2B19 (Regional Jet Series 100 & 440), CL-600-1A11 (CL-600), CL-600-2A12 (CL-601), and CL-600-2B16 (CL-601-3A, CL-601-3R, & CL-604) Series
2005-04-51	E	Boeing	747-100B SUD, -200C, -200F, -300, and 747-200B Series

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<b>Biweekly 2005-05</b>			
2004-22-07	COR	General Electric Company	Engine: (GE) CF6-80C2A1, -80C2A2, -80C2A3, -80C2A5, -80C2A5F, -80C2A8, -80C2B1, -80C2B1F, -80C2B2, -80C2B2F, -80C2B4, -80C2B4F, -80C2B5F, -80C2B6, -80C2B6F, -80C2B6FA, -80C2B7F, -80C2B8F, and -80C2D1F turbofan
2005-04-08		Hartzell Propeller Inc.	Propeller: HC-B3TN-5( )/T10282( )
2005-04-11		Airbus	A300 B2 and B4 series airplanes; A300 B4-600, B4-600R, and F4-600R series airplanes, and Model C4-605R Variant F airplanes (collectively called A300-600); and A310 series
2005-04-12		SAAB Aircraft AB	SAAB SF340A
2005-04-13		Short Brothers PLC	SD3-60 series
2005-04-14		Boeing	757-200, 757-200CB, and 757-200PF series
2005-04-15		Dassault Aviation	Falcon 2000EX and Falcon 900EX series
2005-04-51	E	Boeing	747-100B SUD, -200C, -200F, -300 series and Boeing Model 747-200B series
2005-05-01		Boeing	757-200, -200CB, and -200PF series airplanes; and 757-300 series
2005-05-02		McDonnell Douglas	MD-90-30
2005-05-03		BAE Systems	BAe 146 and Avro 146-RJ series
2005-05-04		Aerospatiale	ATR 42-200, -300, and -320 series
<b>Biweekly 2005-06</b>			
2005-03-11	COR S 2004-05-10	Boeing	767-200 and -300 series
2005-03-12	COR	Airbus	A330 series airplanes; and Model A340-200 and A340-300 series
2005-05-05		Airbus	A300 B4-600, B4-600R, and F4-600R series airplanes; and C4-605R Variant F airplanes (collectively called A300-600). A310 series
2005-05-06	S 2003-15-09	Rolls-Royce plc	Engine: RB211 Trent 768-60, Trent 772-60, and Trent 772B-60 turbofan engines
2005-05-07		Boeing	747-100, -100B, -100B SUD, -200B, -200C, -200F, and -300 series airplanes; and Model 747SP and 747SR series
2005-05-08		Boeing	747-100B SUD, -300, -400, and -400D series
2005-05-09		EMBRAER	EMB-135 and -145 series
2005-05-10		BAE Systems Operations	BAe 146 series
2005-05-11		Fairchild Dornier GmbH	328-300 series
2005-05-12		BAE Systems Operations	Model 4101
2005-05-13	S 2002-10-07	Pratt & Whitney	Engine: JT9D-59A, -70A, -7Q, and -7Q3 turbofan
2005-05-15		Honeywell International Inc.	Engine: TFE731-2 and -2C series, and TFE731-3, -3A, -3AR, -3B, -3BR, and -3R series turbofan
2005-05-16		Airbus	A300 B4-622R and A300 F4-622R
2005-05-17		Boeing	737-300, -400, and -500 series
2005-05-18		Boeing	737-600, -700, -700C, -800, and -900 series
2005-05-19	COR S 2002-24-05	Boeing	727, 727C, 727-100, -100C, -200, and -200F series
2005-06-02		Boeing	757-200 series
2005-06-03		McDonnell Douglas	MD-90-30
2005-06-04	S 2004-05-12R1	Bombardier, Inc (Formerly Canadair)	CL-600-2B19 (Regional Jet Series 100 & 440)
2005-06-05		McDonnell Douglas	DC-8
2005-06-06		Airbus	A319, A320, and A321 series

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<b>Biweekly 2005-07</b>			
2005-06-07	S 99-18-19	General Electric	Engine: CF6-80A1/A3 and CF6-80C2A series turbofan
2005-06-08		Airbus	A330, A340-200, and A340-300 series
2005-06-09		Boeing	747-200B, 747-200C, 747-200F, 747-300, and 747SR series airplanes
2005-06-10		Boeing	767-200, -300, and -300F series
2005-06-11	S 2000-04-17	Boeing	747-100, -100B, -100B SUD, -200B, and -300 series airplanes; and Model 747SR and 747SP series
2005-06-12	S 2002-18-04	Boeing	747-100, 747-100B, 747-100B SUD, 747-200B, 747-300, 747SP, and 747SR series
2005-06-14	COR S 99-17-12	BAE Systems Operations	BAe 146 and Avro 146-RJ series
2005-07-02		Boeing	777-200 and -300 series
2005-07-03		McDonnell Douglas	DC-9-11, DC-9-12, DC-9-13, DC-9-14, DC-9-15, and 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, and DC-9-34F, DC-9-32F (C-9A, C-9B), DC-9-41, DC-9-51, DC-9-81 (MD-81), and DC-9-82 (MD-82)
2005-07-04		Airbus	A330, A340-200, and A340-300 series
2005-07-05		General Electric	Engine: CF6-45A, CF6-50A, CF6-50C, and CF6-50E series turbofan
2005-07-06	S 2003-26-05	General Electric	Engine: CF34-8C1 series and CF34-8C5 series turbofan
2005-07-07		Airbus	A310 Series Airplanes; and Model A300 B4-600, B4-600R, and F4-600R series airplanes, and Model C4 605R Variant F airplanes (collectively called A300-600)
2005-07-08		Boeing	757-200 and -200PF series
2005-07-10	S 2004-13-03	Rolls-Royce (1971) Limited, Bristol Engine Division	Engine: Viper Mk.601-22 turbojet
<b>Biweekly 2005-08</b>			
83-08-01 R2	R, S 83-08-01 R1	Hartzell Propeller Inc.	Propeller: HC-B3TN-2, HC-B3TN-3, HC-B3TN-5, HC-B4TN-3, HC-B4TN-5, HC-B4MN-5, and HC-B5MP-3 turbopropellers
2005-06-14	COR S 99-17-12	BAE Systems Operations	BAe 146 and Avro 146-RJ series
2005-07-09	S 2004-04-04	General Electric Company	Engine: CF34-8E series turbofan
2005-07-12		Boeing	737-100, -200, -200C, -300, -400, and -500 series
2005-07-13		Boeing	767-300 series and 767-400ER series
2005-07-14		Airbus	A318, A319, A320, and A321 series
2005-07-15		Bombardier, Inc.	CL-600-2B19 (Regional Jet Series 100 and 440)
2005-07-16		Boeing	767-400ER series and Model 777-200 and -300 series
2005-07-17		Bombardier, Inc.	DHC-8-102, -103, -106, -201, -202, -301, -311, and -315
2005-07-18		McDonnell Douglas	DC-9-15F and Model DC-9-11, DC-9-12, DC-9-13, 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, and DC-9-51
2005-07-19		Boeing	737-100, -200, -200C, -300, -400, and -500 series
2005-07-20		Boeing	737-600, -700, -800, and -900 series
2005-07-21	S 98-09-17	Boeing	747-200F and -200C series
2005-07-22		EMBRAER	ERJ 170 series
2005-07-23		Dassault	Falcon 10 series
2005-07-24		Boeing	777-200 and -300 series
2005-07-25	S 2000-18-07	Airbus	A300 B2 and B4 series; A300 B4-600, A300 B4-600R, A300 C4-605R Variant F, and A300 F4-600R (collectively called A300-600) series, and A310 series
2005-07-26		Saab Aircraft AB	SAAB 2000 series
2005-07-27	S 2000-18-04	Aviointeriors S.p.A.	Appliance: 312 seats
2005-08-01	S 91-11-01 and 2005-04-51	Boeing	747-100, -100B, -100B SUD, -200B, -200C, -200F, and -300 series; and 747SP and 747SR series
2005-08-02	S 2000-19-02	EMBRAER	EMB-135 and -145 series
2005-08-03		Cessna	680
2005-08-04		General Electric Company (GE)	Engine: CF6-45 and CF6-50 series turbofan

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<b>Biweekly 2005-09</b>			
2005-05-17	COR	Boeing	737-300, -400, and -500 series
2005-08-05		BAE Systems (Operations) Limited	4101
2005-08-08	S 2001-25-01	McDonnell Douglas	DC-8-33, DC-8-43, DC-8-51, DC-8-52, DC-8-53, DC-8F-54, DC-8-55, DC-8F-55, DC-8-61, DC-8-61F, DC-8-62, DC-8-62F, DC-8-63, DC-8-63F, DC-8-71, DC-8-71F, DC-8-72, DC-8-72F, DC-8-73, and DC-8-73F
2005-08-09		Boeing	747-200B, -200C, -200F, and -400F series
2005-08-10		Boeing	737-600, -700, and -800 series
2005-08-11		Saab Aircraft AB	SAAB SF340A series and SAAB 340B series
2005-08-15	S 2001-17-24	Boeing	707-100 long body, -200, -100B long body, and -100B short body series; 707-300, -300B, -300C, and -400 series; and 720 and 720B series
2005-08-16		BAE Systems (Operations) Limited	Avro 146-RJ series
2005-09-01		Cessna Aircraft Company	750
2005-09-02	S 2004-25-23	Boeing	747 series
2005-09-03		Raytheon Aircraft Company	Hawker 800XP
2005-09-04	S 99-13-07	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
<b>Biweekly 2005-10</b>			
2004-25-16 R1	R, 2004-25-16	Kelly Aerospace Power Systems	Appliance: Fuel Regulator Shutoff Valves
2005-06-07	C, S, 99-18-19	General Electric Company	Engine: CF6-80A1/A3 and CF6-80C2A Turbofan Series
2005-07-13	C	Boeing	767-300 and 400ER Series
2005-09-08	S, 2003-04-10 and 2005-03-05	McDonnell Douglas	MD-90-30
2005-10-01		Airbus	A310 Series
2005-10-02		Fairchild Dornier GMBH	328-300 Series
2005-10-03		Boeing	777-200 and 777-300 Series
2005-10-04		Airbus	A319, A320, and A321 Series
2005-10-05		CFM International	Engine: CFM56-5, 5B, and 5C Turbofan Series
2005-10-06		Fairchild Dornier GMBH	328-300 Series
<b>Biweekly 2005-11</b>			
2005-09-02	COR, S 2004-25-23	Boeing	747 Series
2005-10-07		Fokker	F.28 Series
2005-10-08		Bombardier, Inc.	DHC-8-102, -103, -106, -201, -202, -301, -311, and -315
2005-10-09	S 98-20-11	Saab	SF340A and 340B Series
2005-10-10		Bombardier, Inc.	CL-600-2B19 (Regional Jet Series 100 & 440)
2005-10-11	S 2001-14-06	Boeing	737-300, -400, and -500 Series
2005-10-15		Airbus	A300 B4-600, B4-600R, and F4-600R series and C4-605R Variant F (collectively called A300-600 series airplanes) and A310 series
2005-10-16		General Electric Company	Engine: CF6-80E1 Series Turbofan
2005-10-17		Boeing	777-200 and -300 Series
2005-10-18	S 98-26-13	Boeing	747-100, -100B, -100B SUD, -200B, -200C, -300, -400, and -400D series and 747SR series
2005-10-19		Boeing	747-100, 747-100B, 747-200B, 747-300, 747SR, and 747SP series and 747-400 and 747-400D series
2005-10-20		Boeing	777-200 Series
2005-10-21	S 90-09-09	Boeing	747 Series
2005-10-22		Boeing	747-200C and 747-200F Series
2005-11-02	S 2001-09-13	Boeing	767-200, -300, and -300F series
2005-11-03		McDonnell Douglas	717-200
2005-11-04		Bombardier, Inc.	CL-600-1A11 (CL-600), CL-600-2A12 (CL-601), and CL-600-2B16 (CL-601-3A, CL-601-3R, and CL-604)

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Info: E - Emergency; COR - Correction; S - Supersedes; R - Revision; FR - Final Rule of Emergency

**Biweekly 2005-12**

2005-03-14	COR, Sup. 2001-22-02	Airbus	A300 B2 and B4 series
2005-07-05	COR	General Electric Company	Engine: (GE) CF6-45A, CF6-50A, CF6-50C, and CF6-50E series turbofan
2005-11-05		Precise Flight, Inc.	Appliance: SVS I and SVS IA standby vacuum systems (SVS)
2005-11-09		Boeing	727-200 series
2005-11-10		Bombardier, Inc.	DHC-8-102, -103, -106, -201, -202, -301, -311, and -315
2005-11-11		Bombardier, Inc.	DHC-8-400, -401 and -402 series
2005-11-12		Boeing	767-200, -300, and -300F series
2005-11-13		BAE Systems (Operations) Limited	BAe 146-100A, -200A, and -300A series
2005-11-14		Dassault Aviation	Mystere-Falcon 50, Falcon 2000 series and Mystere-Falcon 900 and Falcon 900EX series



**BW 2005-12**

**AIRBUS  
AIRWORTHINESS DIRECTIVE  
LARGE AIRCRAFT**

**CORRECTION:** [*Federal Register: June 3, 2005 (Volume 70, Number 106); Page 32483-32484; www.access.gpo.gov/su\_docs/aces/aces140.html*]

**2005-03-14 Airbus:** Docket 2003-NM-16-AD. Amendment 39-13970. Supersedes AD 2001-22-02, Amendment 39-12481.

**Applicability**

Model A300 B2 and B4 series airplanes, certificated in any category; except those airplanes modified by Airbus Modification 12656.

**Compliance**

Required as indicated, unless accomplished previously.

To prevent failure of both spring boxes of certain VLAs due to corrosion damage, which could result in loss of rudder control and consequent reduced controllability of the airplane, accomplish the following:

**Restatement of the Requirements of AD 2001-22-02**

(a) Within 10 days after November 13, 2001 (the effective date of AD 2001-22-02, amendment 39-12481): Determine the part and amendment numbers of the VLA of the rudder control system to verify the parts were installed using the correct standard, in accordance with Airbus All Operators Telex (AOT) A300-27A0196, dated September 20, 2001; or in accordance with the Accomplishment Instructions of Airbus Service Bulletin A300-27-0196, Revision 01, dated November 13, 2002.

(1) If the part and amendment numbers shown are not correct, as specified in the AOT or the service bulletin, before further flight, do a detailed inspection of the VLA tie rod for damage (bent or ruptured rod) in accordance with the AOT or the service bulletin.

(i) If the tie rod is damaged, replace the VLA with a new VLA in accordance with the AOT or the service bulletin. Such replacement ends the requirements of this paragraph.

(ii) If the tie rod is not damaged, no further action is required by this paragraph.

(2) If the part and amendment numbers shown are correct, no further action is required by this paragraph.

**Note 1:** For the purposes of this AD, a detailed inspection is: "An intensive examination of a specific item, installation, or assembly to detect damage, failure, or irregularity. Available lighting is normally supplemented with a direct source of good lighting at an intensity deemed appropriate.

Inspection aids such as mirror, magnifying lenses, etc., may be necessary. Surface cleaning and elaborate procedures may be required."

### **New Requirements of This AD**

(b) For airplanes having VLA spring boxes with any part number (P/N) other than 418473-20 or 418473-200: Within 500 flight hours after the effective date of this AD, do a detailed inspection of the tie rod for damage (bent or ruptured rod), by accomplishing all of the applicable actions specified in the Accomplishment Instructions of Airbus Service Bulletin A300-27-0196, Revision 01, dated November 13, 2002. Repeat the inspection thereafter at intervals not to exceed 1,000 flight hours, until paragraph (f) of this AD has been accomplished.

### **Replacement or Repair**

(c) If any damage is found to the VLA or the rudder control system during any inspection required by paragraph (a)(1) or (b) of this AD, before further flight, replace the VLA with a new VLA (including a follow-up test) by accomplishing all of the applicable actions specified in the Accomplishment Instructions of Airbus Service Bulletin A300-27-0196, Revision 01, dated November 13, 2002.

### **No Reporting/Parts Return Requirements**

(d) Although Airbus Service Bulletin A300-27-0196, Revision 01, dated November 13, 2002, describes procedures for submitting certain information to the manufacturer, and for returning certain parts to the manufacturer, this AD does not require those actions.

### **Terminating Modification**

(e) Within 24 months after the effective date of this AD: Modify the applicable VLA, as required by either paragraph (e)(1) or (e)(2) of this AD, by accomplishing all of the applicable actions specified in the Accomplishment Instructions of Airbus Service Bulletin A300-27-0198, dated December 1, 2003. Accomplishing this modification ends the repetitive inspections required by paragraph (b) of this AD.

(1) For any VLA having a spring box with P/N 418473-20 or 418473-200: Install a new identification plate and re-identify the VLA.

(2) For any VLA having a spring box with P/N 418473 or 418473-100: Modify the spring box and re-identify the VLA.

**Note 2:** Airbus Service Bulletin A300-27-0198, dated December 1, 2003, references Goodrich Actuation Systems Service Bulletin 27-21-1H, Revision 3, dated December 8, 2003, as an additional source of service information for accomplishing the modification.

### **Alternative Methods of Compliance**

(f) 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 for this AD.

## Incorporation by Reference

(g) Unless otherwise specified in this AD, the actions must be done in accordance with the service information in Table 1 of this AD. 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 the 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).

**TABLE 1.—MATERIAL INCORPORATED BY REFERENCE**

<b>Airbus service information</b>	<b>Revision level</b>	<b>Date</b>
All Operators Telex A300–27A0196	Original	Sept. 20, 2001.
Service Bulletin A300–27–0196, excluding Appendix 01	01	Nov. 13, 2002.
Service Bulletin A300–27–0198	Original	Dec. 1, 2003.

(1) The incorporation by reference of Airbus Service Bulletin A300-27-0196, excluding Appendix 01, Revision 01, dated November 13, 2002; and Airbus Service Bulletin A300-27-0198, dated December 1, 2003; is approved by the Director of the Federal Register in accordance with 5 U.S.C. 552(a) and 1 CFR part 51.

(2) The incorporation by reference of Airbus All Operators Telex A300-27A0196, dated September 20, 2001, was approved previously by the Director of the Federal Register as of November 13, 2001 (66 FR 54416, October 29, 2001).

**Note 3:** The subject of this AD is addressed in French airworthiness directive F-2004-091(B), dated June 23, 2004.

## Effective Date

(h) This amendment becomes effective on March 21, 2005.

Issued in Renton, Washington, on January 31, 2005.

Kalene C. Yanamura,

Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.

[FR Doc. 05-2581 Filed 2-11-05; 8:45 am]

BILLING CODE 4910-13-P

**BW 2005-12**

**GENERAL ELECTRIC COMPANY  
AIRWORTHINESS DIRECTIVE  
ENGINE  
LARGE AIRCRAFT**

**CORRECTION:** [*Federal Register: June 9, 2005 (Volume 70, Number 110); Page 33692;*  
*www.access.gpo.gov/su\_docs/aces/aces140.html*]

**2005-07-05 General Electric Company:** Amendment 39-14029. Docket No. FAA-2004-19463;  
Directorate Identifier 2004-NE-14-AD.

**Effective Date**

(a) This airworthiness directive (AD) becomes effective May 4, 2005.

**Affected ADs**

(b) None.

**Applicability**

(c) This AD applies to General Electric Company (GE) CF6-45A, CF6-50A, CF6-50C, and CF6-50E series turbofan engines that have not incorporated GE Service Bulletin (SB) No. CF6-50 S/B 72-1239, Revision 1, dated September 24, 2003, or that have not incorporated paragraph 3.B. of GE SB No. CF6-50 S/B 72-1239, original issue, dated May 29, 2003. These engines are installed on, but not limited to, Boeing DC10 and 747 series airplanes, and Airbus Industrie A300 series airplanes.

**Unsafe Condition**

(d) This AD results from a report of a stud that separated from a turbine mid frame (TMF) strut and from an updated analysis of strut stud failures. We are issuing this AD to prevent an uncontained failure of the engine and possible damage to the airplane caused by failure of TMF strut studs.

**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.

**Initial Inspection**

(f) Borescope-inspect the low pressure turbine (LPT) stage 1 blades within 3,000 cycles-since-new (CSN) on the TMF assembly, or 3,000 cycles-since-replacement of the TMF strut studs, or 150

cycles-in-service (CIS) after the effective date of this AD, which ever occurs later. Use paragraph 3.A.(2) of the Accomplishment Instructions of GE Alert Service Bulletin (ASB) No. CF6-50 S/B 72-A1251, dated September 24, 2003, to do the inspection.

(g) Replace any LPT module that has stage 1 LPT blade damage exceeding aircraft maintenance manual (AMM) limits.

### **Repetitive Inspections**

(h) Borescope-inspect the LPT stage 1 blades within intervals of 500 cycles-since-last-inspection or within 500 cycles-since-last shop visit, or within 150 CIS after the effective date of this AD, whichever occurs later. Use paragraph 3.A.(3) of the Accomplishment Instructions of GE ASB No. CF6-50 S/B 72-A1251, dated September 24, 2003, to do the inspections.

(i) Replace any LPT module that has stage 1 LPT blade damage exceeding AMM limits.

### **Credit for Previous Actions**

(j) We allow credit for compliance with paragraph (f) or (h) of this AD, for either of the following:

(1) Initial or repetitive inspections of LPT stage 1 blades using GE ASB No. CF6-50 SB 72-A1251, dated September 24, 2003 within the compliance times of this AD; or

(2) Initial or repetitive inspections of LPT stage 1 blades using the applicable AMM, within the compliance times of this AD.

### **Optional Terminating Action**

(k) Engines incorporating GE SB No. CF6-50 S/B 72-1239, Revision 1, dated September 24, 2003, or incorporating paragraph 3.B. of GE SB No. CF6-50 S/B 72-1239, original issue, dated May 29, 2003, ends the repetitive inspection requirements in paragraph (h) of this AD.

### **Alternative Methods of Compliance**

(l) The Manager, Engine Certification Office, has the authority to approve alternative methods of compliance for this AD if requested using the procedures found in 14 CFR 39.19.

### **Related Information**

(m) None.

### **Material Incorporated by Reference**

(n) You must use General Electric Company Alert Service Bulletin No. CF6-50 S/B 72-A1251, dated September 24, 2003, to perform the inspections required by this AD. The Director of the Federal Register approved the incorporation by reference of this service bulletin in accordance with 5 U.S.C. 552(a) and 1 CFR part 51. Contact General Electric Company via Lockheed Martin Technology Services, 10525 Chester Road, Suite C, Cincinnati, Ohio 45215, telephone (513) 672-8400, fax (513) 672-8422 for a copy of this service information. You may review copies at the Docket Management Facility; U.S. Department of Transportation, 400 Seventh Street, SW., Nassif Building, Room PL-401, Washington, DC 20590-001, on the internet at <http://dms.dot.gov>, 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 Burlington, Massachusetts, on March 22, 2005.

Peter A. White,

Acting Manager, Engine and Propeller Directorate, Aircraft Certification Service.

[FR Doc. 05-6107 Filed 3-29-05; 8:45 am]

BILLING CODE 4910-13-P

**BW 2005-12**

**PRECISE FLIGHT, INC.  
AIRWORTHINESS DIRECTIVE  
APPLIANCE  
LARGE AIRCRAFT**

**CORRECTION:** In today's, June 7, 2005, Federal Register (FR) on pages 32992 and 32994, there are typos in the Directorate Identifier number of AD 2005-11-05. The correct directorate identifier number should be "2004-CE-30-AD". The Government Printing Office will issue a correction to this AD in the FR. We have corrected this copy.

**2005-11-05 Precise Flight, Inc.:** Amendment 39-14107; Docket No. FAA-2004-19354; Directorate Identifier 2004-CE-30-AD.

**When Does This AD Become Effective?**

(a) This AD becomes effective on July 18, 2005.

**What Other ADs Are Affected by This Action?**

(b) None.

**What Airplanes Are Affected by This AD?**

(c) This AD affects Models SVS I and SVS IA standby vacuum systems (SVS), installed on, but not limited to, the following aircraft that are certificated in any category. These systems can be installed under the applicable supplemental type certificate (STC) or through field approval:

<b>Affected STC</b>	<b>Make and model/series aircraft</b>
SA2160NM	Raytheon Beech Models 23, A23, A23A, A23-19, 19A, B19, B19A, A23-24, B23, C23, A24, A24R, B24R, C24R, 35, A35, B35, C35, D35, E35, F35, G35, 35R, H35, J35, K35, M35, N35, P35, S35, V35, V35A, V35B, 35-33, 35-A33, 35-B33, 35-C33, 35-C33A, E33, E33A, E33C, F33, F33A, F33C, G33, 36, A36, A36TC, B36TC, 4S(YT-34), A45(T-34A, B-45), D45(T-34B), and Series 77.
SA2161NM	Raytheon Beech Model V35B.
SA2162NM	The Cessna Aircraft Company Models 321 (Navy OE-2), 172N, 172P, 172D, 172M, 172L, 172I, 172H (USAF T-41A), 172F (USAF T-41A), 172E, 172C, 172, 172Q, 172B, TR182, T182, 305B (Military T0-1D, 0-1D, 0-1F), R172E Series, 175C, 175B, 175A, R172F (USAF T-41D), P172D, 150, 150A, 150C, 150B, 150D, A152, A150M, 150M, 152, A150L, 150K, 150J, 150H, 150G, 150F, 210-5 (205), 210-5A (205A), T210R, P210R, T210N, 210N, P210N, 210M, T210L, 210K, T210K, 210J, T210H, 210H, T210G, T210F, 210F, 210D, 210C, 210B, 210A, 210L, 210, A185F, A185E, 185E, 185C, 185B, 185A, 185, 140A, 305A (USAF 0-1A), 305C (USAF 0-1E), 305D (USAF 0-1G), 305F, 120, 170B, 170A, 170, 207A, T207, 207, 206, P206B, P206, P206C, TU206A, TU206G, TU206E, TU206C, P206D, U206G, U206F, U206E, U206D, U206C, U206A, TP206E, TP206D, TP206C, TP206A, P206E, TU206D, T188C, A188B, A188, 188A, and 188.

SA2164NM	The Cessna Aircraft Company Model 180A.
SA2167NM	The New Piper Aircraft, Inc. Models PA-16S and PA-16, Series PA-24, Models PA-24-400, PA-24-250, PA-24, PA-24-260, PA-18S-“135”, PA-18“105”(Special), PA-18AS-“135”, PA-18A-“135”, PA-18-“150”, PA-19S, PA-19 (Army L-18C), PA-18S-“150”, and PA-18-“135”(Army L-21B), Series PA-18, Models PA-18-“125”(Army L-21A), PA-18S, PA-18A, PA-18, and PA-18S-“125”, Series PA-19 and PA-20, Models PA-20, PA-20S, PA-20- “135”, PA-20-“115”, and PA-22S-160, Series PA-22, Models PA-22-160, PA-22S-150, PA-22-150, PA-22, PA-22-108, PA-22-135, and PA-22S-135, Series PA-28, Model PA-28R-200, Series PA-28S and PA-28R, Models PA-28-236, PA-28-201T, PA-28R-180, PA-28RT-201T, PA-28RT-201, PA-28R-201, PA-28-181, PA-28S-180, PA-28R-201T, PA-28S-160, PA-28-235, PA-28-180, PA-28-161, PA-28-160, PA-28-151, PA-28-150, and PA-28-140, Series PA-25 (Normal Category (Cat.)), Models PA-25-260 (Normal Cat.), PA-25-235 (Normal Cat.), PA-25 (Normal Cat.), L-14, PA-12S, PA-12, PA-14, PA-15, PA-17, PA-38-112, PA-46-310P, and PA-32-260, Series PA-32 and PA-32R, Models PA-32-300, PA-32-301T, PA-32-301, PA-32R-301T, PA-32R-301(HP), PA-32R-301(SP), PA-32RT-300T, PA-32RT-300, PA-32R-300, and PA-32S-300, Series PA-36, Models PA-36-375 (Normal Cat.), PA-36-300 (Normal Cat.), and PA-36-285 (Normal Cat.)
SA2168NM	Learjet Inc. Model Learjet 24D Mooney Aircraft Corporation Models M20C, M20M, M20K, M20J, M20G, M20B, M20A, M20, M20F, M20E, and M22.
SA2683NM	Aermacchi S.p.A. Models F.260, F.260B, S.205-22/R, S.205-18/F, S.205-18/R, S.205-20/F, S.205-20/R, S.208A, and S.208 Aerocar, Incorporated Model I Aerodifusion, S.L. Model Jodel D-1190S Aeromere S.A. Model Falco F.8.L Aeronautica Macchi S.p.A. Models AL60, AL60-B, AL60-F5, and AL60-C5 Aeronautica Macchi S.p.A. & AerferIndustrie Aerospaziali Meridionali S.p.A. Model AM-3 Aeronca Aircraft Corporation Models S15AC and 15AC Ag Cat Corporation Models G-164B, G-164, and G-164A Alliance Aircraft Group, LLC Models H-395 (USAF L-28A or U-10B), H-250, H-295 (USAF U-10D), HT-295, H-391 (USAF YL-24), H-391B, H-700, and H-395A American Champion Aircraft Corp. Models 7AC, 7FC, 7ACA, S7AC, 7BCM (L-16A), 7CCM (L-16B), 7DC, S7DC, 7EC, S7EC, 7ECA, 7GC, 7GCA, 7GCAA, 7GCB, 7GCBA, 7GCBC, 7HC, 7JC, 7KC, 7KCAB, 11BC, S11AC, S11BC, 11AC, 11CC, S11CC, 8KCAB, and 8GCBC Arctic Aircraft Company, Inc. Models S-1A, S-1A-65F, S-1A-85F, S-1A-90F, S-1B2, S-1B1 (Army L-6), and S-1B1 (Army XL-6) Augustair, Inc. Models 2150A, 2180, and 2150 Avions Jodel Models D-1190, 150, D-140-B, and DR-1050 Bellanca Aircraft Corporation Models 14-19-2, 14-19-3A, 17-30, 17-31, 17-31TC, 14-9, 14-9L, 14-12F-3, 14-13, 14-13-2, 14-13-3, 14-13-3W, 17-30A, 17-31A, and 17-31ATC Biemond, C. Model Teal CB1 Board, G.R. Model Columbia XJL-1 Booth, Lee F. dba Taylorcraft Aerospace Models F21, F21A, and F19 Chaparral Motors, Inc. Models 2T-1A-1 and 2T-1A-2 Clark Aircraft, Inc. Models 12 and 1000 Commander Aircraft Company Models 114A, 112, 112B, 112TCA, 114, and 112TC C. Itoh Aircraft Maintenance and Engineering Co., Ltd. Model N-62 DaimlerChrysler Aerospace AG Models Bolkow Jr., BO-209-150 FV & RV, BO-209-160 FV & RV, and BO-209-150 FF Flugzeugwerke Altenrhein AG (FFA) Model AS 202/15 “BRAVO” Found Brothers Aviation Limited Model FBA-2C Fuji Heavy Industries, Ltd. Models FA-200-180AO, FA-200-180, and FA-200-160 Funk Aircraft Company Model Funk C Goodyear Aircraft Corporation Model GA-22A



SA2683NM (continued)	Gulfstream Aerospace Corporation Model 111 Jamieson Corporation, The Model J-2-L1B Kearns, Edward Scott Model Trojan A-2 Luscombe Aircraft Corporation Model 11A Luscombe, The Don, Aviation History Foundation, Inc. Models T-8F, 8A, 8E, 8D, 8B, 8, 8F, and 8C Maule Aerospace Technology, Inc. Models Bee Dee M-4-210, Bee Dee M-4-180S, Bee Dee M-4-180C, Bee Dee M-4T, Bee Dee M-4-210S, Bee Dee M-4S, Bee Dee M-4-210T, Bee Dee M-4-210C, Bee Dee M-4-220S, Bee Dee M-4-220T, Bee Dee M-5-180C, Bee Dee M-5-200, Bee Dee M-5-210TC, Bee Dee M-7-235, Bee Dee M-6-235, Bee Dee M-4C, Bee Dee M-5-220C, Bee Dee M-5-235C, Bee Dee M-6-180, Bee Dee M-5-210C, Bee Dee MX-7-235, Bee Dee M-4, MX-7-160C, Bee Dee M-7 Series, Bee Dee MXT-7-180, Bee Dee MT-7-235, Bee Dee M-8-235, Bee Dee MX-7-160, Bee Dee MXT-7-160, Bee Dee MX-7-180A, Bee Dee MXT-7-180A, Bee Dee MX-7-180B, Bee Dee M-7-235B, Bee Dee M-6 Series, Bee Dee MX-7 Series, Bee Dee M-7-235C, Bee Dee M-4 Series, Bee Dee M-8 Series, Bee Dee MX-7-180C, Bee Dee M-7-260C, M-7-260, MT-7-260, Bee Dee MX-7-180, and Bee Dee M-7-235A Nardi S.A. Model FN-333 Navion Aircraft Company, Ltd. Models Navion (L-17A), Navion A (L-17B), Navion A (L-17C), Navion B, Navion D, Navion E, Navion F, Navion G, and Navion H Procaer Progetti Costruzioni Aeronautiche Models F 15/C, F 15/B, and F 15/E Prop-Jets, Inc. Models 200, 200A, 200B, 200C, and 200D REVO, Incorporated Models Lake LA-4-200, Colonial C-1, Colonial C-2, Colonial Lake Model 250, and Lake LA-4 Sky International Inc. Models S-1S, S-2A, S-2, and S-1T SOCATA—Groupe Aerospatiale Models MS880B, MS885, MS892A-150, MS892E-150, MS893A, MS893E, MS894A, MS894E, TB10, TB20, TB21, and TB9 Sud Aviation Models Gardan GY.80-160, Gardan GY.80-150, and Gardan GY.80-180 Swift Museum Foundation, Inc. Models GC-1A and GC-1B Tiger Aircraft LLC Models AA-1, AA-1A, AA-1B, AA-1C, AA-5, AA-5A, and AA-5B Univair Aircraft Corporation Models 415-C, 415-CD, 108-2, 108-3, and F-1 Univair Aircraft Corporation Models F-1A, E, 415D, M10, A-2-A, and A-2 Wright, Jr., Elzie Model F-1.
SE1779NM	Textron Lycoming, AVCO Corporation Series IGO-540, IO-320, IGSO-540, O-290, GSO-580, O-320, IGO-480, GO-480, GSO-435, O-435, SO-580-A1A, SO-580-A1B, SO-580, O-540, VO-540, TIO-541, TIO-360, TO-360, and LTO-360.
SE1780NM	Curtiss-Wright Corporation Models A70 and A70-2 Teledyne Continental Motors Series TSIO-470, A-65, A-75, C75, C-125, C-115, Models A100-1 and A100-2, Series E-165, E-185, O-200, C90, C145, O-300, E-225, O-470, IO-470, Models FSO-470A, FSO-526A, FSO-526-C, Series GO-300, Models GSO-526-A and 6-260-A, Series IO-360, Models 6-320-B, GIO-470-A, T6-320-A, IO-346-B, and IO-346-A, Series IO-520, GTSIO-520, TSIO-520, TSIO-360, and LTSIO-360.

**Note:** This AD affects Models SVS I and SVS IA only. The Model SVS III is addressed by AD-99-24-10, Amendment 39-11434 (64 FR 66747, November 30, 1999).

### What Is the Unsafe Condition Presented in This AD?

(d) This AD is the result of several reports of failed shuttle control valves of the SVS and one report of an airplane crash with a fatality in which improper use of the SVS was a factor. The actions specified in this AD are intended to correct problems with the SVS before failure or malfunction during instrument flight rules (IFR) flight that can lead to pilot disorientation and loss of control of the aircraft.

## What Must I Do To Address This Problem?

(e) To address this problem, you must do the following:

Actions	Compliance	Procedures
<p>(1) Incorporate the airplane flight manual supplement (AFMS) in the airplane flight manual with the appropriate revision in the FAA-approved airplane flight manual (AFM).</p> <p>(i) 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 do the flight manual changes requirement of this AD.</p> <p>(ii) Make an entry in the aircraft records showing compliance with this portion of the AD following section 43.9 of the Federal Aviation Regulations (14 CFR 43.9).</p>	<p>Within 30 days after July 18, 2005 (the effective date of this AD), unless already done.</p>	<p>Not applicable.</p>
<p>(2) Install placards described in the AFMS</p>	<p>Before further flight after incorporating the AFMS in the FAA-approved airplane flight manual (AFM) required by paragraph (e)(1) of this AD.</p>	<p>Follow the MANUAL VALVE Standby Vacuum System AFM SUPPLEMENT, dated February 4, 2000.</p>
<p>(3) Upgrade the Model SVS I or SVS IA SVS to the Model VI SVS, install the appropriate placards, and add the installation report including the instructions for continued airworthiness (ICA) to the maintenance schedule for the aircraft. (4) Do not install any Model SVS I or SVS IA SVS without also doing the actions required by paragraphs (e)(1), (e)(2) and (e)(3) of this AD.</p>	<p>Within 1 year after July 18, 2005 (the effective date of this AD), unless already done. As of July 18, 2005 (the effective date of this AD).</p>	<p>Follow Precise Flight, Inc. Installation Report No. 08074, Standby Vacuum System Model VI Upgrade Kit, dated January 7, 2000. Not applicable.</p>

## May I Request an Alternative Method of Compliance?

(f) You may request a different method of compliance or a different compliance time for this AD by following the procedures in 14 CFR 39.19. Unless FAA authorizes otherwise, send your request to your principal inspector. The principal inspector may add comments and will send your request to the Manager, Seattle Aircraft Certification Office (ACO), FAA. For information on any already approved alternative methods of compliance, contact Mr. Tin Truong, Aerospace Engineer, FAA, Seattle Aircraft Certification Office, 1601 Lind Avenue, SW., Renton, Washington 98055-4065; telephone: (425) 917-6486; facsimile: (425) 917-6590.

**Does This AD Incorporate Any Material by Reference?**

(g) You must do the actions required by this AD following the instructions in Precise Flight, Inc. Installation Report No. 08074, Standby Vacuum System Model VI Upgrade Kit, dated January 7, 2000 and the MANUAL VALVE Standby Vacuum System AFM SUPPLEMENT, dated February 4, 2000. The Director of the Federal Register approved the incorporation by reference of this service bulletin in accordance with 5 U.S.C. 552(a) and 1 CFR part 51. To get a copy of this service information, contact Precise Flight, Inc., 63354 Powell Butte Road, Bend, Oregon 97701, telephone: (800) 547-2558; facsimile: (541) 388-1105; electronic mail: [preciseflight@preciseflight.com](mailto:preciseflight@preciseflight.com); Internet: <http://www.preciseflight.com/svs.html>. To review copies of this service information, go to the National Archives and Records Administration (NARA). For information on the availability of this material at NARA, 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) or call (202) 741-6030. To view the AD docket, go to the Docket Management Facility; U.S. Department of Transportation, 400 Seventh Street, SW., Nassif Building, Room PL-401, Washington, DC 20590-001 or on the Internet at <http://dms.dot.gov>. The docket number is FAA-2004-19354; Directorate Identifier 2004-CE-30-AD.

Issued in Kansas City, Missouri, on May 25, 2005.

David R. Showers,  
Acting Manager, Small Airplane Directorate, Aircraft Certification Service.  
[FR Doc. 05-10864 Filed 6-6-05; 8:45 am]  
BILLING CODE 4910-13-P

**BW 2005-12**

**BOEING  
AIRWORTHINESS DIRECTIVE  
LARGE AIRCRAFT**

**2005-11-09 Boeing:** Amendment 39-14111. Docket No. FAA-2004-19988; Directorate Identifier 2004-NM-30-AD.

**Effective Date**

(a) This AD becomes effective July 12, 2005.

**Affected ADs**

(b) None.

**Applicability**

(c) This AD applies to Boeing Model 727-200 series airplanes, equipped with a No. 3 cargo door, as identified in Boeing Special Attention Service Bulletin 727-52-0149, dated October 16, 2003; certificated in any category.

**Unsafe Condition**

(d) This AD was prompted by reports of cracking at the forward, lower corner frame and lower beam of the No. 3 cargo door. We are issuing this AD to detect and correct cracking of the forward, lower corner frame and forward end of the lower beam of the No. 3 cargo door, which could result in failure of the affected door stops, loss of the cargo door, and consequent rapid decompression 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.

**Repetitive Detailed and High Frequency Eddy Current (HFEC) Inspections**

(f) Do detailed and HFEC inspections for cracking of the forward, lower corner frame and forward end of the lower beam of the No. 3 cargo door by accomplishing all of the applicable actions specified in the Accomplishment Instructions of Boeing Special Attention Service Bulletin 727-52-0149, dated October 16, 2003. Do the inspections at the times specified in the applicable table in paragraph 1.E., "Compliance," of the service bulletin, except as required by paragraph (g) of this AD. Repeat the inspections thereafter at intervals not to exceed 4,500 flight cycles. Doing the applicable actions in paragraph (h) or (j) of this AD terminates the repetitive inspections.

(g) Where the service bulletin specified in paragraph (f) of this AD provides a threshold relative to the release date of the service bulletin, this AD requires compliance within the applicable threshold following the effective date of this AD, if the "total airplane flight cycles" or "total replaced door flight cycles" threshold has been exceeded.

### **Corrective Actions**

(h) For airplanes on which cracking is found during any inspection required by paragraph (f) of this AD: Before further flight, do all of the applicable corrective actions specified in the Accomplishment Instructions of Boeing Special Attention Service Bulletin 727-52-0149, dated October 16, 2003. Repairing any affected area terminates the repetitive inspections required by paragraph (f) of this AD.

### **Parts Installation**

(i) Any replacement No. 3 cargo door installed on any airplane after the effective date of this AD must be inspected or modified in accordance with either paragraph (i)(1) or (i)(2) of this AD, as applicable.

(1) If the number of total flight cycles on the door can be positively determined: Do the actions required by paragraphs (f) and (h) of this AD, as applicable, or paragraph (j) of this AD. Do the actions at the times specified in Table 2 of paragraph 1.E., "Compliance," of Boeing Special Attention Service Bulletin 727-52-0149, dated October 16, 2003.

(2) If the number of total flight cycles on the door cannot be positively determined: Do the actions required by paragraphs (f) and (h) of this AD, as applicable, or paragraph (j) of this AD, before installing the door.

### **Optional Terminating Action**

(j) Concurrently with doing the inspection required by paragraph (f) of this AD, if no cracking is found, doing the preventative modification specified in paragraph 3.B.2. of the Accomplishment Instructions of Boeing Special Attention Service Bulletin 727-52-0149, dated October 16, 2003, terminates the repetitive inspections required by paragraph (f) of this AD.

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

(k)(1) The Manager, Seattle Aircraft Certification Office (ACO), FAA, has the authority to approve AMOCs for this AD, if requested using the procedures found in 14 CFR 39.19.

(2) An AMOC that provides an acceptable level of safety may be used for any repair for cracking required by this AD, if it is approved by an Authorized Representative for the Boeing Delegated Option Authorization Organization who has been authorized by the Manager, Seattle ACO, to make such findings. For a repair method to be approved, the repair must meet the certification basis of the airplane, and the approval must specifically refer to this AD.

### **Material Incorporated by Reference**

(l) You must use Boeing Special Attention Service Bulletin 727-52-0149, dated October 16, 2003, to perform the actions that are required by this AD, unless the AD specifies otherwise. The Director of the Federal Register approves the incorporation by reference of this document in accordance with 5 U.S.C. 552(a) and 1 CFR part 51. To get copies of the service information, contact Boeing Commercial Airplanes, P.O. Box 3707, Seattle, Washington 98124-2207. To view the AD

docket, go to the Docket Management Facility, U.S. Department of Transportation, 400 Seventh Street SW., room PL-401, Nassif Building, Washington, DC. To review copies of the service information, go to 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 26, 2005.

Ali Bahrami,

Manager, Transport Airplane Directorate, Aircraft Certification Service.

[FR Doc. 05-11055 Filed 6-6-05; 8:45 am]

BILLING CODE 4910-13-P

**BW 2005-12**

**BOMBARDIER, INC.  
AIRWORTHINESS DIRECTIVE  
LARGE AIRCRAFT**

**2005-11-10 Bombardier, Inc. (Formerly de Havilland, Inc.):** Amendment 39-14112. Docket No. FAA-2005-20756; Directorate Identifier 2004-NM-52-AD.

**Effective Date**

(a) This AD becomes effective July 12, 2005.

**Affected ADs**

(b) None.

**Applicability**

(c) This AD applies to Bombardier Model DHC-8-102, -103, -106, -201, -202, -301, -311, and -315 airplanes, certificated in any category; serial numbers 003 through 593 inclusive.

**Unsafe Condition**

(d) This AD was prompted by two instances of brake failure due to the loss of hydraulic fluid from both Numbers 1 and 2 hydraulic systems and one incident of brake failure due to filter blockage in the shuttle valve. We are issuing this AD to prevent the loss of hydraulic power from both hydraulic systems, which could lead to reduced controllability of the airplane, and to prevent brake failure, which could result in the loss of directional control on the ground and consequent departure from the runway during landing.

**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.

**Installation of Check Valves in Numbers 1 and 2 Hydraulic Systems**

(f) Within 12 months after the effective date of this AD, install check valves in the Numbers 1 and 2 hydraulic return systems by incorporating Modsum 8Q101320 in accordance with the Accomplishment Instructions of Bombardier Service Bulletin 8-29-36, Revision "B," dated January 6, 2003.

## **Removal of Filters and Internal Garter Spring From the Brake Shuttle Valves**

(g) Within 12 months after the effective date of this AD, modify the brake shuttle valves, part number (P/N) 5084-1, by doing the actions in either paragraph (g)(1) or (g)(2) of this AD. The installation specified in paragraph (f) of this AD must be done prior to doing any actions in accordance with Bombardier Service Bulletin 8-29-37, Revision "A," dated September 19, 2003 (Modsum 8Q101316), that are specified in paragraphs (g)(1) and (g)(2) of this AD.

(1) Remove the filter assemblies by incorporating Modsum 8Q101422 in accordance with the Accomplishment Instructions of Bombardier Service Bulletin 8-29-39, dated July 14, 2003; and within 40,000 flight hours after removing the filter assemblies, remove the internal garter spring by incorporating Modsum 8Q101316 in accordance with the Accomplishment Instructions of Bombardier Service Bulletin 8-29-37, Revision "A," dated September 19, 2003.

(2) Remove the filter assemblies and internal garter spring by incorporating Modsum 8Q101316 in accordance with the Accomplishment Instructions of Bombardier Service Bulletin 8-29-37, Revision "A," dated September 19, 2003.

**Note 1:** You can mix shuttle valves that have incorporated either Modsum 8Q101316 or 8Q101422 on the same airplane.

### **Actions Accomplished According to Previous Issues of Service Bulletins**

(h) Installations accomplished before the effective date of this AD according to Bombardier Service Bulletin 8-29-36, dated December 6, 2002; and Revision "A," dated December 12, 2002, are considered acceptable for compliance with the corresponding installation specified in paragraph (f) of this AD.

(i) Removals of the filters and internal garter springs accomplished before the effective date of this AD according to Bombardier Service Bulletin 8-29-37, dated July 15, 2003, are considered acceptable for compliance with the corresponding removals specified in paragraph (g) of this AD.

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

(j) The Manager, New York Aircraft Certification Office, FAA, has the authority to approve AMOCs for this AD, if requested in accordance with the procedures found in 14 CFR 39.19.

### **Related Information**

(k) Canadian airworthiness directive CF-2004-02, dated February 9, 2004, also addresses the subject of this AD.

### **Material Incorporated by Reference**

(l) You must use the documents listed in Table 1 of this AD to perform the actions that are required by this AD, unless the AD specifies otherwise. The Director of the Federal Register approves the incorporation by reference of these documents in accordance with 5 U.S.C. 552(a) and 1 CFR part 51. To get copies of the service information, contact Bombardier, Inc., Bombardier Regional Aircraft Division, 123 Garratt Boulevard, Downsview, Ontario M3K 1Y5, Canada. To view the AD docket, go to the Docket Management Facility, U.S. Department of Transportation, 400 Seventh Street SW., room PL-401, Nassif Building, Washington, DC. To review copies of the service



information, go to the National Archives and Records Administration (NARA). For information on the availability of this material at the 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).

**TABLE 1.—MATERIAL INCORPORATED BY REFERENCE**

<b>Bombardier service bulletin</b>	<b>Revision level</b>	<b>Date</b>
8-29-36	B	January 6, 2003.
8-29-37	A	September 19, 2003.
8-29-39	Original	July 14, 2003.

Issued in Renton, Washington, on May 26, 2005.

Ali Bahrami,

Manager, Transport Airplane Directorate, Aircraft Certification Service.

[FR Doc. 05-11054 Filed 6-6-05; 8:45 am]

BILLING CODE 4910-13-P

**BW 2005-12**

**BOMBARDIER, INC.  
AIRWORTHINESS DIRECTIVE  
LARGE AIRCRAFT**

**2005-11-11 Bombardier, Inc. (Formerly de Havilland, Inc.):** Amendment 39-14113. Docket No. FAA-2005-20727; Directorate Identifier 2004-NM-148-AD.

**Effective Date**

(a) This AD becomes effective July 12, 2005.

**Affected ADs**

(b) None.

**Applicability**

(c) This AD applies to Bombardier Model DHC-8-400, -401 and -402 series airplanes, certificated in any category; serial numbers 4001, and 4003 through 4093 inclusive.

**Unsafe Condition**

(d) This AD was prompted by the discovery of several airplanes that have loose flap front spar attachment fittings at flap track Number 4 and Number 5 locations. We are issuing this AD to prevent the attachment fittings from becoming detached, and consequent loss of control 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.

**Service Bulletin Reference**

(f) The term "service bulletin," as used in this AD, means the Accomplishment Instructions of Bombardier Alert Service Bulletin A84-57-06, Revision "B," dated March 9, 2004.

**Inspections of Flap Track Number 4**

(g) For any front spar attachment fitting at the flap track Number 4 location on which Bombardier Repair Drawing (RD) RD8/4-57-228, Issue 1, dated October 27, 2003; in combination with Bombardier RD8/4-57-173, Issue 2, dated June 17, 2003; or Bombardier RD8/4-57-180, Issue 2, dated September 22, 2003; or Bombardier RD8/4-57-226, Issue 2, dated November 11, 2003; has not been done prior to the effective date of this AD: Within 400 flight hours after the effective date of this AD, do a general visual inspection to detect discrepancies of the front spar attachment fittings at

the flap track Number 4 location on both the left and right outboard flap assemblies. Do the inspection in accordance with the service bulletin. Repeat the inspection thereafter at intervals not to exceed 800 flight hours until the terminating action required by paragraph (j) of this AD is done.

**Note 1:** For the purposes of this AD, a general visual inspection is: "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 ensure visual access to all 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."

### **Inspections of Flap Track Number 5**

(h) Within 400 flight hours after the effective date of this AD, do a general visual inspection to detect discrepancies of the front spar attachment fittings at the flap track Number 5 location on both the left and right outboard flap assemblies. Do the inspection in accordance with the service bulletin. Repeat the inspection thereafter at intervals not to exceed 800 flight hours until the terminating action required by paragraph (j) of this AD is done.

### **Corrective Actions**

(i) If any discrepancy is found during any inspection required by paragraph (g) or (h) of this AD, before further flight, repair the discrepancy in accordance with the service bulletin. Where the service bulletin says to contact the manufacturer for repair instructions, before further flight, repair in accordance with a method approved by either the Manager, New York Aircraft Certification Office (ACO), FAA; or Transport Canada Civil Aviation (TCCA) (or its delegated agent).

### **Terminating Action—Permanent Repair**

(j) Within 4,000 flight hours after the effective date of this AD, do the permanent repair required by paragraphs (j)(1) and (j)(2) of this AD. Completing the permanent repair constitutes terminating action for the requirements of this AD.

(1) Modify the attachment of the front fittings of flap track Number 4 on both the left and right outboard flap assemblies in accordance with Bombardier RD8/4-57-226, Issue 2, dated November 11, 2003. Fittings on which the repairs specified in Bombardier RD8/4-57-173, Issue 2, dated June 17, 2003; or Bombardier RD8/4-57-180, Issue 2, dated September 22, 2003; have been done do not require that Bombardier RD8/4-57-226 be incorporated at those fitting locations.

(2) Modify the attachment of the front fittings of flap track Number 5 on both the left and right outboard flap assemblies in accordance with Bombardier Modification Summary Package IS4Q5750002, Revision D, dated December 1, 2003.

### **Inspections Accomplished According to Previous Issue of Service Bulletin**

(k) Inspections accomplished before the effective date of this AD in accordance with Bombardier Alert Service Bulletin A84-57-06, dated November 5, 2003; or Revision "A," dated December 16, 2003; are acceptable for compliance with the inspections required by this AD.

## No Reporting Requirement

(l) Although the service bulletin specifies to submit certain information to the manufacturer, this AD does not include that requirement.

## Alternative Methods of Compliance (AMOCs)

(m) The Manager, New York Aircraft Certification Office, FAA, has the authority to approve AMOCs for this AD, if requested in accordance with the procedures found in 14 CFR 39.19.

## Related Information

(n) Canadian airworthiness directive CF-2004-11, dated June 28, 2004, also addresses the subject of this AD.

## Material Incorporated by Reference

(o) You must use the service documents listed in Table 1 of this AD to perform the actions that are required by this AD, unless the AD specifies otherwise. (Only page 2 of Bombardier Modification Summary Package IS4Q5750002, contains the issue date of the document; no other page of the document contains this information. Only page 1 of Bombardier Repair Drawing RD8/4-57-226, Issue 2, contains the issue date of the document; no other page of this document contains this information.) The Director of the Federal Register approves the incorporation by reference of these documents in accordance with 5 U.S.C. 552(a) and 1 CFR part 51. To get copies of the service information, contact Bombardier, Inc., Bombardier Regional Aircraft Division, 123 Garratt Boulevard, Downsview, Ontario M3K 1Y5, Canada. To view the AD docket, go to the Docket Management Facility, U.S. Department of Transportation, 400 Seventh Street SW., room PL-401, Nassif Building, Washington, DC. To review copies of the service information, go to the National Archives and Records Administration (NARA). For information on the availability of this material at the 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).

**TABLE 1.—MATERIAL INCORPORATED BY REFERENCE**

<b>Service document</b>	<b>Revision/ issue level</b>	<b>Date</b>
Bombardier Alert Service Bulletin A84-57-06	B	March 9, 2004.
Bombardier Modification Summary Package IS4Q5750002	D	December 1, 2003.
Bombardier Repair Drawing RD8/4-57-226	2	November 11, 2003.

Issued in Renton, Washington, on May 26, 2005.

Ali Bahrami,

Manager, Transport Airplane Directorate, Aircraft Certification Service.

[FR Doc. 05-11057 Filed 6-6-05; 8:45 am]

BILLING CODE 4910-13-P

**BW 2005-12**

**BOEING  
AIRWORTHINESS DIRECTIVE  
LARGE AIRCRAFT**

**2005-11-12 Boeing:** Amendment 39-14114. Docket No. FAA-2004-19990; Directorate Identifier 2004-NM-199-AD.

**Effective Date**

(a) This AD becomes effective July 12, 2005.

**Affected ADs**

(b) None.

**Applicability**

(c) This AD applies to Boeing Model 767-200, -300, and -300F series airplanes, certificated in any category; as identified in Boeing Alert Service Bulletin 767-26A0119, Revision 1, dated July 15, 2004.

**Unsafe Condition**

(d) This AD was prompted by the detection of incorrectly installed smoke barrier seals around the electrical/electronic equipment air supply and exhaust ducts. We are issuing this AD to prevent fire extinguishing agent from leaking out of the seals around the ducts in the forward cargo compartment in the event of an in-flight fire, which could result in failure to extinguish the fire and consequent smoke or fire extinguishing agent entering a compartment occupied by passengers or crew.

**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.

**Seal Installation**

(f) Within 24 months or 8,000 flight hours after the effective date of this AD, whichever is first: Do the applicable actions required by paragraphs (f)(1) and (f)(2) of this AD by doing all the actions specified in the Accomplishment Instructions of Boeing Alert Service Bulletin 767-26A0119, Revision 1, dated July 15, 2004.

(1) For Group 1 and 2 airplanes: Install a foam seal around the four cooling air supply and exhaust ducts in the electrical/electronic equipment bay in the forward cargo compartment.

(2) For Group 2 airplanes: Install a foam seal around the avionics cooling and refrigeration unit duct in the forward cargo compartment.

### **Credit for Actions Accomplished Previously**

(g) Accomplishing the applicable actions before the effective date of this AD in accordance with Boeing Alert Service Bulletin 767-26A0119, dated April 19, 2001, is considered acceptable for compliance with the corresponding actions in paragraph (f)(1) of this AD.

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

(h) The Manager, Seattle Aircraft Certification Office, FAA, has the authority to approve AMOCs for this AD, if requested in accordance with the procedures found in 14 CFR 39.19.

### **Material Incorporated by Reference**

(i) You must use Boeing Alert Service Bulletin 767-26A0119, Revision 1, dated July 15, 2004, to perform the actions that are required by this AD, unless the AD specifies otherwise. The Director of the Federal Register approves the incorporation by reference of this document in accordance with 5 U.S.C. 552(a) and 1 CFR part 51. To get copies of the service information, contact Boeing Commercial Airplanes, P.O. Box 3707, Seattle, Washington 98124-2207. To view the AD docket, go to the Docket Management Facility, U.S. Department of Transportation, 400 Seventh Street SW., room PL-401, Nassif Building, Washington, DC. To review copies of the service information, go to the National Archives and Records Administration (NARA). For information on the availability of this material at the 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 26, 2005.

Ali Bahrami,

Manager, Transport Airplane Directorate, Aircraft Certification Service.

[FR Doc. 05-11058 Filed 6-6-05; 8:45 am]

BILLING CODE 4910-13-P

**BW 2005-12**

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

**2005-11-13 BAE Systems (Operations) Limited (Formerly British Aerospace Regional Aircraft):** Amendment 39-14115. Docket No. FAA-2005-20724; Directorate Identifier 2004-NM-233-AD.

**Effective Date**

(a) This AD becomes effective July 12, 2005.

**Affected ADs**

(b) None.

**Applicability**

(c) This AD applies to BAE Systems (Operations) Limited Model BAe 146-100A, -200A, and -300A series airplanes, certificated in any category; except those on which BAe Modification HCM00972A or HCM00972C has been accomplished.

**Unsafe Condition**

(d) This AD was prompted by reports of cracks in the fuselage pressure skin above the left and right main landing gear (MLG) bay. We are issuing this AD to detect and correct fatigue cracking in the fuselage pressure skin above the left and right MLG bay; such fatigue cracking could adversely affect the structural integrity of the fuselage and its ability to maintain pressure differential.

**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.

**Initial and Repetitive Inspections**

(f) At the times specified in Table 1 of this AD, inspect the fuselage pressure skin above the left and right MLG bay for cracks in accordance with the Accomplishment Instructions of BAE Systems (Operations) Limited Inspection Service Bulletin 53-170, dated August 8, 2003.

**TABLE 1.—COMPLIANCE TIMES**

<b>For airplanes listed in paragraph (c) of this AD—</b>	<b>Do initial inspections—</b>	<b>And do repetitive inspections thereafter—</b>
On which neither BAe modification HCM00744M nor HCM00850A has been accomplished.	Prior to the accumulation of 15,000 total flight cycles or within 500 flight cycles after the effective date of this AD, whichever occurs later.	At intervals not to exceed 1,000 flight cycles.
On which either BAe modification HCM00744M or HCM00850A has been accomplished.	Prior to the accumulation of 15,000 total flight cycles or within 1,000 flight cycles after the effective date of this AD, whichever occurs later.	At intervals not to exceed 3,000 flight cycles.
On which both BAe modifications HCM00744M and HCM00850A have been accomplished.		

### **Corrective Action**

(g) If any crack is found during any inspection required by paragraph (f) of this AD, do the corrective action and any related investigative actions, in accordance with the Accomplishment Instructions of BAE Systems (Operations) Limited Inspection Service Bulletin 53-170, dated August 8, 2003, except as required by paragraph (h) of this AD.

(h) If any cracking is found during any inspection or related investigative action required by this AD, and the service bulletin recommends contacting BAE Systems for appropriate action: Before further flight, repair the cracks according to a method approved by the Manager, International Branch, ANM-116, FAA, Transport Airplane Directorate; or the Civil Aviation Authority (or its delegated agent).

### **No Reporting**

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

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

(j) The Manager, International Branch, ANM-116, has the authority to approve AMOCs for this AD, if requested in accordance with the procedures found in 14 CFR 39.19.

### **Related Information**

(k) British airworthiness directive G-2004-0004, dated February 26, 2004, also addresses the subject of this AD.

### **Material Incorporated by Reference**

(l) You must use BAE Systems (Operations) Limited Inspection Service Bulletin 53-170, dated August 8, 2003, to perform the actions that are required by this AD, unless the AD specifies otherwise. The Director of the Federal Register approves the incorporation by reference of this document in accordance with 5 U.S.C. 552(a) and 1 CFR part 51. To get copies of the service information, contact British Aerospace Regional Aircraft American Support, 13850 Mclearen Road,



Herndon, Virginia 20171. To view the AD docket, go to the Docket Management Facility, U.S. Department of Transportation, 400 Seventh Street SW., room PL-401, Nassif Building, Washington, DC. To review copies of the service information, go to the National Archives and Records Administration (NARA). For information on the availability of this material at the 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 26, 2005.

Ali Bahrami,

Manager, Transport Airplane Directorate, Aircraft Certification Service.

[FR Doc. 05-11056 Filed 6-6-05; 8:45 am]

BILLING CODE 4910-13-P

**DASSAULT AVIATION  
AIRWORTHINESS DIRECTIVE  
LARGE AIRCRAFT**

**CORRECTION:** Today's, June 8, 2005, Federal Register (FR), page 33342, has a typo in the AD number. The number should read "2005-11-14". The Government Printing Office will issue a correction to the FR. We have corrected this copy.

**2005-11-14 Dassault Aviation:** Amendment 39-14116. Docket 2002-NM-244-AD.

**Applicability**

Model Mystere-Falcon 50 and Model Falcon 2000 series airplanes equipped with Global Positioning/Inertial Reference System (GP/IRS) part number (P/N) HG2001-GC02, P/N HG2001-GC03, or P/N HG2001-GD03; Model Mystere-Falcon 900 and Model Falcon 900EX series airplanes equipped with GP/IRS P/N HG2001-GC03 or P/N HG2001-GD03; except those airplanes on which one of the following has been incorporated during production: Dassault Modification M2004, M3386, or M2873; certificated in any category.

**Compliance**

Required as indicated, unless accomplished previously.

To prevent the erroneous cockpit display of ground speed, wind velocity and direction, flight path angle, and true track angle when using certain autopilot and/or flight management system functions; which could cause the pilot to lose situational awareness, and possibly lose control of the airplane, accomplish the following:

**Service Bulletin Reference**

(a) The term "service bulletin," as used in this AD, means the Accomplishment Instructions of the following service bulletins, as applicable:

(1) For the installation specified in paragraph (c) of this AD, the applicable service bulletin in Table 1 of this AD.

**TABLE 1.—SERVICE BULLETINS FOR PARAGRAPH (C) INSTALLATION**

<b>Dassault service bulletin</b>	<b>Date</b>	<b>Model</b>
F2000-285	October 29, 2003	Falcon 2000.
F900EX-190	October 29, 2003	Falcon 900EX.
F900-324	October 29, 2003	Mystere-Falcon 900.
F50-424	October 29, 2003	Mystere-Falcon 50

(2) For the modification specified in paragraph (d) of this AD, the applicable service bulletin in Table 2 of this AD. Although the Accomplishment Instructions of some of these service bulletins describe procedures for submitting a reporting card to the manufacturer, this AD does not require those actions.

**TABLE 2.—SERVICE BULLETINS FOR PARAGRAPH (D) MODIFICATION**

<b>Dassault service bulletin</b>	<b>Revision</b>	<b>Date</b>	<b>Model</b>
F2000–273	1	October 29, 2003	Falcon 2000 equipped with head-up display (HUD).
F900EX–181	1	October 29, 2003	Falcon 900EX.
F900–318	1	October 29, 2003	Mystere-Falcon 900.

### **Airplane Flight Manual Revisions**

(b) Within 7 days after the effective date of this AD: Revise the applicable Airplane Flight Manual (AFM) by accomplishing paragraphs (b)(1), (b)(2), (b)(3) and (b)(4) of this AD, as applicable. Thereafter, operate the airplane per the limitations specified in these AFM revisions.

(1) Revise the Limitations Section to include the information in Dassault Temporary Change (TC) 15, dated September 23, 2003, to the Dassault Mystere-Falcon 900 AFM, Document FM900C.

(2) Revise the Limitations Section to include the information in Dassault TC 57, dated September 23, 2003, to the Dassault Falcon 900EX AFM, Document DTM561.

(3) Revise the Limitations Section to include the information in Dassault TC 61, dated September 23, 2003, to the Dassault Mystere-Falcon 50 AFM, Document FM813EX. Compliance with the provisions of TC 61 constitutes terminating action for the requirements of this AD for all Mystere-Falcon 50 series airplanes.

(4) Revise the Limitations Section to include the information in Dassault TC 122, dated September 23, 2003, to the Dassault Falcon 2000 AFM, Document DTM537. Compliance with the provisions of Dassault TC 122 constitutes terminating action for the requirements of this AD for all Model Falcon 2000 series airplanes not equipped with head-up display (HUD).

**Note 1:** When the information in Dassault TCs 15, 57, 61, and 122 has been included in general revisions of the AFM, the TCs may be removed from the AFM, provided the relevant information in the general revision is identical to that in Dassault TCs 15, 57, 61, and 122.

### **Installation of Deactivation Locking Collars**

(c) For airplanes on which the GPS is deactivated in accordance with the applicable TC specified in paragraph (b) of this AD: Prior to further flight after deactivating the GPS, install a deactivation locking collar on each GPS 1 and GPS 2 circuit breaker in accordance with the applicable service bulletin. This installation constitutes terminating action for the requirements of this AD for Model Falcon 2000 series airplanes that are not equipped with HUD, and for Model Mystere-Falcon 50 series airplanes.

### **Wiring Modification**

(d) For Model Falcon 2000 series airplanes equipped with HUD; for Model Falcon 900EX series airplanes; and for Model Mystere-Falcon 900 series airplanes: Within 25 months after the effective date of this AD, modify the GP/IRS wiring in accordance with the applicable service bulletin. After this modification has been completed, the applicable TC required by paragraph (b) of this AD may be removed from the AFM.

## Alternative Methods of Compliance

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

## Incorporation by Reference

(f) Unless otherwise specified in this AD, the actions must be done in accordance with the applicable service bulletins listed in Table 3 of this AD, and the applicable temporary changes listed in Table 4 of this AD.

**TABLE 3.—MATERIAL INCORPORATED BY REFERENCE—SERVICE BULLETINS**

Dassault service bulletin	Revision	Date
F2000-273	1	October 29, 2003.
F2000-285	Original	October 29, 2003.
F50-424	Original	October 29, 2003.
F900-318	1	October 29, 2003.
F900-324	Original	October 29, 2003.
F900EX-181	1	October 29, 2003.
F900EX-190	Original	October 29, 2003.

**TABLE 4.—MATERIAL INCORPORATED BY REFERENCE—TEMPORARY CHANGES**

Dassault temporary change	Date	Dassault airplane flight manual	Document
15	September 23, 2003	Mystere-Falcon 900	FM900C.
57	September 23, 2003	Falcon 900EX	DTM561.
61	September 23, 2003	Mystere-Falcon 50	FM813EX.
122	September 23, 2003	Falcon 2000	DTM537.

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. To get copies of this service information, contact Dassault Falcon Jet, P.O. Box 2000, South Hackensack, New Jersey 07606. To inspect copies of this service information, go to the FAA, Transport Airplane Directorate, 1601 Lind Avenue, SW., Renton, Washington; or to the National Archives and Records Administration (NARA). For information on the availability of this material at the 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 directive 2003-409(B), dated October 29, 2003.

## Effective Date

(g) This amendment becomes effective on July 13, 2005.

Issued in Renton, Washington, on May 26, 2005.

Ali Bahrami,

Manager, Transport Airplane Directorate, Aircraft Certification Service.

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