

90-09-10 TEXAS INSTRUMENTS: Amendment 39-6565. Docket No. 89-ANE-38.

Applicability: To circuit breaker Models 6TC6-7.5 and -10 and 6TC20-7.5 and -10, all with date codes 8150 and earlier.

Compliance is required no later than November 1, 1990, unless already accomplished.

(a) To prevent potential overheating of the applicable circuit breakers, replace Texas Instruments circuit breaker Models 6TC6-7.5 and -10 and Models 6TC20-7.5 and -10, all with date codes 8150 and earlier. These circuit breakers may be replaced with the same model numbers with the manufacturing date codes of 8151 and later.

NOTE: The circuit breakers are installed in, but not limited to, aircraft manufactured by Boeing Commercial Airplanes and Lockheed Corporation. Service bulletins published to date, which may be helpful in identifying replacement circuit breakers, are as follows:

(1) The Boeing Commercial Airplanes' service bulletins 757-24-0054, 747-24-2135, and 767-24-0060, all dated August 31, 1989. Their part numbers BACC18AC7 and BACC18AC10 are used to identify Texas Instruments Model 6TC6-7.5 and 6TC6-10, respectively.

(2) The Lockheed Corporation service bulletin 093-24-134, dated August 12, 1987. Their part numbers LS10159-7 and LS10159-10 are used to identify Texas Instruments Model 6TC20-7.5 and 6TC20-10, respectively.

(b) Upon submission of substantiating data by an owner or operator through an FAA Airworthiness Inspector, an alternate method of compliance with the requirements of this AD or adjustments to the compliance times specified in this AD may be approved by the Manager, Boston Aircraft Certification Office, Engine and Propeller Directorate, Aircraft Certification Service, Federal Aviation Administration, 12 New England Executive Park, Burlington, Massachusetts 01803.

This amendment (39-6565, AD 90-09-10) becomes effective on May 30, 1990.

N/A NOT INSTALLED ON AIRCRAFT

94-21-06

94-21-06 PACIFIC SCIENTIFIC COMPANY, HTL/KIN-TECH DIVISION:
Amendment 39-9048. Docket 94-NM-73-AD.

Applicability: Lap belt assemblies and restraint systems, as listed in Pacific Scientific Service Bulletin 1108435-25-01, dated April 28, 1994, and Pacific Scientific Service Bulletin 1108460-25-01, dated April 28, 1994; as installed on aircraft and rotorcraft, certificated in any category.

Compliance: Required as indicated, unless accomplished previously.

To prevent the inability of passengers or crew to egress from their seats during an emergency situation, due to problems associated with the lap belt assembly, accomplish the following:

(a) within 90 days after the effective date of this AD, remove the applicable lap belt assemblies and restraint systems, and replace them with new design assemblies in accordance with Pacific Scientific Service Bulletin 1108435-25-01, dated April 28, 1994, or Pacific Scientific Service Bulletin 1108460-25-01, dated April 28, 1994, as applicable.

(b) As of a date 90 days after the effective date of this AD, no person shall install on any aircraft or rotorcraft a passenger or crew lap belt or restraint system (as listed in Pacific Scientific Service Bulletin 1108435-25-01, dated April 28, 1994, and Pacific Scientific Service Bulletin 1108460-25-01, dated April 28, 1994) that incorporates the part number 1108435 "45 degrees" release lift lever buckle assembly, or the part number 1108460 "90 degrees" release lift lever buckle assembly.

(c) An alternative method of compliance or adjustment of the compliance time that provides an acceptable level of safety may be used if approved by the Manager, Los Angeles Aircraft Certification Office (ACO), FAA, Transport Airplane Directorate. Operators shall submit their requests through an appropriate FAA Principal Maintenance Inspector, who may add comments and then send it to the Manager, Los Angeles ACO.

NOTE: Information concerning the existence of approved alternative methods of compliance with this AD, if any, may be obtained from the Los Angeles ACO.

(d) Special flight permits may be issued in accordance with sections 21.197 and 21.199 of the Federal Aviation Regulations (14 CFR 21.197 and 21.199) to operate the airplane to a location where the requirements of this AD can be accomplished.

(e) The removal and replacement shall be done in accordance with Pacific Scientific Service Bulletin 1108435-25-01, dated April 28, 1994, or Pacific Scientific Service Bulletin 1108460-25-01, dated April 28, 1994, 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 Pacific Scientific, HTL/KIN-TECH Division, 22715 Savi Ranch Parkway, Yorba Linda, California 92687. 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, Transport Airplane Directorate, 3229 East Spring Street, Long Beach, California; or at the Office of the Federal Register, 800 North Capitol Street, NW., suite 700, Washington, DC.

(f) This amendment becomes effective on November 25, 1994.

FOR FURTHER INFORMATION CONTACT:

Layton Walker, Aerospace Engineer, Systems & Equipment Branch, ANM-130L, Los Angeles Aircraft Certification Office, FAA, Transport Airplane Directorate, 3229 East Spring Street, Long Beach, California 90806-2425; telephone (310) 988-5339;

fax (310) 988-5210.

N/A NOT INSTALLED ON AIRCRAFT

87-06-09

87-06-09 MECHANICAL PRODUCTS, INC.: Amendment 39-5585.
Applies to the following 4001, 4200, 4310, and 8500 Series
circuit breakers:

Mechanical Products Designation	Military Designation	Ampere Rating	Date Code
4001 Series	MS22073	1 thru 5	8501 thru 8636
4200 Series	MS26574	1/2 thru 5	8430 thru 8636
4310-001, -019 Series	MS3320	1 thru 5	8605 thru 8636
8500 Series	(None)	1 thru 5	8514 thru 8636

This AD does not apply to circuit breakers produced or installed prior to July 23, 1984, (the thirtieth week of 1984), or to circuit breakers which have been inspected by the manufacturer, found free of defect, marked with a white inverted Z or a T painted on the terminal end, and have an additional date code with an "R" prefix.

NOTE 1: As an aid in identification, the bodies of these circuit breakers are blue or black in color.

NOTE 2: The date codes listed above are used to identify the year and week of manufacture; i.e., 8430 indicates the thirtieth week of 1984, and 8636 indicates the thirty-sixth week of 1986. These date codes may be found on the top, side, or bottom of the circuit breakers.

NOTE 3: As an example, the unit may have the additional date code of R8642, where "R" designates a retest by Mechanical Products, 86 indicates the year 1986, and 42 indicates the 42nd week of 1986.

Compliance: Required as indicated after the effective date of this AD.

To prevent possible loss of essential equipment, electrical fire, or electrical shock hazard on aircraft, accomplish the following:

(a) within six months after the effective date of this AD, accomplish the following:

(1) Visually inspect for installation in aircraft of any of the applicable circuit breakers and prior to further flight remove all units from service, or

(2) Visually inspect for installation in aircraft of any of the applicable circuit breakers in accordance with the instructions contained in Mechanical Products Service Instruction (identification on the back page with the date 10/86) and, prior to further flight, remove all units from service, or

(3) Determine that none of the applicable circuit breakers are installed in aircraft by an examination of maintenance and/or purchasing records.

NOTE: Return of all affected circuit breakers to Mechanical Products, Inc., 1824 River Street, P.O. Box 729, Jackson, Michigan 49204, is recommend and may enhance replacement part availability.

(b) Aircraft may be flown in accordance with FAR 21.197 to a location where the AD may be accomplished.

(c) An adjustment to the compliance time or an equivalent means of compliance with this AD may be used if approved by the Manager, Chicago Aircraft Certification Office, ACE-115C, 2300 East Devon Avenue, Des Plaines, Illinois 60018.

All persons affected by this directive may obtain copies of the document(s) referred to herein upon request to Mechanical Products, Inc., 1824 River Street, P.O. Box 729, Jackson, Michigan 49204; or may examine the document(s) referred to herein at FAA, Office of the Regional Counsel, Room 1558, 601 East 12th Street, Kansas City, Missouri 64106.

This amendment becomes effective on April 27, 1987.

2003-04-06

VARIOUS AIRCRAFT: Amendment 39-13054. Docket 2003-NM-41-AD

APPLICABILITY: Aircraft, certificated in any category, equipped with a Honeywell Primus II RNZ-850/-851 Integrated Navigation Unit having a part number identified in Table 1 of this AD; including, but not limited to BAE Systems (Operations) Limited (Jetstream) Model 4101 airplanes; Bombardier BD-700-1A10 series airplanes; Bombardier CL-215-6B11 (CL415 variant) series airplanes; Cessna Model 560, 560XL, and 650 airplanes; Dassault Model Mystere-Falcon 50 series airplanes; Dornier Model 328-100 and -300 series airplanes; Empresa Brasileira de Aeronautica S.A. (EMBRAER) Model EMB-135 and -145 series airplanes; Learjet Model 45 airplanes; Raytheon Model Hawker 800XP and Hawker 1000 airplanes; and Sikorsky Model S-76A, S-76B, and S-76C aircraft. Table 1 of this AD follows:

TABLE 1.-Integrated Navigation Unit Part Numbers

PART NUMBERS

7510100-811 through 7510100-814 inclusive
 7510100-831 through 7510100-834 inclusive
 7510100-901 through 7510100-904 inclusive
 7510100-911 through 7510100-914 inclusive
 7510100-921 through 7510100-924 inclusive
 7510100-931 through 7510100-934 inclusive

NOTE 1: This AD applies to Honeywell Primus II RNZ-850/-851 Integrated Navigation Units installed on any aircraft, regardless of whether the aircraft has been otherwise modified, altered, or repaired in the area subject to the requirements of this AD. For aircraft that have been modified, altered, or repaired so that the performance of the requirements of this AD is affected, the owner/operator must request approval for an alternative method of compliance in accordance with paragraph (e) of this AD. The request should include an assessment of the effect of the modification, alteration, or repair on the unsafe condition addressed by this AD; and, if the unsafe condition has not been eliminated, the request should include specific proposed actions to address it.

COMPLIANCE: Required as indicated, unless accomplished previously.

To ensure that the flightcrew has an accurate glideslope deviation indication, accomplish the following:

COMPLIANCE TIME FOR ACTION

- (a) Within 5 days after the effective date of this AD, accomplish the requirements of either paragraph (b) or (c) of this AD.

INSPECTION TO DETERMINE PART NUMBER

- (b) Perform a one-time general visual inspection of the modification plate for the Honeywell Primus II NV-850 Navigation Receiver Module; part number 7510134-811, -831, -901, or -931; which is part of the Honeywell Primus II RNZ-850/-851 Integrated Navigation Unit; to determine if Mod "L" has been installed. The modification plate is located on the bottom of the Honeywell Primus II RNZ-850/-851 Integrated Navigation Unit, is labeled NV-850, and contains the part number and serial number for the Honeywell Primus II NV-850 Navigation Receiver Module. If Mod "L" is installed, the letter "L" will be blacked out.

- (1) If Mod "L" is installed, before further flight, do paragraph (c) of this AD.
 (2) If Mod "L" is not installed, no further action is required by this paragraph.

NOTE 2: 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 3: For more information on the inspection specified in paragraph (b) of this AD, refer to Honeywell Technical Newsletter A23-3850-001, Revision 1, dated January 21, 2003.

AIRCRAFT FLIGHT MANUAL REVISION

- (c) Revise the Limitations section of the aircraft flight manual (AFM) to include the following statements (which may be accomplished by inserting a copy of the AD into the AFM):

FLIGHT LIMITATIONS

When crossing the Outer Marker on glideslope, the altitude must be verified with the value on the published procedure.

For aircraft with a single operating glideslope receiver, the approach may be flown using normal procedures no lower than Localizer Only Minimum Descent Altitude (MDA).

For aircraft with two operating glideslope receivers, the aircraft may be flown to the published minimums for the approach using normal procedures if both glideslope receivers are tuned to the approach and both crew members are monitoring the approach using independent data and displays.

PARTS INSTALLATION

- (d) As of the effective date of this AD, no person may install a Honeywell Primus II NV-850 Navigation Receiver Module on which Mod "L" has been installed, on the Honeywell Primus II RNZ-850/-851 Integrated Navigation Unit of any airplane, unless paragraph (c) of this AD is accomplished.

ALTERNATIVE METHODS OF COMPLIANCE

- (e) An alternative method of compliance or adjustment of the compliance time that provides an acceptable level of safety may be used if approved by the Manager, Los Angeles Aircraft Certification Office (ACO), FAA. Operators shall submit their requests through an appropriate FAA Principal Maintenance or Operations Inspector, as applicable, who may add comments and then send it to the Manager, Los Angeles ACO.

NOTE 4: Information concerning the existence of approved alternative methods of compliance with this AD, if any, may be obtained from the Los Angeles ACO.

SPECIAL FLIGHT PERMITS

- (f) Special flight permits may be issued in accordance with sections 21.197 and 21.199 of the Federal Aviation Regulations (14 CFR 21.197 and 21.199) to operate the airplane to a location where the requirements of this AD can be accomplished.

EFFECTIVE DATE

(g) This amendment becomes effective on March 11, 2003.

FOR FURTHER INFORMATION CONTACT: George Mabuni, Aerospace Engineer,
Systems and Equipment Branch, ANM-130L, FAA, Los Angeles Aircraft
Certification Office, 3960 Paramount Boulevard, Lakewood, California
90712-4137; telephone (562) 627-5341; fax (562) 627-5210.

2002-20-09

Rockwell Collins, Inc.: Amendment 39-12906;
Docket No. 2002-CE-39-AD.

(a) what airplanes are affected by this AD? This AD applies to AFD-3010 adaptive flight display units, part numbers 822-1084-012/- 108/-202/-206/-302/-304/-402/-404/-406 (serial numbers as specified in Rockwell Collins Service Bulletin 12, Revision No. 2, AFD-3010-31-12, dated August 30, 2002), that are installed in aircraft. These AFD-3010 adaptive flight display units are installed in, but not limited to, the following aircraft that are certificated in any category:

- (1) Bombardier Model CL-600-2A12 (CL-601) airplanes;
- (2) Cessna Model 525 and 525A airplanes;
- (3) Dassault Model Mystere-Falcon 20-F5 and Mystere-Falcon 50 airplanes;
and
- (4) Raytheon Model 390 and Hawker 800XP airplanes.

(b) who must comply with this AD? Anyone who wishes to operate an aircraft equipped with one of the affected AFD-3010 adaptive flight display units must comply with this AD.

(c) what problem does this AD address? The actions specified by this AD are intended to prevent premature failure of the Application Specific Integrated Circuit (ASIC) device, which could result in the AFD-3010 unit displaying erroneous primary flight and engine parameter information. Such failure could lead to the pilot using incorrect information when making critical flight safety decisions.

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

ACTIONS:

- (1) Inspect the AFD-3010 adaptive flight display unit to determine the serial number.

COMPLIANCE:

Within the next 14 days after November 12, 2002 (the effective date of this AD), unless already accomplished.

PROCEDURES:

In accordance with Rockwell Collins Service Bulletin 12, Revision No. 2 (AFD-3010-31-12), dated August 30, 2002.

ACTIONS:

- (2) If the serial number of the AFD-3010 unit is listed as one of the affected units specified in Rockwell Collins Service Bulletin 12, Revision No. 2 (AFD-3010-31-12), dated August 30, 2002, then inspect the MFP386 ASIC device to determine the date code.
- (i) If the date code on the MFP386 ASIC device is 0128, return the unit to the manufacturer for modification and install the modified ADF-3010 unit.
- (ii) If the date code on the MFP386 ASIC is other than 0128, no manufacturer modification is necessary.

COMPLIANCE:

Prior to further flight after the inspection required in

paragraph (d)(1) of this AD, unless already accomplished.

PROCEDURES:

In accordance with Rockwell Collins Service Bulletin 12, Revision No. 2 (AFD-3010-31-12), dated August 30, 2002.

ACTIONS:

- (3) Do not install, on any aircraft, an affected ADF- 3010 adaptive flight display that contains a MFP386 ASIC device with a date code of 0128.

COMPLIANCE:

As of November 12, 2002 (the effective date of this AD).

PROCEDURES: Not applicable.

(e) Can I comply with this AD in any other way? You may use an alternative method of compliance or adjust the compliance time if:

(1) Your alternative method of compliance provides an equivalent level of safety; and

(2) The Manager, Wichita Aircraft Certification Office, approves your alternative. Submit your request through an FAA Principal Maintenance Inspector, who may add comments and then send it to the Manager, Wichita Aircraft Certification Office.

Note: This AD applies to each airplane identified in paragraph (a) of this AD, regardless of whether it has been modified, altered, or repaired in the area subject to the requirements of this AD. For airplanes that have been modified, altered, or repaired so that the performance of the requirements of this AD is affected, the owner/ operator must request approval for an alternative method of compliance in accordance with paragraph (e) of this AD. The request should include an assessment of the effect of the modification, alteration, or repair on the unsafe condition addressed by this AD; and, if you have not eliminated the unsafe condition, specific actions you propose to address it.

(f) Where can I get information about any already-approved alternative methods of compliance? Contact Roger A. Souter, FAA, Wichita Aircraft Certification Office (ACO), 1801 Airport Road, Room 100, Wichita, Kansas 67209; telephone: (316) 946-4134; facsimile: (316) 946-4407; e-mail: roger.souter@faa.gov.

(g) What if I need to fly the airplane to another location to comply with this AD? The FAA can issue a special flight permit under sections 21.197 and 21.199 of the Federal Aviation Regulations (14 CFR 21.197 and 21.199) to operate your airplane to a location where you can accomplish the requirements of this AD.

(h) Are any service bulletins incorporated into this AD by reference? Actions required by this AD must be done in accordance with Rockwell Collins Service Bulletin 12 (AFD-3010-31-12), Revision No. 2, dated August 30, 2002. The Director of the Federal Register approved this incorporation by reference under 5 U.S.C. 552(a) and 1 CFR part 51. You can get copies from Rockwell Collins, Business and Regional Systems, 400 Collins Road Northeast, Cedar Rapids, Iowa 52498; telephone: (319) 295-1831. You may view this information at FAA, Central Region, Office of the Regional Counsel, 901 Locust, Room 506, Kansas City, Missouri, or at the Office of the Federal Register, 800 North Capitol Street, NW., suite 700, Washington, DC.

(i) When does this amendment become effective? This amendment becomes effective on November 12, 2002.

FOR FURTHER INFORMATION CONTACT: Roger A. Souter, FAA, Wichita Aircraft Certification Office (ACO), 1801 Airport Road, Room 100, Wichita, Kansas 67209; telephone: (316) 946-4134; facsimile: (316) 946-4407; e-mail: roger.souter@faa.gov.

02-01-26

*9w both engine OK
368*

2002-01-26 Israel Aircraft Industries, Ltd.: Amendment 39-12621.
Docket 2001-NM-200-AD.

Applicability: All Model 1124 and 1124A series airplanes, and Model 1125 Westwind Astra series airplanes having serial numbers 004 through 072 inclusive and 074 through 078 inclusive; certificated in any category.

Note 1: This AD applies to each airplane identified in the preceding applicability provision, regardless of whether it has been modified, altered, or repaired in the area subject to the requirements of this AD. For airplanes that have been modified, altered, or repaired so that the performance of the requirements of this AD is affected, the owner/operator must request approval for an alternative method of compliance in accordance with paragraph (b) of this AD. The request should include an assessment of the effect of the modification, alteration, or repair on the unsafe condition addressed by this AD; and, if the unsafe condition has not been eliminated, the request should include specific proposed actions to address it.

Compliance: Required as indicated, unless accomplished previously.

To prevent failure of attachment bolts due to fatigue, which could result in separation of the engine inlet cowl and aft nacelle, and consequent damage to the horizontal or vertical stabilizer, accomplish the following:

Inspection and Replacement, if Necessary

(a) Within 50 flight hours from the effective date of this AD, perform a one-time inspection of the bolts installed on the engine inlet cowl and aft nacelle attachment flanges to verify correct part numbers of the bolts. Before further flight, replace any discrepant bolts with the correct bolts, per 1124- Westwind (Israeli Aircraft Industries) Alert Service Bulletin 1124-54A-138, and Astra (Israeli Aircraft Industries) Alert Service Bulletin 1125-54A-247, both dated March 29, 2001; as applicable.

Alternative Methods of Compliance

(b) An alternative method of compliance or adjustment of the compliance time that provides an acceptable level of safety may be used if approved by the Manager, International Branch, ANM-116, Transport Airplane Directorate, FAA. Operators shall submit their requests through an appropriate FAA Principal Maintenance Inspector, who may add comments and then send it to the Manager, International Branch, ANM-116.

Note 2: Information concerning the existence of approved alternative methods of compliance with this AD, if any, may be obtained from the International Branch, ANM-116.

Special Flight Permits

(c) Special flight permits may be issued in accordance with Secs. 21.197 and 21.199 of the Federal Aviation Regulations (14 CFR 21.197 and 21.199) to operate the airplane to a location where the requirements of this AD can be accomplished.

Incorporation by Reference

(d) The actions shall be done in accordance with 1124-westwind (Israeli Aircraft Industries) Alert Service Bulletin 1124-54A-138, dated March 29, 2001; and Astra (Israeli Aircraft Industries) Alert Service Bulletin 1125-54A-247, dated March 29, 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 Galaxy Aerospace Corporation, One Galaxy Way, Fort Worth Alliance Airport, Fort Worth, Texas 76177. Copies may be inspected 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.

Note 3: The subject of this AD is addressed in Israeli airworthiness directive 54-01-05-02, dated May 13, 2001.

Effective Date

(e) This amendment becomes effective on March 7, 2002.

Issued in Renton, Washington, on January 18, 2002.

Michael Kaszycki, Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.

FOR FURTHER INFORMATION CONTACT: Dan Rodina, Aerospace Engineer, International Branch, ANM-116, FAA, Transport Airplane Directorate, 1601 Lind Avenue, SW., Renton, Washington 98055-4056; telephone (425) 227-2125; fax (425) 227-1149.

ALERT SERVICE BULLETIN

NACELLES/PYLONS - ENGINE INLET COWL AND AFT NACELLE - VERIFICATION OF APPROVED INSTALLED ATTACHMENT BOLTS

PLANNING INFORMATION

1. Effectivity

Models 1124/1124A WESTWIND, all serial numbers.

2. Concurrent Requirement

None.

3. Reason

Bolt part numbers NAS1303 and NAS6603 are the only approved bolts to attach the inlet cowl and the aft nacelle to the engine flanges. On some aircraft, bolt part number AN3 have been found installed on the engine flanges. AN3 bolts are not approved and are considered as fatigue critical bolts for this application.

4. Description

This service bulletin provides instructions to perform a one time visual verification of the bolts installed on the engine inlet cowl and aft nacelle attachment flanges. The purpose of the inspection is to verify approved bolt part number NAS1303 or the manufacturer approved replacement bolt part number NAS6603 are used to attach the inlet cowl and the aft nacelle to the engine attachment flanges.

5. Compliance

Compliance with this service bulletin is mandatory within 50 aircraft flight hours upon receipt of this service bulletin.

6. Approval

This service bulletin has been reviewed by the Civil Aviation Administration of Israel (CAAI). The design content herein complies with the applicable Civil Aviation Regulations and is CAAI approved.

ALERT SERVICE BULLETIN

MATERIAL INFORMATION

1. Material - Price and Availability

The parts required to accomplish this service bulletin are available from Galaxy Aerospace in Fort Worth, Texas. Please contact the Parts Sales Department at Galaxy Aerospace for current price and availability of parts.

2. Warranty Information

None.

3. Material Necessary for Each Aircraft

A. Material to be Purchased:

<u>New P/N</u>	<u>Keyword</u>	<u>Old P/N</u>	<u>Qty</u>
NAS6603-4	Bolt	AN3-4	A/R
NAS6603-5	Bolt	AN3-5	A/R
NAS6603-5H	Bolt	AN3-5H	A/R
NAS6603-6	Bolt	AN3-6	A/R
NAS6603-9	Bolt	AN3-9	A/R
MS21042L3	Nut	N/A	A/R
NAS620C10L	Washer	N/A	A/R
AN960D10	Washer	N/A	A/R

B. Material Supplied by the Operator:

None.

4. Reidentified Parts

None.

5. Tooling - Price and Availability

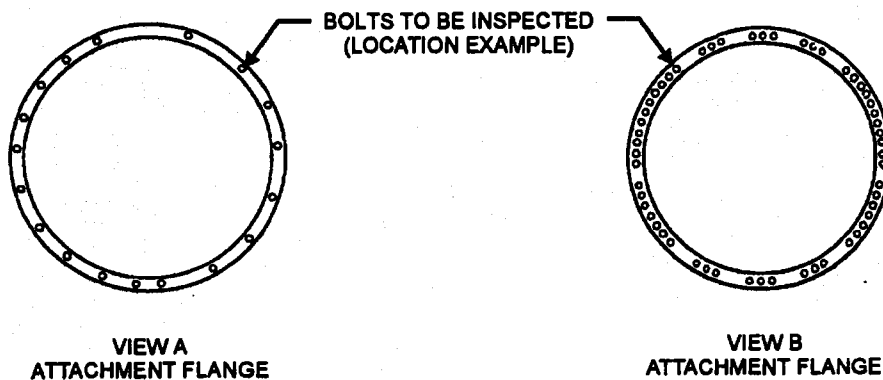
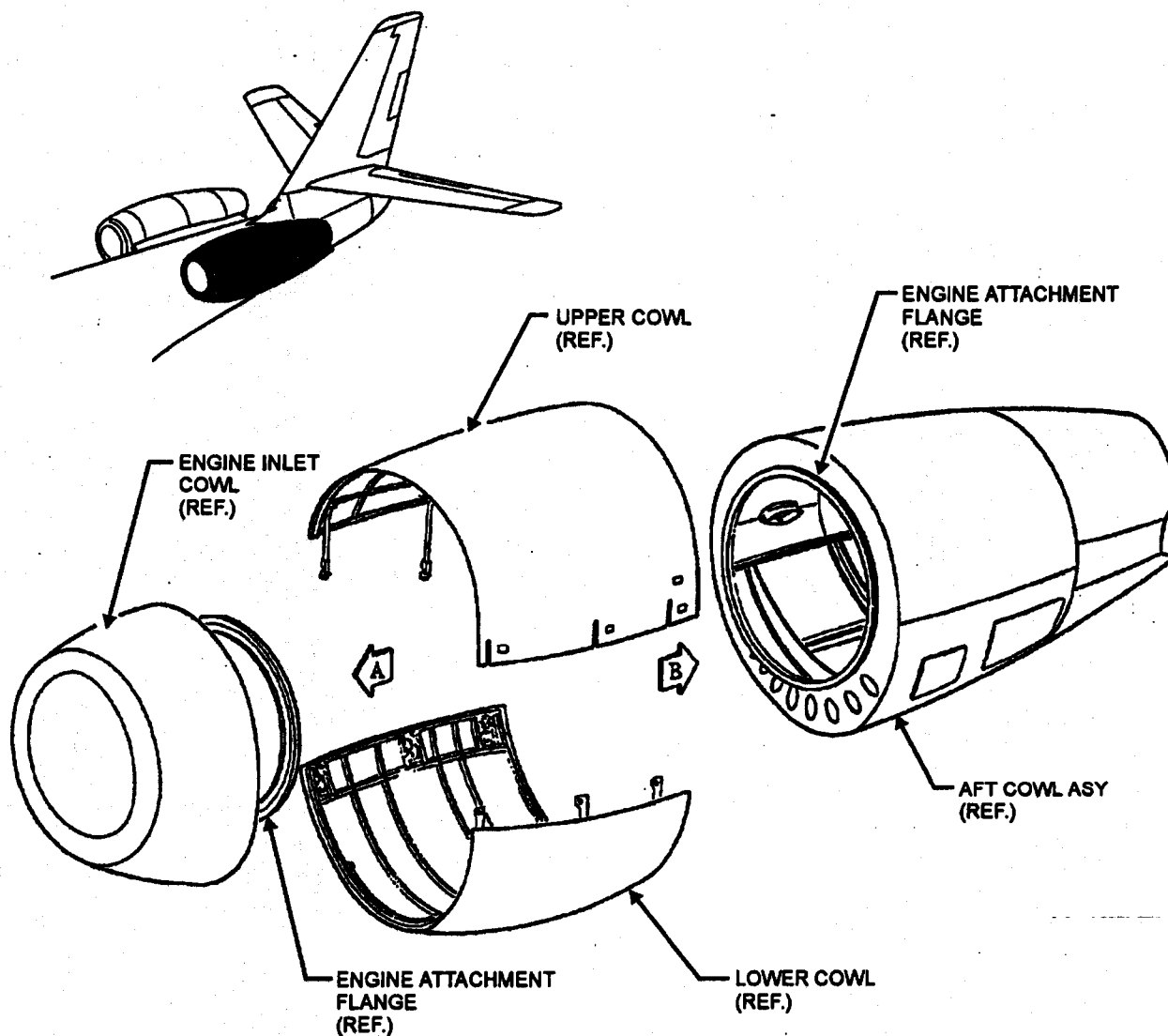
None.

ALERT SERVICE BULLETIN

ACCOMPLISHMENT INSTRUCTIONS

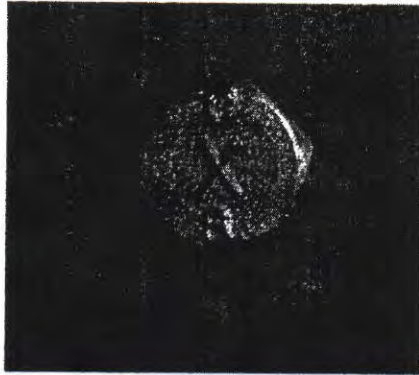
1. Remove the lower and upper cowl doors from the left and right engines. Refer to 1124/1124A Westwind Maintenance Manual, Chapter 54-30-00, Maintenance Practices.
2. Locate and examine the bolt heads on the engine attachment flanges securing the engine inlet cowl and aft nacelle to both engines. Refer to Figure 1.
3. Verify the installed bolts are the approved part numbers NAS1303 or NAS6603. If approved bolts are installed proceed to Step 6. Refer to Figure 2.
4. Remove and replace any unapproved bolt part number with an approved bolt part number. Refer to 1124/1124A Westwind Illustrated Parts Catalog, Chapters 54-20-00 and 78-30-00 for proper bolt part numbers.
5. Install the upper and lower cowl doors on the left and right engines. Refer to 1124/1124A Westwind Maintenance Manual, Chapter 54-30-00, Maintenance Practices.
6. Make the following entry in the aircraft log book: Westwind Alert Service Bulletin No. 1124-54A-138, dated March 29, 2001, titled "Nacelles/Pylons - Engine Inlet Cowl and Aft Nacelle - Verification of Approved Installed Attachment Bolts" has been accomplished this date _____.
7. Complete the attached Certificate of Compliance and return to Galaxy Aerospace in Fort Worth, Texas.

ALERT SERVICE BULLETIN

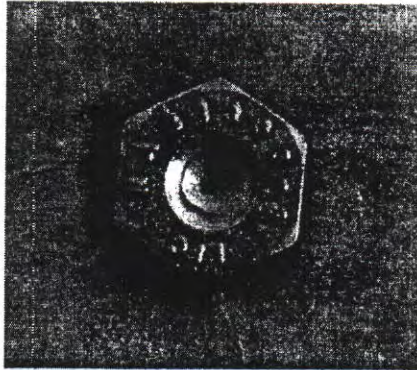


Nacelle Assembly
FIGURE 1

ALERT SERVICE BULLETIN



AN3 BOLT
UNAPPROVED PART NUMBER



NAS1303 BOLT
APPROVED PART NUMBER



NAS6603 BOLT
APPROVED PART NUMBER

Examples of Bolt Head Markings
FIGURE 2

N/A

89-06-01 SWITLIK PARACHUTE COMPANY, INC.: Amendment 39-6075. Applicability: Switlik TSO-C13 Life Preservers and TSO-C72 Individual Flotation Devices: all models and all part numbers manufactured from September 1, 1984, through January 30, 1985, and June 1, 1985, through October 30, 1985 (date located on identification label on front surface).

Compliance: Required within one year after the effective date of this AD, unless already accomplished.

To prevent the improper functioning of the carbon dioxide (CO2) inflators on TSO-C13 Life Preservers and TSO-C72 Individual Flotation Devices, accomplish the following:

(a) Visually inspect the CO2 inflators for cracks and chipping and, if necessary, replace CO2 inflators with serviceable parts in accordance with Paragraph 2, Accomplishment Instructions of Switlik Parachute Company, Inc., Service Bulletin No. 25-00-19, dated September 8, 1987.

(b) Aircraft may be ferried in accordance with the provisions of FAR 21.197 and 21.199 to a base where the AD can be accomplished.

(c) Upon request, an equivalent means of compliance with the requirements of this AD may be approved by the Manager, New York Aircraft Certification Office, Federal Aviation Administration, Engine and Propeller Directorate, Aircraft Certification Service, 181 South Franklin Avenue, Valley Stream, New York 11581.

(d) Upon submission of substantiating data by an owner or operator through an FAA Airworthiness Inspector, the Manager, New York Aircraft Certification Office, Federal Aviation Administration, Engine and Propeller Directorate, Aircraft Certification Service, 181 South Franklin Avenue, Valley Stream, New York 11581, may adjust the compliance time specified in this AD.

Switlik Service Bulletin No. 25-00-19, dated September 8, 1987, identified and described in this document, is incorporated herein and made a part hereof pursuant to 5 U.S.C. 552(a)(1). All persons affected by this directive who have not already received this document from the manufacturer may obtain copies upon request to Switlik Parachute Co., Inc., 1325 East State Street, P.O. Box 1328, Trenton, New Jersey 08607.

This document may also be examined at the Office of the Assistant Chief Counsel, Federal Aviation Administration, New England Region, 12 New England Executive Park, Burlington, Massachusetts 01803, Room 311, Rules Docket No. 88-ANE-05.

This amendment (39-6075, AD 89-06-01) becomes effective on April 3, 1989.

N/A

94-06-04 EROS: Amendment 39-8852. Docket 93-ANE-18.

Applicability: EROS series MF10-[]-[] full face quick donning mask regulators installed on but not limited to Airbus A320, Boeing 747-400, British Aerospace (BAe) 125-600 and Jetstream 41, Canadair RJ, Dassault Mystere Falcon 20, McDonnell Douglas MD11, and Piper PA31T and PA42 series aircraft.

Compliance: Required as indicated, unless accomplished previously.

To prevent failure of the pin securing the mask shell to the face piece, which could result in a mask leaking oxygen and the crew losing consciousness, accomplish the following:

(a) For EROS Model MF10-05-01 full face quick donning mask regulators, within six months after the effective date of this AD, replace the face piece and mask shell securing screw in accordance with EROS Service Bulletin (SB) No. MF10-35-44, dated July 15, 1991.

(b) For all other EROS series MF10-[]-[] full face quick donning mask regulators, within six months after the effective date of this AD, replace the face piece and mask shell securing screw in accordance with EROS SB No. MF10-35-46, Revision 1, dated June 12, 1992.

(c) An alternative method of compliance or adjustment of the compliance time that provides an acceptable level of safety may be used if approved by the Manager, Boston Aircraft Certification Office. The request should be forwarded through an appropriate FAA Principal Maintenance Inspector, who may add comments and then send it to the Manager, Boston Aircraft Certification Office.

NOTE: Information concerning the existence of approved alternative methods of compliance with this airworthiness directive, if any, may be obtained from the Boston Aircraft Certification Office.

(d) Special flight permits may be issued in accordance with FAR 21.197 and 21.199 to operate the aircraft to a location where the requirements of this AD can be accomplished.

(e) The modification shall be done in accordance with the following service bulletins:

Document No.	Pages	Revision	Date
EROS SB No. MF10-35-44	1-8	Original	July 15, 1991

Total Pages: 8.

EROS SB No. MF10-35-46	1-7	1	June 12, 1992
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Total Pages: 7.

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 EROS, P.O. Box 10, 78370 Plaisir, France. Copies may be inspected at the FAA, New England Region, Office of the Assistant Chief Counsel, 12 New England Executive Park, Burlington, MA; or at the Office of the Federal Register, 800 North Capitol Street NW., suite 700, Washington, DC.

(f) This amendment becomes effective on May 23, 1994.

FOR FURTHER INFORMATION CONTACT:

Terry Fahr, Aerospace Engineer, Boston Aircraft Certification Office, FAA, Engine and Propeller Directorate, 12 New England

Executive Park, Burlington, MA 01803-5299; telephone (617)
238-7155, fax (617) 238-7199.

N/A

94-19-06 PURITAN BENNETT AERO SYSTEMS: Amendment 39-9028.
Docket 94-NM-154-AD.

Applicability: Sweep-On Model 2000 crew oxygen masks, as listed in Puritan Bennett Service Bulletin 174250-35-1, dated August 1994; as installed on, but not limited to, Dornier Model 228 and 328 series airplanes, Cessna Model 550 and 650 and Citation Model I and II series airplanes, Raytheon Corporate Jets Model HS 125-700A series airplanes, Dassault Mystere Falcon Model 20 series airplanes, Beech Model 400 (Beechjet) series airplanes, and Gulfstream Model G-1159 (G-II) and G-1159A (G-III) series airplanes; certificated in any category.

Compliance: Required as indicated, unless accomplished previously.

To prevent the flight crew from experiencing difficulty in exhaling into the affected crew oxygen masks, accomplish the following:

(a) within 60 days after the effective date of this AD, modify the crew oxygen masks, in accordance with Puritan Bennett Service Bulletin 174250-35-1, dated August 1994.

(b) An alternative method of compliance or adjustment of the compliance time that provides an acceptable level of safety may be used if approved by the Manager, Los Angeles Aircraft Certification Office (ACO), FAA, Transport Airplane Directorate. Operators shall submit their requests through an appropriate FAA Principal Maintenance Inspector, who may add comments and then send it to the Manager, Los Angeles ACO.

NOTE: Information concerning the existence of approved alternative methods of compliance with this AD, if any, may be obtained from the Los Angeles ACO.

(c) Special flight permits may be issued in accordance with sections 21.197 and 21.199 of the Federal Aviation Regulations (14 CFR 21.197 and 21.199) to operate the airplane to a location where the requirements of this AD can be accomplished.

(d) The modification shall be done in accordance with Puritan Bennett Service Bulletin 174250-35-1, dated August 1994. 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 Puritan Bennett Company, 108000 Pflumm Road, Lenexa, Kansas 66215. Copies may be inspected at the FAA, Transport Airplane Directorate, 1601 Lind Avenue, SW., Renton, Washington; or at the FAA, Transport Airplane Directorate, Los Angeles Aircraft Certification Office, 3229 East Spring Street, Long Beach, California; or at the Office of the Federal Register, 800 North Capitol Street, NW., suite 700, Washington, DC.

(e) This amendment becomes effective on October 6, 1994.

FOR FURTHER INFORMATION CONTACT:

Walter Eierman, Aerospace Engineer, Systems and Equipment Branch, ANM-131L, FAA, Transport Airplane Directorate, Los Angeles Aircraft Certification Office, 3229 East Spring Street, Long Beach, California 90806-2425; telephone (310) 988-5336; fax (310) 988-5310.

N/A

93-24-16 PURITAN BENNETT AERO SYSTEMS: Amendment 39-8765; Docket No. 93-CE-36-AD. Applicability: Crewmember Protective Breathing Equipment (PBE), 119003 and 119003-01 Units, that are installed on, but not limited to the following airplanes (all serial numbers), certificated in any category:

Manufacturer	Models
Airbus Industries	A300, A310, and A320
Boeing	727, 737, 747, 757, and 767
McDonnell Douglas	DC8, DC9, DC10, MD11, MD80, MD81, MD82, and MD83
de Havilland	DHC-8
British Aerospace	BAe 146 and BAe 31
Lockheed	L1011
Fokker	100
SAAB	SF340
Aerospatiale	ATR42 and ATR72
Canadair	RJ
Shorts	360

Compliance: Required within the next 24 calendar months after the effective date of this AD, unless already accomplished.

To prevent failure of a PBE unit because of a deteriorated neck seal, accomplish the following:

(a) Inspect the affected PBE unit for existence of a yellow label attached to the red rip tag. Remove from service any unit that does not have this yellow label.

NOTE 1: Figure 1 of Puritan Bennett Aero Systems SB No. 119003-35-1, dated February 15, 1993, illustrates the location of this yellow label.

NOTE 2: PBE units not having a yellow tag may be shipped to the manufacturer at the address specified in paragraph (d) of this AD. The unit will then be modified and shipped back with a yellow tag attached to the red rip tag.

(b) Special flight permits may be issued in accordance with FAR 21.197 and 21.199 to operate the airplane to a location where the requirements of this AD can be accomplished.

(c) An alternative method of compliance or adjustment of the compliance time that provides an equivalent level of safety may be approved by the Manager, Wichita Aircraft Certification Office, FAA, 1801 Airport Road, Room 100, Wichita, Kansas 67209. The request shall be forwarded through an appropriate FAA Maintenance Inspector, who may add comments and send it to the Manager, Wichita Aircraft Certification Office.

NOTE 3: Information concerning the existence of approved alternative methods of compliance with this AD, if any, may be obtained from the Wichita Aircraft Certification Office.

(d) All persons affected by this directive may obtain copies of the document referred to herein upon request to Puritan Bennett Aero Systems Company, Attention: Customer Service Department, 10800 Pflumm Road, Lenexa, Kansas 66215; or may examine this document at the FAA, Central Region, Office of the Assistant Chief Counsel, Room 1558, 601 E. 12th Street, Kansas City, Missouri 64106.

(e) This amendment (39-8765) becomes effective on

February 4, 1994.

FOR FURTHER INFORMATION CONTACT: Mr. Jose Flores,
Aerospace Engineer, Wichita Aircraft Certification Office,
FAA, 1801 Airport Road, Mid-Continent Airport, Wichita, Kansas
67209; telephone (316) 946-4133, facsimile (316) 946-4407.

N/A

97-18-03 PURITAN-BENNETT AERO SYSTEMS CO.: Amendment 39-10113; Docket No. 97-CE-75-AD.

Applicability: Cone and Seal assemblies, part numbers 210543 and 210543-01, that were manufactured or repaired from August 1996 through July 1997; utilized in aircraft that are certificated in any category.

NOTE 1: These Puritan-Bennett cone and seal assemblies, part numbers 210543 and 210543-01, may be attached to the following part number Puritan-Bennett sweep-on crew oxygen masks:

- 114321-01 114321-15 114321-16 114322-01
- 114322-02 114322-03 114322-05 114323-01
- 114622-01 114622-02 114623-01 114623-02

NOTE 2: This AD applies to each aircraft equipped with a cone and seal assembly that is identified in the preceding applicability provision, regardless of whether the aircraft has been modified, altered, or repaired in the area subject to the requirements of this AD. For aircraft that have been modified, altered, or repaired so that the performance of the requirements of this AD is affected, the owner/operator must request approval for an alternative method of compliance in accordance with paragraph (d) of this AD. The request should include an assessment of the effect of the modification, alteration, or repair on the unsafe condition addressed by this AD; and, if the unsafe condition has not been eliminated, the request should include specific proposed actions to address it.

Compliance: Required within the next 7 days after the effective date of this AD, unless already accomplished.

To prevent failure of the ultrasonic weld on the cone and seal assembly of the oxygen mask with consequent reduced oxygen flow through the mask, which could result in the crew not being able to obtain oxygen in an emergency situation, accomplish the following:

(a) Replace any cone and seal assembly referenced in the Applicability section of this AD with an FAA-approved assembly not covered by this AD.

(b) As of the effective date of this AD, no person may equip an aircraft with any Puritan-Bennett cone and seal assembly, part numbers 210543 and 210543-01, that were manufactured or repaired between August 1996 and July 1997.

NOTE 3: Puritan-Bennett Service Bulletin No. 3500-97-14, dated August 7, 1997, specifies identification and replacement of the part numbers 210543 and 210543-01 cone and seal assemblies.

(c) Special flight permits may be issued in accordance with sections 21.197 and 21.199 of the Federal Aviation Regulations (14 CFR 21.197 and 21.199) to operate the aircraft to a location where the requirements of this AD can be accomplished.

(d) An alternative method of compliance or adjustment of the compliance time that provides an equivalent level of safety may be approved by the Manager, Wichita Aircraft Certification Office (ACO), 1801 Airport Road, Room 100, Mid-Continent Airport, Wichita, Kansas 67209. The request shall be forwarded through an appropriate FAA Maintenance Inspector, who may add comments and then send it to the Manager, Wichita ACO.

NOTE 4: Information concerning the existence of

approved alternative methods of compliance with this AD, if any, may be obtained from the Wichita ACO.

(e) All persons affected by this directive may obtain copies of the document referred to herein upon request to Puritan-Bennett Aero Systems Co., 10800 Pflumm Road, Lenexa, Kansas 66215; or may examine this document at the FAA, Central Region, Office of the Assistant Chief Counsel, Room 1558, 601 E. 12th Street, Kansas City, Missouri 64106.

(f) This amendment becomes effective on September 22, 1997.

FOR FURTHER INFORMATION CONTACT:

Michael D. Imbler, Aerospace Engineer, FAA, Wichita Aircraft Certification Office, 1801 Airport Road, Room 100, Mid-Continent Airport, Wichita, Kansas 67209; telephone (316) 946-4147; facsimile (316) 946-4407.

c/w 87

83-26-03 BF GOODRICH: Amendment 39-4811. Applies to the following aircraft tires:

1. 17.5x5.75-8, 12PR, 210MPH, P/N 038-627, S/N 3224A-XXXXX, and
2. 18x5.5, 10PR, 210MPH, P/N 033-631, S/N 3215A-XXXXX through 3217A-XXXXX.

These tires are eligible for, but not limited to use on, all Gates Learjet models and Fairchild Swearingen Model SA226-TC airplanes.

Compliance: Required prior to next takeoff, unless already accomplished.

To avoid tread loss and possible subsequent tire failure, accomplish the following:

Remove the applicable part number and serial number BF Goodrich tires from the aircraft and either destroy them or return them to BF Goodrich for destruction. Cutting the tire carcass is an approved means of destruction.

NOTE: The serial numbers of the tires are interpreted as follows:

ILLUSTRATION

This amendment becomes effective on February 21, 1984, to all persons except those to whom it has already been made effective by priority letter from the FAA dated December 23, 1983, and is identified as AD 83-26-03.

83-11-03 PACIFIC SCIENTIFIC COMPANY, KIN-TECH DIVISION:
Amendment 39- 4662. Applies to Pacific Scientific flight attendant restraint system rotary buckle assemblies, Part Numbers 1107261-01, -05 and -09, manufactured prior to 1982.

Compliance required within 180 days from the effective date of this AD, unless previously accomplished.

To prevent the entrapment of occupants caused by the inability to release the restraint system assembly, accomplish the following:

- a. Inspect flight attendant restraint systems to determine if Pacific Scientific rotary buckle as identified in Figure 1 of Pacific Scientific Service Bulletin 11072 61-25-01 is installed.
- b. If installed, determine if the old lower cover 1107270-01 or the new cover assembly 1107525-01 is installed. The cover is not identified with a part number; however, with the old cover only the two (2) attachment screw heads will be seen. The new cover assembly also has two (2) rivet upsets on the outside of the cover assembly and, in addition, the lap belt and/or inertia reel nameplate should be identified with the letter "M" after the assembly part number.
- c. If the new cover assembly 1107525-01 is installed, no further action is required per this AD.
- d. If the old cover 1107270-01 is installed, replace the old cover with the new 1107525-01 cover assembly and stamp or mark a suffix letter "M" next to part number on each lap belt and on inertia reel nameplate.

NOTE: Pacific Scientific Service Bulletin 11072 61-25-01, Revision 1, dated June 1, 1982, pertains to this subject.

e. Alternate inspections, modifications or other actions which provide an equivalent level of safety may be used when approved by the Manager, Western Aircraft Certification Field Office, FAA, Northwest Mountain Region.

This amendment becomes effective July 18, 1983.

c/w

83-01-06 SWITLIK PARACHUTE COMPANY, INC.: Amendment 39-4541. Applies to inflatable life preservers and individual flotation devices, all models and part numbers, manufactured between June 1, 1981, and March 22, 1982.

Compliance required within the next 24 months after the effective date of this AD, unless previously accomplished.

To detect life preservers and flotation devices which have CO2 inflation valve manifolds that may operate improperly, and to correct the deficiency, perform the following in accordance with the Accomplishment Instructions, Paragraph 2, of Switlik Parachute Company, Inc., Service Bulletin 25-00-16, dated April 1, 1982:

1. Inspect the lower shoulder of the valve stem for a thin groove (1/16 to 1/32 inch wide). If the groove is not present, the air check valve is acceptable.
2. If the groove is present, the air check valve must be replaced and the faulty valve discarded.
3. After installation of the replacement air check valve, inflate the life vest cell and test the operation of the air check valve.

An equivalent method of compliance may be approved upon request to the Manager, New York Aircraft Certification Office, Federal Aviation Administration, 181 South Franklin Avenue, Room 202, Valley Stream, New York 11581.

Upon submission of substantiating data by an owner or operator through an FAA Maintenance Inspector, the compliance time of this AD may be adjusted upon request to the Manager, New York Aircraft Certification Office, Federal Aviation Administration, 181 South Franklin Avenue, Room 202, Valley Stream, New York 11581.

All persons affected by this directive who have not already received the manufacturer's service bulletin may obtain a copy upon request to Switlik Parachute Company, Inc., 1325 East State Street, Trenton, New Jersey 08607. This document may also be examined at Federal Aviation Administration, New England Region, Office of the Regional Counsel, 12 New England Executive Park, Burlington, Massachusetts 01803.

This amendment becomes effective February 28, 1983.

N/A 

85-26-03 SCOTT AVIATION: Amendment 39-5182. Applies to Scott Aviation oxygen connectors, Part Numbers 289-56 and 289-56-1.

NOTE: The constant-flow oxygen masks to which the above connectors might be fitted include, but are not necessarily limited to, the following Scott Part Numbers:

289-127	289-127-2	289-127-4	289-128	289-128-2
289-360	289-395	289-701-23	289-701-24	
289-701-223	289-601-6	289-601-13	289-601-17	
289-601-206	289-601-213	289-601-217.		

Compliance is required within thirty (30) days after the effective date of this AD, unless previously accomplished.

To prevent the blockage of oxygen flow due to incompletely drilled oxygen connectors, accomplish the following:

A. Inspect the oxygen mask connectors in accordance with Scott Aviation Service Bulletin 289-35-10 dated May 27, 1985. Improperly drilled connectors must be replaced prior to return to service.

B. Alternate means of compliance which provide an acceptable level of safety may be used when approved by the Manager, Western Aircraft Certification Office, FAA, Northwest Mountain Region.

All persons affected by this directive who have not already received these documents from the manufacturer may obtain copies upon request to Scott Aviation, 123 East Montecito Avenue, Sierra Madre, California 91024. These documents may be examined at the FAA, Northwest Mountain Region, 17900 Pacific Highway South, C-68966, Seattle, Washington, or at the Western Aircraft Certification Office, 15000 Aviation Boulevard, Hawthorne, California.

This amendment becomes effective December 30, 1985.

N/A

85-26-01 SECUR AIGLON: Amendment 39-5198. Applies to Secur Aiglon (formerly l'Aiglon) Model 343 safety belts equipped with type 343, 343A, 343B, 343C buckles installed in, but not limited to, Aerospatiale SA360C helicopters.

Compliance is required as indicated unless already accomplished.

To prevent any possible jamming and failure to unlock the belt, accomplish the following:

Within the next 90 days after the effective date of this AD, modify the belt buckle in accordance with the repair instructions specified in Secur Aiglon SB No. TRW 1 dated April 27, 1984, or later FAA approved revision.

Aircraft may be ferried in accordance with the provisions of FAR 21.197 and 21.199 to a base where the AD can be accomplished.

Upon request, an equivalent means of compliance with the requirements of this AD may be approved by the Manager, Brussels Aircraft Certification Office, AEU-100, 15 Rue de la Loi, B-1040, Brussels, Belgium, telephone 531.38.30.

Upon submission of substantiating data by an owner or operator through an FAA maintenance inspector, the Manager, Brussels Aircraft Certification Office, AEU-100, 15 Rue de la Loi, B-1040, Brussels, Belgium, may adjust the compliance time specified in this AD.

Secur Aiglon SB No. TRW 1, dated April 27, 1984, is incorporated herein and made a part hereof pursuant to 5 U.S.C. 552(a)(1). All persons affected by this directive who have not already received this document from the manufacturer may obtain copies upon request to Anjore Aeronautique, Avenue de l'Osier, 49125 Tierce, France. This document also may be examined at the Office of the Regional Counsel, FAA, New England Region, Room 311, 12 New England Executive Park, Burlington, Massachusetts 01803.

This amendment becomes effective on February 6, 1986

NA

2001-18-05 Goodyear Tire and Rubber Company: Amendment 39-12431; Docket No. 2001-CE-27-AD.

(a) what aircraft are affected by this AD? This AD applies to aircraft equipped with any Goodyear Flight Eagle tire, 34X9.25-16 18PR 210MPH, Part Number (P/N) 348F83-2. The following is a list of aircraft where these tires could be installed. This is not a comprehensive list and aircraft not on this list that have the tires installed through field approval or other methods are still affected by this AD:

Type certificate holder	Models	Serial numbers
Gulfstream Aerospace Corporation	GII, GIIB, and GIII	All serial numbers.
Gulfstream Aerospace Corporation	GIV	Serial numbers 1000 through 1213, except for serial number 1183.
The Boeing Company	720 and 720B	All serial numbers.

(b) who must comply with this AD? Anyone who wishes to operate any aircraft that is equipped with one or more of the above-referenced Goodyear Flight Eagle tires must comply with this AD.

(c) what problem does this AD address? The actions specified by this AD are intended to remove these tires from service to prevent the potential of these tires experiencing tread separations during operation. These tread separations could result in structural damage to the aircraft, including damage to the flaps, engine nacelles, and wheel wells.

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

Action:

(1) Inspect all Goodyear Flight Eagle tires, 34X9.25- 16 18PR 210MPH, P/N 348F83-2, to determine if any are within the serial number range of 0168xxxx through 0185xxxx.

Compliance time:

within the next 10 hours time-in- service (TIS) after September 24, 2001 (the effective date of this AD).

Procedures:

Goodyear Service Bulletin GY SB 2001-32-006, dated July 28, 2001, and Gulfstream Aerospace Corporation Alert Customer Bulletins #28 (GII/GIIB), #14 (GIII), and #28 (GIV), all dated July 31, 2001, contain information that relates to this subject.

Action:

(2) Replace any tire found within the serial number range referenced in paragraph (d)(1) of this AD with an FAA- approved tire that is not Goodyear Flight Eagle, 34X9.25-16 18 PR 210 MPH, P/N 348F83-2, serial number 0168xxxx through 0185xxxx.

Compliance time:

Prior to further flight after the inspection required by paragraph

(d)(1) of this AD.

Procedures:

Goodyear Service Bulletin GY SB 2001-32-006, dated July 28, 2001, and Gulfstream Aerospace Corporation Alert Customer Bulletins #28 (GII/GIIB), #14(GIII), and #28(GIV), all dated July 31, 2001, contain information that relates to this subject.

Action:

(3) Do not install, on any airplane, a Goodyear Flight Eagle tire, 34X9.25-16 18 PR 210MPH, P/N 348F83-2, that is within the serial number range of 0168xxxx through 0185xxxx.

Compliance time:

As of September 24, 2001 (the effective date of this AD).

Procedures:

Not Applicable.

(e) Can I comply with this AD in any other way? You may use an alternative method of compliance or adjust the compliance time if:

(1) Your alternative method of compliance provides an equivalent level of safety; and

(2) The Manager, Chicago Aircraft Certification Office, approves your alternative. Send your request through an FAA Principal Maintenance Inspector, who may add comments and then send it to the Manager, Chicago Aircraft Certification Office.

Note: This AD applies to any aircraft with a tire installed as identified in paragraph (a) of this AD, regardless of whether the aircraft has been modified, altered, or repaired in the area subject to the requirements of this AD. For aircraft that have been modified, altered, or repaired so that the performance of the requirements of this AD is affected, the owner/operator must request approval for an alternative method of compliance in accordance with paragraph (e) of this AD. The request should include an assessment of the effect of the modification, alteration, or repair on the unsafe condition addressed by this AD; and, if you have not eliminated the unsafe condition, specific actions you propose to address it.

(f) Where can I get information about any already-approved alternative methods of compliance? Contact Roy Boffo, Aerospace Engineer, FAA, Chicago Aircraft Certification Office, 2300 E. Devon Avenue, Des Plaines, Illinois 60018; telephone: (847) 294-7564; facsimile: (847) 294-7834.

(g) What if I need to fly the airplane to another location to comply with this AD? The FAA can issue a special flight permit under sections 21.197 and 21.199 of the Federal Aviation Regulations (14 CFR 21.197 and 21.199) to operate your airplane to a location where you can accomplish the requirements of this AD.

(h) How do I get copies of the documents referenced in this AD? You may obtain copies of the documents referenced in this AD from Goodyear Global Aviation Tires, Global Product Support, 1144 East Market Street, Akron, Ohio 44316-0001; telephone: (330) 796-3293; facsimile: (330) 796-6535; or Gulfstream Aerospace Corporation, 500 Gulfstream Road, P.O. Box 2206, Savannah, Georgia 31402-2206, as applicable. You may examine these documents at FAA, Central Region, Office of the Regional Counsel, 901 Locust, Room 506, Kansas City,

Missouri 64106.

(i) when does this amendment become effective? This amendment becomes effective on September 24, 2001.

Issued in Kansas City, Missouri, on August 27, 2001.

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

90-05-09 TRACOR AEROSPACE, INCORPORATED: Amendment
39-6527. Docket No. 89-ASW-23.

Applicability: TA-7800 Omega/VLF Navigation systems, with receiver processor unit (RPU) Part Numbers (P/N) 138000-7004, -7007, -7017, -7114, -7115, -7117, -7124, -7125, -7127, -7204, -7224, -7227, and -7247 with software program No. 85001 or 851002 installed in, but not limited to, the following airplanes by certain Supplemental Type Certificates (STC): Boeing Models 707, 727, and 737; McDonnell Douglas MD-80, DC-8, DC-9; Lockheed Models L-382, Jetstar 1329; Beech Model 200; Cessna Model 441; Avions Marcel Dassault Model 20; Piper Model PA-42; Hawker Siddeley Model HS-125; Fairchild Swearingen SA226T(B); North American Rockwell Model NA-265, and General Dynamics Model 22 (Convair 880).

Compliance: Required as indicated, unless already accomplished.

To prevent navigation errors when using the Great Britain (GBR) radio station, which could result in loss of the aircraft, accomplish the following:

(a) within the next 10 hours' time in service, accomplish the following:

(1) Fabricate a placard with the words, "DESELECT 58 PRIOR TO EACH FLIGHT" using letters 0.125 inches high or greater, or use the placard supplied by Tracor Aerospace in Service Bulletin (SB) 138000-00-01, dated January 24, 1989. Mount this placard on the uppermost part of each TA-7800 software Program No. 851001 or 851002 is replaced as described in paragraph (b), deactivate the GBR VLF radio station by deselecting 58 as follows:

(i) Turn the CDU function select switch to the TEST position.

(ii) Press the CLR (clear) function on the data keyboard.

(iii) Key 58 into the left window on CDU.

(iv) Press the ENT (enter) function on the data keyboard.

(v) Press CLR (clear), 0, ENT (enter) functions on the data keyboard.

(vi) Verify the left window on the CDU displays "58 OFF" and the right window displays a single digit and the letter "0".

(b) within 90 days after the effective date of this AD, remove the Tracor TA-7800 RPU P/N's 138000-7004, -7007, -7017, -7114, -7115, -7117, -7124, -7125, -7127, -7204, -7224, -7227, and -7247 with software program No. 851001 or 851002 and replace with Tracor TA-7800 RPU P/N's 138000-7004, -7007, -7017, -7114, -7115, -7117, -7124, -7125, -7127, -7204, -7224, -7227, and -7247 with software program No. 890201 or 890202 respectively.

(1) Verify the software identification numbers as follows:

(i) Turn the function select switch on the CDU panel to the TEST position.

(ii) Press CLR (clear), 19, ENT (enter) on the data keyboard.

(iii) Verify program No. 890201 or 890202 in the right-hand display of the CDU.

NOTE: Software program Nos. 890201 and 890202 replace software program Nos. 851001 and 851002, respectively.

(2) Add the software verification test procedure specified in (b)(1)(iii) above to the Limitations Section of the related FAA-approved Airplane Flight Manual Supplement (AFMS). This may be accomplished by inserting a copy of this AD in the AFMS Limitations Section.

(3) After verification of the software specified in (b)(1)(iii) above has been completed satisfactorily,

remove and discard the "DESELECT 58 PRIOR TO EACH FLIGHT" placard.

(4) Replace the Tracor TA-7800 pilot guide, publication T7800-3A, Revisions 1 through 5, with Tracor publication T7800-3A, Revision No. 6, dated April 14, 1989, which lists software program Nos. 890201 and 890202.

NOTE: A revised pilot guide will be supplied by Tracor and shipped with each reworked receiver processor unit.

(c) In accordance with FAR Section 43.9, make a log book entry which shows compliance with this AD.

(d) An alternate means of compliance or adjustment of the compliance time, which provides an equivalent level of safety, may be used when approved by the Manager, Special Program Office, Aircraft Certification Service, FAA, Southwest Region, Fort Worth, Texas 76193-0190.

(e) Special flight permits may be issued in accordance with FAR Sections 21.197 and 21.199 to operate airplanes to a base in order to comply with the requirements of this AD.

This amendment (39-6527, AD 90-05-09) becomes effective on April 4, 1990.

N/A

85-22-10 COLLINS AVIONICS DIVISION/ROCKWELL INTERNATIONAL:
Amendment 39- 5207. Applies to the following flight director
indicators and horizontal situation indicators certificated to
the applicable requirements of Technical Standard Orders C3a,
C3b, C4c, C52a, and C66a (*):

MODEL	PART NO.	SERIAL NO.
329B-7A	522-3206-005	5018 thru and including 5021
329B-7J	522-3867-003	1000 thru and including 1001
ADI-44V	622-5139-001	1024 thru and including 1036
	622-5139-002	1024 thru and including 1036
	622-5139-003	1024 thru and including 1036
	622-5139-004	1024 thru and including 1036
ADI-84	787-6173-013	4079 thru and including 4109
	787-6173-016	4079 thru and including 4109
ADI-84A	622-3594-013	5549 thru and including 5646
	622-3594-015	5549 thru and including 5646
	622-3594-016	5549 thru and including 5646
	622-3594-017	5549 thru and including 5646
331A-8H	777-1026-004	3204 thru and including 3227
HSI-45	622-4298-001	1246 thru and including 1326
HSI-70	622-4913-001	1670 thru and including 1681

(*) This AD only applies to indicators manufactured
between June 1, 1985, and October 25, 1985. It does not apply to
indicators installed in an aircraft prior to June 1, 1985.

Compliance: Required as indicated unless already
accomplished.

To prevent internal gear slippage that may result in
erroneous display, with no warning annunciation, of pitch and/or
roll command and roll pointer displays in flight director
indicators or course and/or heading displays in horizontal
situation indicators, accomplish the following:

(a) For affected flight director indicators, prior to further
use, or if installed in an aircraft, prior to further flight,
remove the indicator, inspect the gear shaft assemblies to
determine if the taper pin is properly installed, and if
necessary, modify the assemblies in accordance with the
instructions contained in the appropriate Collins' Alert Service
Bulletin identified below:

MODEL	ALERT SERVICE BULLETIN NO.	DATE
329B-7A	A13	October 25, 1985
329B-7J	A9	October 25, 1985
ADI-44V	A4	October 25, 1985
ADI-84	A10	October 29, 1985
ADI-84A	A10	October 29, 1985

(b) For affected horizontal situation indicators not
installed in an aircraft, prior to further use, inspect the gear
shaft assemblies to determine if the taper pin is properly
installed, and if necessary, modify the assemblies in accordance
with the instructions contained in the appropriate Collins' Alert
Service Bulletin identified below:

MODEL	ALERT SERVICE BULLETIN NO.	DATE
331A-8H	A7	October 28, 1985
HSI-45	A4	October 28, 1985
HSI-70	A1	October 29, 1985

(c) For affected Models 331A-8H and HSI-45 horizontal
situation indicators installed on an aircraft:

(1) Prior to further flight, deactivate the autopilot

and flight director by pulling the respective circuit breakers, and,

(2) Fabricate and install on the instrument panel adjacent to the HSI/ADI and visible to the pilot the following placard using letters of a minimum 0.10 inch in height: "AP/FD INOPERATIVE. COURSE AND HEADING INDEX NOT TO BE USED FOR NAVIGATION," and operate the aircraft accordingly.

(3) within 25 hours time-in-service after the effective date of this AD, inspect the gear shaft assemblies to determine if the taper pin is properly installed, and if necessary, modify the assemblies in accordance with the instructions in the appropriate Collins' Alert Service Bulletin identified below:

MODEL	ALERT SERVICE BULLETIN NO.	DATE
331A-8H	A7	October 29, 1985
HSI-45	A4	October 28, 1985

(4) The requirements of paragraphs (c)(1) and (c)(2) of this AD are no longer required when paragraph (c)(3) of this AD has been accomplished.

(d) For affected Model HSI-70 horizontal situation indicators installed on an aircraft, prior to further flight, remove the indicator. Prior to further use of the indicator, inspect the gear shaft assemblies to determine if the taper pin is properly installed, and if necessary modify the assemblies in accordance with the instructions contained in Collins' Alert Service Bulletin No. A1, dated October 29, 1985.

(e) The inspection and modification requirements of paragraphs (a) through (d) of this AD must be accomplished by a FAA certified instrument repair station.

(f) within five (5) days report, in writing, all defects found during accomplishment of this AD to the Manager, Wichita Aircraft Certification Office, 1801 Airport Road, Room 100, Mid-Continent Airport, Wichita, Kansas 67209. (Reporting approved by the Office of Management and Budget under OMB No. 2120-0056.)

(g) Aircraft may be flown in accordance with Federal Aviation Regulation 21.197 to a location where this AD can be accomplished.

(h) An equivalent method of compliance with this AD, if used, must be approved by the Manager, Wichita Aircraft Certification Office, 1801 Airport Road, Room 100, Mid-Continent Airport, Wichita, Kansas 67209.

All persons affected by this directive may obtain copies of the documents referred to herein upon request to Collins Radio Division/Rockwell International, 400 Collins Road NE, Cedar Rapids, Iowa 52406 or the FAA, Rules Docket, Office of the Regional Counsel, Room 1558, 601 East 12th Street, Kansas City, Missouri 64106.

This amendment becomes effective December 31, 1985, as to all persons except those persons to whom it was made immediately effective by priority letter AD 85-22-10, issued October 30, 1985, which contained this amendment.

N/A

86-05-02

86-05-02 UNITED INSTRUMENTS, INC.: Amendment 39-5317. Applies to altimeter Part Numbers 5934, 5934A, 5934M, 5934AM, 5934P, 5934PA, 5934PM, 5934PAM, 5934D, 5934PD, 5934AD, and 5934PAD with the following serial numbers:

6C461 thru 6C999
7C000 thru 7C999
8C000 thru 8C999
9C000 thru 9C999
0D000 thru 0D999
1D000 thru 1D999
2D000 thru 2D869

NOTE 1: This AD is applicable to pressure sensitive altimeters that do not have encoding capabilities. The affected altimeters were manufactured after February 1, 1985.

Compliance: Required as indicated unless already accomplished.

To prevent possible erroneous altitude information from being displayed to the pilot, accomplish the following:

(a) For all altimeters that are installed in an aircraft, prior to further flight,

(1) Check each installed altimeter or check the aircraft's permanent maintenance record to determine if the altimeter falls within the Serial Number designations set forth in this AD. The owner/operator of the aircraft may make this check.

(2) If, as a result of this check, it is determined that the altimeter falls within these designations, check the altimeter by applying a slight outward pull on the adjustment knob while turning the knob and determine that the altitude indication pointers and the barometric pressure dial remain synchronized.

(3) The holder of a pilot certificate issued under Part 61 of the Federal Aviation Regulations (FAR) may conduct this check on any airplane owned or operated by him. The person accomplishing this must make the appropriate aircraft maintenance record entry as prescribed by FAR 91.173.

(4) If the altitude pointers do not move simultaneously with the barometric dial, prior to further flight remove the altimeter and return it to United Instruments, Inc., 3625 Comotara Avenue, Wichita, Kansas 67226, no later than July 1, 1986. Replacement altimeters must be serviceable units.

NOTE 2: It is recommended but not required by this AD, that the above check for synchronized movement be accomplished each time the altimeter barometric pressure dial is adjusted.

(b) Regardless of the results of the check specified in paragraph (a) of this AD, on or before July 1, 1986, for all affected altimeters installed in an aircraft, remove the altimeter and return it to United Instruments, Inc. at the above address. Replacement altimeters must be serviceable units.

(c) For all affected altimeters not installed in an aircraft, prior to further use but no later than July 1, 1986, return the altimeter to United Instruments, Inc., at the above address, for examination and modification as required.

(d) For each altimeter returned to United Instruments, Inc. per the instructions of paragraphs (a), (b) and (c) above, the examination and rework by United Instruments, Inc. will be identified by a yellow dot approximately 1/4 inch (6.4mm) diameter on the lower half of the rear case and the letter "M", approximately 1/8 inch (3.2mm) in height stamped on the data plate just before the word "altimeter". Units that have been reworked and so marked may be used as serviceable replacement parts.

(e) Aircraft may be flown in accordance with Federal Aviation Regulation (FAR) 21.197 to a location where this AD can be

accomplished. Prior to dispatch, set the altimeter to field elevation and do not reset in flight.

(f) An equivalent method of compliance with this AD, if used, must be approved by the Manager, Wichita Aircraft Certification Office, 1801 Airport Road, Room 100, Mid-Continent Airport, Wichita, Kansas 67209.

United Instruments Service Bulletin No. 2, dated February 24, 1986, pertains to the subject of this AD.

All persons affected by this directive may obtain copies of the documents referred to herein upon request to United Instruments, Inc., 3625 Comotara Avenue, Wichita, Kansas 67226, or FAA, Office of the Regional Counsel, Room 1558, 601 East 12th Street, Kansas City, Missouri 64106.

This amendment becomes effective on May 28, 1986, to all persons except those to whom it has already been made effective by priority letter AD from the FAA dated February 28, 1986, and is identified as AD 86-05-02.

N/A

2001-10-13 IS SUPERSEDED BY AD 2002-21-01

2001-10-13 Britax Sell Gmbh & Co. OHG: Amendment 39-12239.
Docket 2000-NE-58-AD.

Applicability

This airworthiness directive (AD) is applicable to certain Britax Sell Gmbh & Co. OHG water boilers, coffee makers, and beverage makers, listed by part number (P/N) and serial number (SN) in Table 1 of this AD. These products are installed on but not limited to Airbus Industrie A319, A320, A330, AVRO RJ, Boeing Company 717, 737, 747, 757, 767, 777, and Bombardier RJ airplanes.

Note 1: This AD applies to each appliance identified in the preceding applicability provision, regardless of whether it has been modified, altered, or repaired in the area subject to the requirements of this AD. For appliances that have been modified, altered, or repaired so that the performance of the requirements of this AD is affected, the owner/operator must request approval for an alternative method of compliance in accordance with paragraph (c) of this AD. The request should include an assessment of the effect of the modification, alteration, or repair on the unsafe condition addressed by this AD; and, if the unsafe condition has not been eliminated, the request should include specific proposed actions to address it.

Compliance

Compliance with this AD is required within 50 flight hours after the effective date of this AD, unless already done.

To prevent a fire in the galley compartment due to inadequate crimping of the electrical terminal contact pins, which could result in smoke in the cockpit and cabin and loss of control of the airplane, do the following:

- (a) Inspect wire terminals (faston type) on temperature limiters of remote water boilers, coffee makers, water boilers, and beverage makers that are listed by P/N in Table 1 of this AD for discoloration or melting of wire terminal insulation.
- (b) If terminal insulation is discolored or melted, replace the entire wire in accordance with the applicable service bulletin (SB) specified for the appliance in Table 1 as follows:

Table 1.--Appliance P/N and Applicable SB for Wire Replacement

Appliance P/N	SN	Tank assembly P/N
(1) Remote water Boiler.....		
62204-001-029, 62204-001-031, 62204-001-037, 62204-001-043, 62204-001-047, and 62204-001-049.	00-04-0001 thru 00-07-0033 and 00-07-0038.	62203-001-005 and 62203-001-007.

Replace wiring in accordance with SB:

E33-4-007SB, Revision 2, dated December 4, 2000, Accomplishment Instructions 3.A. through 3.O.

Appliance

Appliance P/N	SN	Tank assembly P/N
(2) Coffee Maker.....		
(i) 64755.....	00-05-0001 and 00-09-0003.	64761-025-001
Replace wiring in accordance with SB: E33-4-009SB, dated October 24, 2000, Accomplish Instructions 3.A. through 3.J.		
(ii) 64753-001-003		
	00-01-0001 thru 00- 08-0060, 00-07- 0065 thru 00-09- 0079.	64761-025-001
Replace wiring in accordance with SB: E33-4-011SB, dated October 21, 2000, Accomplish Instructions 3.A. through 3.J.		
(iii) 64753-201-003. 00-05-0001 and 00-05-0002.		
Replace wiring in accordance with SB: E33-4-012SB, dated October 24, 2000, Accomplish Instructions 3.A through 3.J.		
(iv) 64769-001-005 00-04-0001 thru and 64769-001-007. 00-09-0033.		
Replace wiring in accordance with SB: E33-4-013SB, dated October 23, 2000, Accomplish Instructions 3.A. through 3.Q.		
(v) 64790-1..... 00-08-0001 thru 00-08-0003.		
Replace wiring in accordance with SB: E33-4-015SB, dated October 23, 2000, Accomplish instructions 3.A.through 3.L.		

Appliance Appliance P/N	SN	Tank assembly P/N
(3) Water Boiler.....		
62197-001-001.....	00-04-0001 thru 05-0023, 00-08- 0026, thru 00-09- 0052 and 00-09- 0055.	00-62197-015-001
Replace wiring in accordance with SB: E33-4-010SB, dated October 20, 2000,		

E33-4-015SB, dated October 23, 2000,
Accomplish instructions 3.A. through 3.L.

Appliance
Appliance P/N SN Tank assembly P/N

(3) Water Boiler.....

62197-001-001..... 00-04-0001 thru 00-05-0023, 00-08-0026, thru 00-09-0052 and 00-09-0055. 62197-015-001

Replace wiring in accordance with SB:

E33-4-010SB, dated October 20, 2000,
Accomplish Instructions 3.A. through 3.S.

Appliance
Appliance P/N SN Tank assembly P/N

(4) Beverage Maker.....

(i) 64771-001-001. 00-04-0013 thru 00-04-0039, 00-04-0043 thru 00-08-0302, 00-08-0307 thru 00-08-0346, and 00-09-0368 thru 00-09-0371. 64771-025-005

Replace wiring in accordance with SB:

E33-4-014SB, Revision 1, dated November 6, 2000,
Accomplishment Instructions 3.A. through 3.J.

(ii) 64771-001-003 00-02-0001 thru 00-03-0005, 00-04-0007 thru 00-04-0012, 00-04-0042 thru 00-04-0042, 00-04-0053 thru 00-04-0057, 00-05-0087 thru 00-05-0094, 00-07-0135 thru 00-07-0138, 00-08-0303 thru 00-08-306, 00-08-0347 thru 00-08-0354, and 00-09-0365 thru 00-09-0367. 64771-025-001

Replace wiring in accordance with SB:

E33-4-016SB, Revision 1, dated November 6, 2000,
Accomplishment Instructions 3.A. through 3.J.

Alternative Methods of Compliance

(c) An alternative method of compliance or adjustment of the

compliance time that provides an acceptable level of safety may be used if approved by the Manager, Boston Aircraft Certification Office (ACO). Operators shall submit their requests through an appropriate FAA Principal Maintenance Inspector, who may add comments and then send it to the Manager, Boston ACO.

Note 2: Information concerning the existence of approved alternative methods of compliance with this airworthiness directive, if any, may be obtained from the Boston ACO.

Special Flight Permits

(d) Special flight permits may be issued in accordance with §§ 21.197 and 21.199 of the Federal Aviation Regulations (14 CFR 21.197 and 21.199) to operate the aircraft to a location where the requirements of this AD can be accomplished.

Incorporation by Reference Material

(e) The actions required by this AD shall be performed in accordance with the following Britax Sell GmbH & Co. OHG service bulletins, as applicable:

Document No.	Pages	Revision	Date
E33-4-007SB Total pages: 7.	All	Revision 2	December 4, 2000
E33-4-009SB Total pages: 5	All	Original	October 24, 2000
E33-4-010SB Total pages: 5	All	Original	October 20, 2000
E33-4-011SB Total pages: 5	All	Original	October 21, 2000
E33-4-012SB Total pages: 5	All	Original	October 24, 2000
E33-4-013SB Total pages: 5	All	Original	October 23, 2000
E33-4-014SB Total pages: 5	All	Revision 1	November 6, 2000
E33-4-015SB Total pages: 5	All	Original	October 23, 2000
E33-4-016SB Total pages: 5	All	Revision 1	November 6, 2000

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 Britax Sell GmbH & Co. OHG, MPL Mr. H.D. Poggensee, P.O. Box 1161, 35721 Herborn Germany, telephone international code 49-2772-707-0; fax international code 49-2772-707-141. Copies may be inspected at the FAA, New England Region, Office of the Regional Counsel, 12 New England Executive Park, Burlington, MA; or at the Office of the Federal Register, 800 North Capitol Street, NW, suite 700, Washington, DC.

Note 3: The subject of this AD is addressed in Luftfahrt-Bundesamt airworthiness directive 2000-379, dated November 13, 2000.

Effective Date of This AD

(f) This amendment becomes effective June 15, 2001.

FOR FURTHER INFORMATION CONTACT: Terry Fahr, Aerospace Engineer,
Boston Aircraft Certification Office, FAA, Engine and Propeller
Directorate, 12 New England Executive Park, Burlington, MA 01803-
5299; telephone 781-238-7155; fax 781-238-7199.

Issued in Burlington, Massachusetts, on May 17, 2001.

Diane S. Romanosky, Acting Manager, Engine and Propeller Directorate,
Aircraft Certification Service.

N/A

2002-21-01 Britax Sell GmbH & Co OHG: Amendment 39-12907.
Docket No. 2000-NE-58-AD. Supersedes AD 2001-10-13, Amendment 39-12239.

Applicability: This airworthiness directive (AD) is applicable to Britax Sell GmbH & Co. OHG water boilers, coffee makers, and beverage makers, listed by part number (P/N) and serial number (SN) in Table 1 of this AD. These products are installed on, but not limited to, Airbus Industrie A319, A320, A330, AVRO RJ, Bombardier DHC-8-400, and Boeing Company 717, 737, 747, 757, 767, 777 airplanes.

Note 1: This AD applies to each product identified in the preceding applicability provision, regardless of whether it has been modified, altered, or repaired in the area subject to the requirements of this AD. For products that have been modified, altered, or repaired so that the performance of the requirements of this AD is affected, the owner/operator must request approval for an alternative method of compliance in accordance with paragraph (b) of this AD. The request should include an assessment of the effect of the modification, alteration, or repair on the unsafe condition addressed by this AD; and, if the unsafe condition has not been eliminated, the request should include specific proposed actions to address it.

Compliance: Compliance with this AD is required as indicated, unless already done.

To prevent a fire in the galley compartment due to inadequate crimping of the electrical terminal contact pins, which could result in smoke in the cockpit and cabin and loss of control of the airplane, do the following:

(a) Replace wiring on temperature limiters of remote water boilers, coffee makers, water boilers, and beverage makers that are listed by P/N in Table 1 of this AD during the next repair, maintenance, or descaling of the product, during the next airplane check that allows for replacing the wiring, or within one calendar year after the effective date of this AD, whichever occurs earlier, in accordance with the applicable service bulletin (SB) specified for the appliance in Table 1 as follows:

Table 1.--Appliance P/N and Applicable SB for Wire Replacement

ILLUSTRATION (Table 1)

Alternative Methods of Compliance

(b) An alternative method of compliance or adjustment of the compliance time that provides an acceptable level of safety may be used if approved by the Manager, Boston Aircraft Certification Office (ACO). Operators must submit their request through an appropriate FAA Principal Maintenance Inspector, who may add comments and then send it to the Manager, Boston ACO.

Note 2: Information concerning the existence of approved alternative methods of compliance with this airworthiness directive, if any, may be obtained from the Boston ACO.

Special Flight Permits

(c) Special flight permits may be issued in accordance with §§ 21.197 and 21.199 of the Federal Aviation Regulations (14 CFR 21.197 and 21.199) to operate the aircraft to a location where the requirements of this AD can be done.

Documents That Have Been Incorporated By Reference

(d) The actions must be done in accordance with the following Britax Sell GmbH & Co. OHG service bulletins (SB's):

DOCUMENT NO:	PAGES:	REVISION:	DATE:
E33-4-007SB Total pages: 7	All	2	December 4, 2000.
E33-4-009SB Total pages: 5	All	Original	October 24, 2000
E33-4-010SB Total Pages: 5	All	1	August 1, 2001
E33-4-011SB Total Pages: 5	All	2	January 31, 2001
E33-4-012SB Total pages: 5	All	1	November 20, 2000
E33-4-013SB Total pages: 5	All	Original	October 23, 2000
E33-4-014SB Total pages: 5	All	1	November 6, 2000.
E33-4-015SB Total pages: 5	All	1	November 15, 2000.
E33-4-016SB Total pages: 5	All	1	November 15, 2000.

The incorporation by reference of SB's E33-4-007SB, Revision 2, dated December 4, 2000; E33-4-009SB, dated October 24, 2000; E33-4-013SB, dated October 23, 2000; E33-4-014SB, Revision 1, dated November 6, 2000; and E33-4-016SB, Revision 1, dated November 6, 2000 was approved by the Director of the Federal Register on June 15, 2001 (66 FR 29467; May 31, 2001). The incorporation by reference of E33-4-010SB, Revision 1, dated August 1, 2001; E33-4-011SB, Revision 2, January 31, 2001; E33-4-012SB, Revision 1, dated November 20, 2000; and E33-4-015SB, Revision 1, dated November 15, 2000 was approved by the Director of the Federal Register on November 27, 2002, in accordance with 5 U.S.C. 552(a) and 1 CFR part 51. Copies may be obtained from Britax Sell GmbH & Co. OHG, MPL Mr. H.D. Poggensee, P.O. Box 1161, 35721 Herborn Germany, telephone international code 49-2772-707-0; fax international code 49-2772-707-141. Copies may be inspected at the FAA, New England Region, Office of the Regional Counsel, 12 New England Executive Park, Burlington, MA; or at the Office of the Federal Register, 800 North Capitol Street, NW., suite 700, Washington, DC.

Note 3: The subject of this AD is addressed in LBA airworthiness directive 2000-379, dated November 13, 2000.

Effective Date

(e) This amendment becomes effective on November 27, 2002.

FOR FURTHER INFORMATION CONTACT: Terry Fahr, Aerospace Engineer, Boston Certification Office, FAA, Engine and Propeller Directorate, 12 New England Executive Park, Burlington, MA 01803-5299; telephone (781) 238-7155; fax (781) 238-7170.

N/A

2000-18-04 Aviointeriors S.p.A.
Department of Transportation Federal Aviation Administration
(FAA) Airworthiness Directive (AD) 2000-18-04
Docket No. 2000-NE-09-AD, Amendment 39-11889

Subject: Inspection of Seat Center Crossmember for Cracks

- (a) Effective Date October 12, 2000
- (b) Affected Documents None.
- (c) Applicability Aviointeriors S.p.A. (formerly ALVEN) Model 312 Seats. These seats are used on, but are not limited to, Fokker 50 airplanes.
- (d) Unsafe Condition The FAA is issuing this AD to prevent the loss of the structural integrity of the seat due to cracks in the seat center crossmember.
- (e) Compliance Initial inspection within 20 days or 80 hours time-in-service (TIS), whichever occurs first after the effective date of this AD, unless already done, and repetitive inspections within 650 hours TIS after last inspection.
- (f) Required Actions (1) Inspect seat crossmember P/N DM03437-1 in accordance with Section 2. Inspection Procedure of Aviointeriors Alert Service Bulletin (ASB) 312/912-01, Revision 1, dated October 7, 1999.
- (2) If you find cracks, replace the crossmember with a new crossmember P/N DM03437-1 in accordance with Section 3 Crossmember Replacement Procedure, Step 3.1 through 3.9 of ASB 312/912-01, Revision 1, dated October 7, 1999.
- (g) Other Provisions (1) Alternative Methods of Compliance:
- (i) You may use an alternative method of complying or adjust the time you take to meet the requirements of this AD if your alternative provides an acceptable level of safety, and the Manager, Boston Aircraft Certification Office (ACO), approves your alternative.

(ii) Submit your request for approval through an FAA Principal Maintenance Inspector, who may add comments and then send it to the Manager, Boston ACO.

(iii) You can get information about the existence of already approved alternatives from the FAA, Boston ACO.

(2) Modifications, Alterations, or Repairs:

This AD applies to each seat identified in the applicability paragraph, even if it has been modified, altered, or repaired in the area subject to this AD. If that change in any way affects accomplishing the required actions, you must request FAA approval for an alternative method of compliance (AMOC). Your request should assess the effect of the change on the unsafe condition addressed by this AD.

(3) Special Flight Permits:

The FAA can issue you a special flight permit under 14 CFR 21.197 and 21.199 to operate your airplane to a location where you can comply with this AD.

(h) Incorporation by Reference

You must do the inspections and replacements in accordance with Aviointeriors ASB No 312/912-01, Revision 1, dated October 7, 1999. The Director of the Federal Register approved this incorporation by reference under 5 U.S.C. 552(a) and 1 CFR part 51. If you need a copy of the service bulletin, contact Aviointeriors S.p.A, Via Appia Km. 66.4 - 04013 Latina, Italy; telephone: 39-0773-6891; fax: 39-0773-631546. You may review a copy of the service bulletin at the FAA, New England Region, Office of the Regional Counsel, 12 New England Executive Park, Burlington, MA or at the Office of the Federal Register, 800 North Capitol Street, NW, suite 700, Washington, DC.

(i) Related Information

Ente Nazionale per

L'Aviazione Civile AD 99-421
has required these inspections
and replacements in Italy.

FOR FURTHER INFORMATION CONTACT: Brian Murphy, Aerospace Engineer,
Boston Aircraft Certification Office, FAA, Engine and Propeller
Directorate, 12 New England Executive Park, Burlington, MA 01803-
5299; telephone: 781-238-7739; fax: 781-238-7199.

Issued in Burlington, MA, on August 30, 2000.

David A. Downey, Assistant Manager, Engine and Propeller Directorate,
Aircraft Certification Service.

NIA

87-04-19

87-04-19 EON CORPORATION: Amendment 39-5552. Applies to EON Corporation TSO C22 safety belt assemblies incorporating E6000 buckle assemblies.

Compliance is required within 30 days after the effective date of this AD, unless previously accomplished.

To prevent inadvertent opening of safety belt assemblies, accomplish the following:

A. Inspect all EON Corporation TSO C22 safety belt assemblies to determine if they use E6000 buckle assemblies. If a safety belt assembly with E6000 buckles is installed, remove and replace it with another FAA- approved safety belt assembly. The removed belts, if not destroyed, must have the TSO approval markings either permanently obliterated or removed.

NOTE: This type of buckle assembly has a front cover plate which is pivoted at one end and is pulled at the other end through an arc to release the latch from the buckle. The E6000 buckle assemblies can be identified by the type of catch they use. Figure 1 (following) shows the configuration of the catch and how it is located within the buckle assembly.

B. Alternate means of compliance which provide an acceptable level of safety may be used when approved by the Manager, Western Aircraft Certification Office, FAA, Northwest Mountain Region.

This amendment becomes effective March 18, 1987.

ILLUSTRATION

N/A

87-16-07 HONEYWELL, INC., SPERRY COMMERCIAL FLIGHT SYSTEMS DIVISION (formerly Sperry Corporation, Aerospace and Marine Group): Amendment 39- 5696. Applies to all digital and analog Electronic Flight Instrument Systems (EFIS) Models EDZ 601, 603, 801, 803, 611, and 811 installations, which include a multifunction display symbol generator.

Compliance required within 30 days after the effective date of this AD, unless previously accomplished.

To eliminate erroneous display of the angle of attack fast/slow presentation, accomplish the following:

A. For the analog type EFIS equipment: Exchange Multifunction Display Symbol Generator (MG) P/N's 7007061-603, -803, -601, -801, and 901 with the same part numbers which have Modification (Mod) K or subsequent incorporated; accomplish this in accordance with Paragraph 2, "Accomplishment Instructions of Honeywell Service Bulletin 21-1986-200, dated January 20, 1987.

B. For the digital type EFIS equipment: Exchange MG P/N's 7007321-811 and -611 with the same part numbers which have Modification (Mod) L or subsequent incorporated; accomplish this in accordance with Paragraph 2, "Accomplishment Instructions" of Honeywell Service Bulletin 21-1987-06, dated May 15, 1987.

C. Alternate means of compliance which provide an acceptable level of safety may be used when approved by the Manager, Western Aircraft Certification Office, FAA, Northwest Mountain Region.

D. Special flight permits may be issued in accordance with FAR 21.197 and 21.199 to ferry aircraft to a maintenance base in order to comply with the requirements of this AD.

All persons affected by this directive who have not already received the appropriate service documents from the manufacturer may obtain copies upon request to the Honeywell Inc., Sperry Commercial Flight System Division, P.O. Box 29000, Phoenix, Arizona 85038-9000. These documents may be examined at the FAA, Northwest Mountain Region, 17900 Pacific Highway South, Seattle, Washington, or at Western Aircraft Certification Office, 15000 Aviation Boulevard, Hawthorne, California.

This Amendment becomes effective August 20, 1987.

N/A

89-02-05 BF GOODRICH (SARGENT INDUSTRIES, PICO DIVISION):
Amendment 39- 6106.

Applicability: BF Goodrich (or former company name Sargent Industries, PICO Division) 7-man liferaft, P/N 100102-(). This liferaft is approved under Technical Standard Order C70.

NOTE: These liferafts would most likely be used in helicopters or transport category airplanes.

Compliance: Required within 90 days after the effective date of this AD, unless previously accomplished.

To eliminate cylinders which may leak due to certain material used in their fabrication, accomplish the following:

A. Inspect the liferafts to determine the cylinder part number (P/N). If the liferaft contains a P/N 630104-205 cylinder with a serial number listed in BF Goodrich Alert Bulletin No. 130101-25A-203, dated March 29, 1988, the cylinder must be replaced prior to further flight, in accordance with that service bulletin.

NOTE: The BF Goodrich service bulletin lists the raft P/N and S/N on which the cylinders were originally installed.

B. An alternate means of compliance or adjustment of the compliance time, which provides an acceptable level of safety may be used when approved by the Manager, Los Angeles Aircraft Certification Office, FAA, Northwest Mountain Region.

C. Special flight permits may be issued in accordance with FAR 21.197 and 21.199 to operate airplanes to a base in order to comply with the requirements of this AD.

All persons affected by this directive who have not already received the appropriate service documents from the manufacturer may obtain copies upon request to BF Goodrich Aircraft Evacuation Systems, 3414 South Fifth Street, Phoenix, Arizona 85040. These documents may be examined at the FAA, Northwest Mountain Region, 17900 Pacific Highway South, Seattle, Washington, or at 3229 East Spring Street, Long Beach, California.

This amendment (39-6106, AD 89-02-05) becomes effective February 13, 1989.

N/A

90-07-08 R1

90-07-08 R1 S.E.L.A. LABORATOIRE ABADIE (SELA):
Supersedes Amendment 39-6546 as revised by Amendment 39-6627.

Applicability: Fluorescent lighting lamp connectors, Part Number (P/N) 3185-1A, and Remote Power Units (RPU), P/Ns TR 992, TR 992A, TR 992-1, TR 992-3, TR 992-4, and TR 992-5, manufactured by SELA, and installed in, but not limited to AMD-BA Falcon Models 10, 20, 50, 900, BAe Jetstream Models 3101 and 3201, CASA Model 235, Embraer Model EMB-120, and SAAB-Scania Model SF 340A airplanes certificated in any category.

Note 1: SELA and Aerospace Lighting Corporation (ALC) components are similar in size, shape and color and have similar part numbers. They may be identified by trademark. The SELA RPU can be identified by a starburst pattern incorporating the text "laboratoire, abadie, France." The ALC RPU can be identified by a stylized ALC logo with "Aerospace Lighting Corp" in smaller print beneath the logo. The ALC lamp connector has "ALC" molded into the gray body of the conical piece of the connector body with a black lock ring. The SELA lamp connector is stamped in yellow ink on a black connector body with a gray lock ring. The ALC lamp can be positively identified by the presence of a small hole in the locking channel of each blue plastic end piece.

Compliance: Required as indicated in the body of the AD, unless already accomplished per AD 90-07-08.

To prevent smoke, fire, and possible electrical shock, or electromagnetic interference to flight critical or essential systems, accomplish the following:

(a) If the cabin fluorescent lighting system is not deactivated, within the next 30 days after the effective date of this AD, and thereafter until the actions described in paragraph (b) of this AD are accomplished, insert a copy of this AD into the limitations section of the airplane flight manual, and prior to each takeoff where cabin fluorescent lights are used: visually check the cabin fluorescent lighting, and remedy as follows:

(1) Replace all failed lamps prior to further flight.
(2) Replace all failing lamps which have noticeably less illumination (darker) than adjacent lamps within the next 10 hours time-in-service after the lamp condition is found.

(b) If the cabin fluorescent lighting system is not deactivated, within the next 120 days after the effective date of this AD, visually inspect all cabin fluorescent lighting system components, and prior to further flight remedy all defects found following the instructions in this AD. If the cabin fluorescent lighting system is deactivated as described in paragraph (c) of this AD, the inspection described in this paragraph is not required until the fluorescent lighting system is reactivated.

Note 2: The aircraft manufacturer's maintenance manual, the installer's maintenance manual, other service information, SELA Technical Data Sheet (TDS) REF 90/11980, dated February 9, 1990, or Bigorre Aerospace Corporation (BAC) "How To" Number 1 Manual, dated May 10, 1989, contains information which supplements the instructions described in this AD. This information is important to proper maintenance and replacement of defective components.

(1) Insure that the aircraft manufacturer's instructions regarding electrical safety precautions are followed.

Note 3: Hazardous voltages may exist in the fluorescent lighting system.

(2) Visually inspect all installed SELA RPUs (P/Ns) TR 992, TR 992A, TR 992-1, TR 992-3, TR 992-4, and TR 992-5 wiring harnesses:

(i) If charred, burned, or peeling insulation on wires is found, replace the RPU assembly as a unit. No repairs of the high voltage wires may be made except for the installation of the lamp connector.

(ii) Remove and discard any foil insulation installed around the RPU.

(iii) Remove all tywraps where wires may be bundled together and inspect the wire insulation for crimps, kinks, or abrasion. {pg 23898} Replace the RPU if the insulation is damaged. Do not fold the wire harness against itself.

(iv) Insure that the wire insulation is protected from abrasion against the aircraft structure by use of grommets, standoffs, or similar items.

(v) Measure the length of the output wires from the RPU termination to the lamp connectors. Insure that each high voltage wire does not exceed 78 inches (2M) in length. If the wire exceeds 78 inches, cut the lamp connector end of the wire and install a new fitting (P/N 3185-5) by stripping between 0.12 inch (3mm), and 0.20 inch (5mm) of the insulation from the end of the wire and crimping the fitting onto the wire with Deutsch crimping pliers P/N 15500 and SELA positioner P/N 3185-8 in place of Deutsch positioner 20 MS (red), or Burndy M10S-1 crimping tool with S-6A die, or SELA/BAC approved equivalent. Do not solder the wire into the fitting.

(3) Each lamp shall be installed only into 2 connectors made by the same manufacturer as the lamp.

(4) Visually inspect all lamp connector assemblies and for each such assembly;

(i) Replace all burned, melted, cracked, or incorrectly installed lamp connectors, (SELA TDS REF 90/11980 dated February 9, 1990, provides installation criteria).

(ii) Insure that the lamp connector spring (P/N 3185-22), is free to move within the connector, is unbroken and undamaged, and the wire does not bind within the connector. After the lamp connector is correctly installed on the lamp, the spring will not move freely.

(iii) Insure that the contact fitting (P/N 3185-5) is properly crimped and is not soldered onto the wire.

(iv) Insure that the contact fitting is installed flush over the end of the lamp contact with no gap between the fitting and the mating end of the lamp.

(v) Insure that the lamp connector body (P/N 3185-7) is installed first over the lamp until it "clicks" into position. There should be no more than a 0.04 inch (1mm) gap between the connector body and the lamp end. Slide the locking sleeve (P/N 3185-15) over the connector body. Do not slide the locking sleeve onto the connector before installation on the lamp.

(vi) Insure that there are no bare wires or stray wire strands at the end of the connector after assembly.

Note 4: High voltage potentials may exist between adjacent output wires and hasten the formation of arcing damage.

(5) Insert the lamp into no more than 2 clips insuring a snug fit. Insure that lamp clips are properly secured to the airplane structure. Reposition any lamps that contact this structure.

(c) The cabin fluorescent lighting system may be deactivated in accordance with the following instructions:

(1) If the deactivation is accomplished by tripping a circuit breaker (CB), then the CB must be tywrapped in the tripped position, or a collar installed which prevents resetting of the CB.

Note 5: Some airplane installations may power this system through more than one switch or circuit. In those cases, the

fluorescent lighting system power lead must be removed, capped, and stowed so that no combination of switch selections will power the cabin fluorescent lights.

(2) A placard is placed in proximity to the cabin fluorescent lighting system control stating that the system is deactivated.

(3) That prior to each boarding of passengers at night or during reduced light conditions, the flight crew must ensure that one passenger reading light per row and all vestibule lights are illuminated.

(4) That prior to deplaning passengers at night or during reduced light conditions, the flight crew:

(i) Request that all passengers turn on the reading light above their seat, and

(ii) ensure that the vestibule lighting is illuminated.

(5) All other cabin lights are required to be operable.

(d) Aircraft may be flown in accordance with FAR 21.197 to a location where this AD may be accomplished.

(e) The visual check, only, required by paragraph (a) of this AD, may be accomplished by a certificated flightcrew member.

Note 6: when the checks required by paragraph (a) of this AD are accomplished by a flightcrew member pursuant to the restrictions specified in paragraph (e) of this AD, maintenance records must be maintained as required by FAR 91.173, 121.380, or 135.439 as applicable and a maintenance record is not required unless a defect is found.

(f) An alternate method of compliance or adjustment of the compliance times which provides an equivalent level of safety may be approved by the Manager, Brussels Aircraft Certification Staff, FAA, Europe, Africa, and Middle East Office, c/o American Embassy, B- 1000 Brussels, Belgium.

Note 7: The request should be forwarded through an FAA Maintenance Inspector, who may add comments and then send it to the Manager, Brussels Aircraft Certification Staff.

All persons affected by this directive may obtain copies of the documents referred to herein upon request to S.E.L.A. Laboratoire Abadie, BP No. 1 65500, Vic En Bigorre, France; Telephone (33) 62.96.71.56; Facsimile (33) 62.96.23.09, or Bigorre Aerospace Corporation (BAC), Suite 1107, 6543-46th Street North, Pinellas Park, Florida 34665; Telephone (813) 525-8115; Facsimile (813) 522-5820; or may examine these documents at the FAA, Central Region, Office of the Assistant Chief Counsel, room 1558, 601 E. 12th Street, Kansas City, Missouri 64106.

This Amendment revises AD 90-07-08 Amendment 39-6546.

This amendment (39-6627, AD 90-07-08 R1) becomes effective on July 2, 1990.

N/A

89-09-02 DAVIS AIRCRAFT PRODUCTS CO., INC.: Amendment 39-6102.
Applicability: Safety-belts which incorporate the black "Ultem" plastic latch-cover with the 90 degree type pull-release mechanism, as listed below:

Affected Safety-Belt Part Numbers (P/N's)

FDC-6400B-6	FDC-6400B-22	FDC-6400B-56
FDC-6400B-7-***	FDC-6400B-27-3	FDC-6400B-63-2
FDC-6400B-12	FDC-6400B-29	FDC-6400B-63-4
FDC-6400B-12B	FDC-6400B-29-2	FDC-6400B-63-507
FDC-6400B-18-3	FDC-6400B-29B	FDC-6400B-63-508
FDC-6400B-18-5	FDC-6400B-29B-2	FDC-6400B-64-***
FDC-6400B-18-21	FDC-6400B-30B	FDC-6400B-71-***
FDC-6400B-18-23	FDC-6400B-31-**	FDC-6400B-80B
FDC-6400B-18-25	FDC-6400B-32	FDC-6400B-85
FDC-6400B-18-27	FDC-6400B-36-***	FDC-6400B-85-2
FDC-6400B-18-29	FDC-6400B-39	FDC-6400B-90
FDC-6400B-18-505	FDC-6400B-50-***-**	FDC-6400B-90-3
FDC-6400B-19	FDC-6400B-51	FDC-6400B-90-7
FDC-6400B-20	FDC-6400B-54	FDC-6400B-**-***-**-**

* Denotes numerical (arabic) digit.

Compliance required within the next 100 flights, after the effective date of this AD, unless already accomplished.

To prevent the possibility of the applicable safety-belts from becoming difficult to release or becoming completely jammed when actuated through 90 degrees, accomplish the following:

- (a) Inspect safety-belts to determine if they have any of the above P/N's inscribed on the FAA-TSO-C22f metallic tag.
- (b) Replace all safety-belts with the above P/N's with an approved safety-belt.

NOTES:

(1) Safety-belt assemblies that have been modified by Davis Aircraft Products Co., Inc., are marked with a -1 suffix number at the end of the Part Numbers (listed above) on the FAA-TSO-C22f metallic tag, and are approved.

(2) Davis Aircraft Products Co., Inc. has issued (recall) Service Bulletin No. 1, dated January 29, 1988, indicating that the affected safety-belts may be returned to them for replacement at no charge for the rework and parts.

(c) Upon request, an equivalent means of compliance with the requirements of this AD may be approved by the Manager, New York Aircraft Certification Office, Federal Aviation Administration, 181 South Franklin Avenue, Room 202, Valley Stream, New York 11581.

(d) Upon submission of substantiating data, by an owner or operator, through an FAA Airworthiness Inspector, the Manager, New York Aircraft Certification Office, may adjust the compliance time specified by this AD.

This amendment (39-6102, AD 89-09-02) becomes effective May 24, 1989.

N/A

91-10-05 O2 Corporation (Frank McGowan Co.):
Amendment 39-6989. Docket No. 90-CE-43- AD.

Applicability: The following Mask Presentation Unit Part Numbers that are installed on, but not limited to, British Aerospace 125-800A airplanes; Challenger CL600-1A11, CL600-2816, and CL600- 2A12 airplanes; Gulfstream G- 1159, G-1159A, G-1159B, and G-IV airplanes; and Falcon 20 airplanes, certificated in any category:

121-040-04	150-004-03	151-020
150-002	150-004-04	151-020-02
150-002-01	150-004-05	151-020-04
150-002-02	150-004-06	152-001
150-002-03	150-004-07	152-001-01
150-002-04	150-004-08	152-001-04
150-002-05	150-004-12	152-001-05
150-002-08	150-005	152-001-08
150-003T	150-006	152-001-13
150-003-04T	150-022	152-003
150-004	151-010	152-004
150-004-01	151-010-02	152-004-05
150-004-02	151-010-04	

Compliance: Required within the next 3 calendar months after the effective date of this AD, unless already accomplished. To prevent malfunctioning of the lanyard release pin that could prevent the flow of oxygen to a passenger in an emergency situation, accomplish the following:

(a) with the oxygen system activated, perform a test of the lanyard release pins by accomplishing the following:

(1) open the passenger mask presentation units of the airplane and allow the mask assemblies to drop out.

(2) Make up a 7.5 pound weight with an attached string and hook (e.g., spring, clip, etc.).

(3) Attach the hook to the lanyard attaching point of each actuator pin without dropping the weight and allow the weight to hang from the lanyard attaching point.

(b) If the pin pulls free from the oxygen actuator valve at 7.5 pounds or less of hanging weight, then the pin is satisfactory and the unit may be returned to service.

(c) If the pin does not pull free from the oxygen actuator valve using the test required by paragraph (a) of this AD, prior to further flight accomplish the following:

(1) Replace the pin with either part number 100-111-2 or 100- 111-3, which has a 20-degree angle and a rounded nose.

Note 1: The pin is available from the manufacturer by contacting Mr. Burt Parry, O sup 2 Corporation, 3522 N. Comotara, Wichita, Kansas 67226; Telephone (316) 634-1240; Facsimile (316) 634-1061.

(2) Test the replacement pin installation in accordance with the test requirements of paragraph (a) of this AD to assure that the lanyard pin can be removed with a pull of 7.5 pounds or less. If the pin pulls free from the oxygen actuator valve at 7.5 pounds or less of hanging weight, then the pin is satisfactory and the unit may be returned to service.

(d) An alternate method of compliance or adjustment of the compliance time that provides an equivalent level of safety may be approved by the Manager, Wichita Aircraft Certification Office, 1801 Airport Road, room 100, Mid-Continent Airport, Wichita, Kansas; Telephone (316) 946-4419. The request should be forwarded through an appropriate FAA Maintenance Inspector, who may add comments and then send it to the Manager, Wichita Aircraft Certification Office.

(e) All persons affected by this directive may obtain copies of any information that is applicable to this AD from the FAA, Central Region, Office of the Assistant Chief

Counsel, Attention: Rules Docket No. 90-CE-43- AD, room 1558, 601 E. 12th Street, Kansas City, Missouri 64106. Replacement parts that might be needed to complete the actions of this AD may be obtained from Mr. Burt Parry, O sup 2 Corporation, 3522 N. Comotara, Wichita, Kansas 67226; Telephone (316) 634-1240; Facsimile (316) 634-1061.

This ammendment (39-6989, AD 91-10-05) becomes effective on June 3, 1991.

FOR FURTHER INFORMATION CONTACT:

Mr Roger A. Souter, Aerospace Engineer, Wichita Aircraft Certification Office, 1801 Airport Road, Room 100, Mid-Contient Airport, Wichita, Kansas 67209; Telephone (316) 946-4419.

N/A

91-15-15 E.I. DuPont de Nemours & Company: (Amendment 39-7079. Docket No. 91-ANE-21.)

Applicability: E.I. DuPont de Nemours & Co., TSO-C116 Crewmember Protective Breathing Equipment Model 4566M37B-042N, with serial numbers below S/N V9100000, installed on, but not limited to transport category aircraft.

Compliance: Required as indicated, unless previously accomplished.

To prevent the failure of a crewmember to remove the pouch from the bracket in case of a fire, accomplish the following:

(a) Remove the velcro Strips and insert new left and right spacers in accordance with Paragraph 2, Procedure Instructions, of E.I. DuPont de Nemours & Co., Service Bulletin 002, dated February 5, 1991.

(b) Aircraft may be ferried in accordance with the provisions of FAR 21.197 and 21.199 to a base where the AD can be accomplished.

(c) Upon submission of substantiating data by an owner or operator through an FAA Inspector (maintenance, avionics, or operations, as appropriate), and alternate method of compliance with the requirements of this AD or adjustments to the compliance specified in this AD may be approved by the Manager, New York Aircraft Certification Office, 181 South Franklin Ave., Valley Stream, New York, 11581-1145.

(d) The modifications shall be done in accordance with the following E.I. DuPont de Nemours & Co. Service Bulletin No. 002:

Page No.	Issue	Date
1-5	Original	February 5, 1991.

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 E.I. DuPont de Nemours & Co., P.O. Box 791, 505 Blue Ball Road, Elkton, Maryland 21921. Copies may be inspected at the FAA, New England Region, Office of the Assistant Chief Counsel, room 311, 12 New England Executive Park, Burlington, Massachusetts, or New York Aircraft Certification Office, 181 South Franklin Ave., Valley Stream, New York, or at the Office of the Federal Register, 1100 L Street NW., room 8401, Washington, DC.

This agreement (39-7079, AD 91-15-15) becomes effective August 15, 1991.

N/A

90-06-13

90-06-13 HONEYWELL INC., SPERRY COMMERCIAL FLIGHT SYSTEMS
DIVISION: Amendment 39-6538. Docket No. 90-NM-28-AD.

Applicability: Honeywell Model VG-14A vertical gyro,
part number 7000622-901, with serial numbers listed in
Honeywell Alert Service Bulletin 21-1989-191, Revision 1,
dated November 20, 1989.

Compliance: Required as indicated, unless previously
accomplished.

NOTE: These components are known to be installed in,
but not limited to, Cessna Models 550/551, S550, 560, 650;
Beech Models KA300, KA-1900, KA-200; Casa Model C-212-300;
Grumman Model TC-4C; British Aerospace Model Jetstream 31;
and de Havilland Models DHC-8-100 and -300 series airplanes.

To prevent erroneous attitude display and erratic
function of the autopilot, accomplish the following:

A. within 60 days after the effective date of this AD,
inspect the Model VG-14A vertical gyros to determine the serial
number.

1. If the vertical gyros have serial numbers listed
in Table 1 of Honeywell Alert Service Bulletin 21-1989-191,
Revision 1, dated November 20, 1989, and have the letter "D"
marked out on the modification status plate, no further
action is required, and the airplane may be returned to service.

2. If the vertical gyros have serial numbers listed
in Table I of Honeywell Alert Service Bulletin
21-1989-191, Revision 1, dated November 20, 1989, and do
not have the letter "D" marked out on the modification
status plate, prior to further flight, remove the gyro,
replace the liquid levels, test, and verify operation, in
accordance with the procedures specified in paragraph 2.,
Accomplishment Instructions, of the service bulletin.

B. An alternate means of compliance or
adjustment of the compliance time, which provides an acceptable
level of safety, may be used when approved by the
Manager, Los Angeles Aircraft Certification Office, FAA,
Northwest Mountain Region.

NOTE: The request should be forwarded through an
FAA Principal Maintenance Inspector (PMI), who will either
concur or comment, and then send it to the Manager, Los
Angeles Aircraft Certification office, FAA, Northwest
Mountain Region.

C. Special flight permits may be issued in
accordance with FAR 21.197 and 21.199 to operate airplanes
to a base in order to comply with the requirements of this
AD. All persons affected by this directive who have not
already received the appropriate service information from
the manufacturer may obtain copies upon request to Honeywell
Inc., Business/Commuter Aviation Operation, Sperry Commercial
Flight Systems Division, P.O. Box 29000, Phoenix, Arizona
85038; Attn: Product Support. This information may be
examined at the FAA, Northwest Mountain Region, Transport
Airplane Directorate, 17900 Pacific Highway South, Seattle,
Washington, or with the Los Angeles Aircraft Certification
office, FAA, Northwest Mountain Region, 3229 East Spring
Street, Long Beach, California 90806-2425.

This AD supersedes AD 90-03-02, Amendment 39-6478.

This amendment (39-6538, AD 90-06-13) becomes effective
on March 30, 1990.

N/A

98-08-20 ALLIEDSIGNAL AEROSPACE: Amendment 39-10469;
Docket No. 97-CE-74-AD.

Applicability: Bendix/King Model KSA 470 Autopilot Servo Actuators; part numbers 065-0076-10 through 065-0076-15; serial numbers 0001 through 3081; that are installed on, but not limited to, the following aircraft, certificated in any category:

NOTE 1: This subject is addressed in AlliedSignal Bendix/King Service Bulletin No. SB KSA 470-3, dated May 1997. This service bulletin references serial number 3082. Regardless of this reference, serial number 3082 is not affected by this AD.

Aircraft	FD/AP System	KSA 470 Part No.	Location
Raytheon 400 Series	KFC 400	065-0076-11	Yaw Axis
		065-0076-15	Roll Axis
Raytheon 200 Series	KFC 400	065-0076-11	Yaw Axis
Raytheon 300 Series	KFC 400	065-0076-15	Yaw Axis
Dassault Falcon 20	KFC 400	065-0076-15	Pitch Axis
		065-0076-15	Roll Axis
Fairchild C26A/C26B	KFC400	065-0076-11	Yaw Axis
Fairchild SA227-AC/ AT/BC/CC/DC	KFC400	065-0076-15	Roll Axis
Learjet 31A	KFC 3100	065-0076-12	Pitch Axis
		065-0076-14	Yaw Axis
		065-0076-15	Roll Axis
Lockheed S-2 Tracker	KFC 325	065-0076-10	Special
Piper 400LS and PA-42-1000	KFC 400	065-0076-15	Yaw Axis

NOTE 2: This AD applies to each airplane identified in the preceding applicability provision that has one of the affected actuators installed, regardless of whether it has been modified, altered, or repaired in the area subject to the requirements of this AD. For airplanes that have been modified, altered, or repaired so that the performance of the requirements of this AD is affected, the owner/operator must request approval for an alternative method of compliance in accordance with paragraph (d) of this AD. The request should include an assessment of the effect of the modification, alteration, or repair on the unsafe condition addressed by this AD; and, if the unsafe condition has not been eliminated, the request should include specific proposed actions to address it.

Compliance: Required within the next 100 hours time-in-service after the effective date of this AD, unless already accomplished.

To prevent the servo actuator roll pins from becoming loose; falling out; becoming lodged in the output shaft clutch mechanism; and preventing this mechanism from disengaging, which could result in increased effort by the pilot to control the aircraft and possible loss of control of the affected flight control axis, accomplish the following:

(a) Replace the autopilot servo actuator with an actuator that incorporates Mod 3 in accordance with the applicable maintenance manual. This modification changes the size of the servo actuator roll pin holes to assure that the pins do not become loose and fall out.

(b) As of the effective date of this AD, no person may install, on aircraft, one of the affected servo actuators that does not incorporate Mod 3.

(c) Special flight permits may be issued in accordance with sections 21.197 and 21.199 of the Federal Aviation Regulations (14 CFR 21.197 and 21.199) to operate the airplane to a location where the requirements of this AD can be accomplished.

(d) An alternative method of compliance or adjustment of the compliance times that provides an equivalent level of safety may be approved by the Manager, Wichita Aircraft Certification Office (ACO), 1801 Airport Road, Room 100, Mid-Continent Airport, Wichita, Kansas 67209. The request shall be forwarded through an appropriate FAA Maintenance Inspector, who may add comments and then send it to the Manager, Wichita ACO.

NOTE 3: Information concerning the existence of approved alternative methods of compliance with this AD, if any, may be obtained from the Wichita ACO.

(e) All persons affected by this directive may obtain copies of the documents referred to herein upon request to AlliedSignal Aerospace, Technical Publications, Department 65-70, P.O. Box 52170, Phoenix, Arizona 85072-2170; or may examine these documents at the FAA, Central Region, Office of the Regional Counsel, Room 1558, 601 E. 12th Street, Kansas City, Missouri 64106.

(f) This amendment becomes effective on June 2, 1998.

FOR FURTHER INFORMATION CONTACT:

Mr. Joel Ligon, Aerospace Engineer, Wichita Aircraft Certification Office, FAA, 1801 Airport Road, Mid-Continent Airport, Wichita, Kansas 67209; telephone: (316) 946-4138; facsimile: (316) 946-4407.

N/A

86-25-01 COLLINS AVIONICS DIVISION/ROCKWELL INTERNATIONAL:
Amendment 39- 5502. Applies to Model 51RV-4 VOR-ILS Navigation
Receivers, Part Number 622-3255-XXX, Serial Number 5960 thru and
including 7277, certificated to the applicable requirements of
Technical Standard Orders C34c, C36c and C40a.

Compliance: Required as indicated in the body of this AD
unless already accomplished.

To prevent deviation output signal oscillation that may cause
undetected erroneous VOR and ILS localizer deviation display,
flight director commands, and/or autopilot tracking, accomplish
the following:

(a) For Model 51RV-4 navigation receivers not installed in an
aircraft, prior to further use, modify the unit in accordance
with the instructions contained in Collins Alert Service Bulletin
A22 dated November 25, 1986.

(b) For Model 51RV-4 navigation receivers installed in an
aircraft, accomplish the following:

(1) For installations approved for Category II, III,
and/or autoland operations; within three calendar days after the
effective date of this AD, fabricate and install on the
instrument panel adjacent to the receiver control head and
visible to the pilots the following placard using letters of a
minimum 0.10 inch in height: "CATEGORY II/III/AUTOLAND: (as
appropriate) "OPERATIONS PROHIBITED." and operate the aircraft
accordingly. The placard required by this paragraph may be
installed by the holder of a pilot certificate issued by the FAA
and valid for the aircraft in which the equipment is installed.

(2) Within three calendar days after the effective date
of this AD, fabricate and install on the instrument panel
adjacent to the receiver control head and visible to the pilots
the following placard using letters of a minimum 0.10 inch in
height: "AP/FD NOT TO BE COUPLED TO VOR/LOC." and operate the
aircraft accordingly. The placard required by this paragraph may
be installed by the holder of a pilot certificate issued by the
FAA and valid for the aircraft in which the equipment is
installed.

(3) Within three calendar days after the effective date
of this AD, unless already verified within the preceding two
calendar days prior to the effective date of this AD; verify
localizer centering using a calibrated reference signal or
operational ILS localizer signal. This test may be accomplished
by alignment of the aircraft on the centerline of a runway served
by an ILS signal and observing the HSI (CDI) centering is within
two needlewidths of center. Verify VOR centering by using a
calibrated reference signal or approved VOR test location (VOT)
and observing the HSI (CDI) centering is within plus/minus 2 1/2
degrees. These tests must be accomplished with the receiver
installed in the aircraft in its normal configuration. If either
test produces unsatisfactory results, the navigation receiver
must be removed from service. These tests may be accomplished by
the holder of a pilot certificate issued by the FAA and valid for
the aircraft in which the equipment is installed.

(4) Within 30 calendar days after the effective date of
this AD, modify the effected receiver in accordance with the
instructions contained in Collins Alert Service Bulletin A22
dated November 25, 1986, or replace with a serviceable unit.

(5) Upon modification of the navigation receiver in
accordance with the instructions contained in Collins Alert
Service Bulletin A22 dated November 25, 1986, the requirements of
paragraphs (b)(1), (b)(2), and (b)(3) of this AD no longer apply.

(c) Aircraft may be flown in accordance with Federal Aviation
Regulation 21.197 under visual meteorological conditions to a
location where this AD can be accomplished.

(d) An equivalent means of compliance with this AD may be
used if approved by the Manager, Wichita Aircraft Certification
Office, 1801 Airport Road, Room 100, Mid-Continent Airport,

Wichita, Kansas 67209.

All persons affected by this directive may obtain copies of the documents referred to herein upon request to Collins Avionics Division, 400 Collins Road NE, Cedar Rapids, Iowa 52498; or FAA, Office of the Regional Counsel, Room 1558, 601 East 12th Street, Kansas City, Missouri 64106.

This amendment becomes effective on January 6, 1987, to all persons except those to whom it has already been made effective by priority letter from the FAA dated December 5, 1986, and is identified as AD 86-25-01.

N/A

2000-05-24 HONEYWELL INTERNATIONAL INC.: Amendment 39-11634;
Docket No. 2000-CE-11-AD.

(a) what aircraft are affected by this AD?: Any aircraft, certificated in any category, that is equipped with a Honeywell KAP 140 or KFC 225 autopilot system and incorporates any autopilot servo actuator referenced in the Honeywell service information and the chart presented below. AlliedSignal Avionics Inc. manufactured the KAP 140 and KFC 225 autopilot systems before transferring the design data to Honeywell:

Service Bulletin No.:	Date:	Applies To:
SB KS 270C-4 ALERT Part number (P/N): 600-01514-0041	Revision 1: February/2000	KS 270C Pitch Servo Actuators, P/N 065-00178-XXXX (all versions), serial numbers (S/N) 2701 and below.
SB KS 271C-5 ALERT P/N: 600-01516-0051	Revision 1: February/2000	KS 271C Primary Servo Actuators, P/N 065-00179-XXXX (all versions), S/N 4201, 4158 through 4148, and 4103 and below.
SB KS 272C-4 ALERT P/N: 600-01518-0042	Revision 2: February/2000	KS 272C Trim Servo Actuators, P/N 065-00180-XXXX (all versions), S/N 2435 and below.

(b) who must comply with this AD?: Anyone who wishes to operate an aircraft on the U.S. Register, where the aircraft incorporates one of the above-referenced autopilot servo actuators. These autopilot systems and autopilot servo actuators could be installed on, but not limited to, the following aircraft:

Type Certificate Holder	Aircraft Models	Autopilot Installed
Cessna Aircraft Company	172R, 172S, 182S, 206H, and T206H airplanes	Model KAP 140
Commander Aircraft Company	114B and 114TC airplanes	Model KFC 225
Mooney Aircraft Corporation	M20R and M20S airplanes	Model KFC 225
The New Piper Aircraft, Inc.	PA-28-181 airplanes	Model KAP 140
The New Piper Aircraft, Inc.	PA-46-350P airplanes	Model KFC 225
Raytheon Aircraft Company	Beech A36 airplanes, S/N E3157, E3218 through E3293, E3295, and E3297 through E3301	Model KFC 225
Raytheon	Beech B36TC airplanes,	Model KFC 225

Aircraft Company	S/N EA611, EA620, EA629 through EA649, and EA651
Raytheon Aircraft Company	Beech 58 airplanes, S/N Model KFC 225 TH1841, TH1870, TH1884 through TH1932, and TH1934

(c) What problem does this AD address?: The actions specified by this AD are intended to detect and correct a loose fastener in an autopilot servo actuator, which could cause the autopilot servo actuator to not disengage when power to the autopilot is removed. This could cause the pilot to experience additional control forces.

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

Action	When	In Accordance with
Inspect the autopilot servo actuator for a loose fastener.	within 15 hours time-in-service after the effective date of this AD.	The applicable service information referenced in paragraph (a) of this AD.
Modify the autopilot servo actuator when a loose fastener is found.	Prior to further flight after the required inspection.	The applicable service information referenced in paragraph (a) of this AD.

(e) Is it permissible to just not use the autopilot since it is optional equipment?: You may do this provided you accomplish the following:

(1) Check the primary flight controls for normal feel and motion and make any necessary adjustments;

(2) Pull and tie off the applicable circuit breakers as referenced in the Compliance section of the applicable service information referenced in paragraph (a) of this AD;

(3) Fabricate a placard, using letters of 1/8-inch in height, with the words "Autopilot Not Operational"; and

(4) Install this placard in the cockpit within the pilot's clear view.

(f) Can I comply with this AD in any other way?: Yes.

(1) You may use an alternative method of compliance or adjust the compliance time if:

(i) Your alternative method of compliance provides an equivalent level of safety; and

(ii) The Manager, Wichita Aircraft Certification Office (ACO), approves your alternative. Submit your request through an FAA Principal Maintenance Inspector, who may add comments and then send it to the Manager, Wichita ACO.

(2) This AD applies to each aircraft identified in the preceding

applicability provision, regardless of whether it has been modified, altered, or repaired in the area subject to the requirements of this AD. For aircraft that have been modified, altered, or repaired so that the performance of the requirements of this AD is affected, the owner/operator must request approval for an alternative method of compliance in accordance with paragraph (f)(1) of this AD. The request should include an assessment of the effect of the modification, alteration, or repair on the unsafe condition addressed by this AD; and, if you have not eliminated the unsafe condition, specific actions you propose to address it.

(g) Where can I get information about any already-approved alternative methods of compliance?: Contact Clyde Erwin, Aerospace Engineer, Wichita Aircraft Certification Office, FAA, 1801 Airport Road, Mid-Continent Airport, Wichita, Kansas 67209; telephone: (316) 946-4149; facsimile: (316) 946-4407.

(h) What if I need to fly the aircraft to another location to comply with this AD?: The FAA can issue a special flight permit under sections 21.197 and 21.199 of the Federal Aviation Regulations (14 CFR 21.197 and 21.199) to operate your aircraft to a location where you can accomplish the requirements of this AD.

(i) Are any service bulletins incorporated into this AD by reference?: Yes. Actions required by this AD must be done in accordance with Honeywell Service Bulletin No. SB KS 270C-4 ALERT, P/N: 600-01514-0041, Revision 1: February/2000, Honeywell Service Bulletin No. SB KS 271C-5 ALERT, P/N: 600-01516-0051, Revision 1: February/2000, or Honeywell Service Bulletin No. SB KS 272C-4 ALERT, P/N: 600-01518-0042, Revision 2: February/2000. The Director of the Federal Register approved this incorporation by reference under 5 U.S.C. 552(a) and 1 CFR part 51. You can get copies from Honeywell International Inc., 23500 West 105th Street, Olathe, Kansas 66061. You can look at copies at the FAA, Central Region, Office of the Regional Counsel, 901 Locust, Room 506, Kansas City, Missouri, or at the Office of the Federal Register, 800 North Capitol Street, NW, suite 700, Washington, DC.

(j) When does this amendment become effective?: This amendment becomes effective on April 12, 2000.

FOR FURTHER INFORMATION CONTACT: Clyde Erwin, Aerospace Engineer, Wichita Aircraft Certification Office, FAA, 1801 Airport Road, Mid-Continent Airport, Wichita, Kansas 67209; telephone: (316) 946-4149; facsimile: (316) 946-4407.

Issued in Kansas City, Missouri, on March 6, 2000. Michael Gallagher, Manager, Small Airplane Directorate, Aircraft Certification Service.

N/A

86-22-10

86-22-10 COLLINS AVIONICS DIVISION/ROCKWELL INTERNATIONAL:
Amendment 39- 5462. Applies to Collins Model DME-42, P/N
622-6263-002, Distance Measuring Equipment.

Compliance: Required as indicated after the effective date
of this AD, unless already accomplished.

To prevent display of erroneous DME-42 information,
accomplish the following:

(a) For aircraft with Collins Model DME-42 Distance
Measuring Equipment installed, within the next 25 hours
time-in-service after the effective date of this AD:

(1) Visually inspect all installed DME-42 equipment
to determine if Part Number (P/N) 622-6263-002 transceivers are
installed.

(2) If installed, prior to further flight remove the
transceiver(s), and tag the unit(s) unserviceable until the
modification specified in paragraph (b) of this AD is
accomplished.

(b) For all affected DME-42 transceivers, P/N
622-6263-002, not installed in an aircraft, prior to further use
modify and reidentify the transceiver in accordance with the
instructions contained in Collins Service Bulletin DME-42 SB-6,
dated October 15, 1986.

(c) Aircraft may be flown in accordance with FAR 21.197
to a location where this AD may be accomplished.

(d) An equivalent means of compliance with this AD may be
used if approved by the Manager, Atlanta Aircraft Certification
Office, ACE-115A, FAA, 1075 Inner Loop Road, College Park,
Georgia 30337; Telephone (404) 763-7428.

All persons affected by this directive may obtain copies of
the documents(s) referred to herein upon request to Collins
Avionics Division/Rockwell International, 400 Collins Road, N.E.,
Cedar Rapids, Iowa 52498; or the FAA, Rules Docket, Office of
Regional Counsel, Room 1558, 601 East 12th Street, Kansas City,
Missouri 64106.

This amendment becomes effective on November 17, 1986.

N/A

91-10-01 COLLINS: Amendment 39-8002. Docket No. 91-CE-42-AD. Applicability: All aircraft equipped with the Traffic Alert and Collision Avoidance (TCAS) II (or 94) systems that are installed in, but not limited to, the following aircraft, certificated in any category: Boeing 727, 727C, 727-100/100C/200/200F airplanes; Boeing 747-100, 200, SR, SP airplanes; McDonnell Douglas DC9-81/82/83/8W and MD-88 airplanes; Aerospaiale ATR42-200/300 airplanes; Lockheed L1011-385-1 airplanes; DeHavilland DHC-7 airplanes; Saab SF340A/B airplanes; and Shorts Brothers SD3-60 airplanes.

Compliance: Required as indicated, unless already accomplished.

To prevent altitude deviations, which could result in unnecessary pilot/controller communication and controller distraction, accomplish the following:

(a) within the next 25 hours time-in-service (TIS) after the effective date of this AD, unless already accomplished (priority letter AD 91-10-01), accomplish the following:

(1) Pull and band the circuit breaker that applies electrical power to the TCAS II (or 94) system.

(2) Fabricate a placard with the following words in 1/8 inch high letters: "TCAS II Inoperative" or "TCAS 94 Inoperative" as appropriate. Install this placard adjacent to the TCAS control unit within the pilot's clear view and operate the aircraft accordingly.

(b) Reactivation of the TCAS II (or 94) system must be accomplished after modification of the Collins TTR-920 Computer in accordance with Collins Service Bulletin (SB) C, dated April 24, 1991, or No. 7, dated April 4, 1991, whichever is applicable, or Collins SB C, Revision 1, or SB No. 7, Revision 1, both dated May 20, 1991, whichever is applicable. This reactivation must be accomplished in accordance with a schedule acceptable to the administrator.

(c) within the next 30 days after the effective date of this AD, unless already accomplished (priority letter AD 91-10-01), the airlines operating the aircraft affected by this AD must submit to the FAA for approval, a schedule for reactivation of the TCAS II (or 94) system.

(d) Special flight permits may be issued in accordance with FAR 21.197 and 21.199 to operate aircraft to a location where the requirements of this AD can be accomplished.

(e) An alternative method of compliance or adjustment of the compliance times that provides an equivalent level of safety may be approved by the Manager, Wichita Aircraft Certification Office, FAA, 1801 Airport Road, Mid-Continent Airport, Wichita, Kansas 67209. The request should be forwarded through an appropriate FAA Maintenance Inspector, who may add comments and then send it to the Manager, Wichita Aircraft Certification office.

(f) The modification required by this AD shall be done in accordance with Collins Service Bulletin (SB) C, dated April 24, 1991, or Collins SB No. 7, dated April 4, 1991, whichever is applicable; or whichever of the following two revised service bulletins that is applicable: SB C, Revision 1, which incorporates the following pages:

Pages	Issue Level	Date
4 and 5	Revision 1	May 20, 1991
1, 2, 3 and 6	Original	April 24, 1991

or Collins SB No. 7, Revision 1, which incorporates the following pages:

Pages	Issue Level	Date
1, 4 and 8	Revision 1	May 20, 1991

2, 3, 5, 6, Original April 4, 1991
7, and 9
through 34

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 Rockwell International, Avionics Group, 400 Collins Road, NE; Cedar Rapids, Iowa 52498. Copies may be inspected at the FAA, Central Region, Office of the Assistant Chief Counsel, Room 1558, 601 E. 12th Street, Kansas City, Missouri, or at the office of the Federal Register, 1100 L Street, NW, Room 8401, Washington, DC.

(g) This amendment (39-8002) supersedes Priority Letter AD 91-10-01.

(h) This amendment (39-8002, AD 91-10-01) becomes effective on March 10, 1992.

FOR FURTHER INFORMATION CONTACT:

Mr. Robert L. Klapprott, Systems and Equipment Branch Manager, FAA, Wichita Aircraft Certification office, 1801 Airport Road, Room 100, Mid-Continent Airport, Wichita, Kansas 67209; Telephone (316) 946-4416.

N/A

2002-13-07 Honeywell, Inc.: Amendment 39-12795;
Docket No. 2001-CE- 28-AD.

(a) what aircraft are affected by this AD? This AD affects any aircraft, certificated in any category, that incorporates one of the following:

(1) Inertial Reference Unit (IRU) part number (P/N) HG1075AB05, any serial number (last four digits) 0644 through 0723 (excluding 0652 and 0659), that incorporates modification status 3. This AD does not apply to these units if they incorporate modification status 7; or

(2) IRU P/N HG1075GB05, any serial number (last four digits) 0652 or 0659, that incorporates modification status 2. This AD does not apply to these units if they incorporate modification status 6.

Note 1: These IRUs are primarily used on early manufactured Dassault Falcon Jets, but could be incorporated on other aircraft through the technical standard order (TSO) or supplemental type certificate (STC).

(b) who must comply with this AD? Anyone who wishes to operate an aircraft with any of the equipment identified in paragraph (a) of this AD installed must comply with this AD.

(c) what problem does this AD address? The actions specified by this AD are intended to ensure the correct transition of the IRU to battery power upon the loss of primary power. Failure of an IRU to transition to backup battery power could result in loss of attitude, heading, and position reference and lead to the pilot making flight decisions that put the aircraft in unsafe flight conditions.

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

ACTIONS:

(1) Inspect any affected IRU for proper function

COMPLIANCE:

within the next 50 hours time-in-service (TIS) after August 9, 2002 (the effective date of this AD).

PROCEDURES:

In accordance with the instructions in Honeywell Alert Service Bulletin HG1075AB-34-A0013, dated May 21, 2001; or Honeywell Alert Service Bulletin HG1075GB-34-A0005, dated May 21, 2001, as applicable.

ACTIONS:

(2) Remove any affected IRU from the airplane.

COMPLIANCE:

If found to not function properly during the inspection required by paragraph (d)(1) of this AD, remove prior to further flight after the inspection. If found to function properly, remove within 200 hours time-in-service (TIS) after the inspection required by paragraph (d)(1) of this AD.

PROCEDURES:

In accordance with the instructions in Honeywell Alert Service Bulletin HG1075AB-34-A0013, dated May

21, 2001; or Honeywell Alert Service Bulletin HG1075GB-34-A0005, dated May 21, 2001, as applicable.

ACTIONS:

(3) Do not install, on any aircraft, one of the IRU's identified in paragraphs (a)(1) and (a)(2) of this AD, unless it has been modified at Honeywell, Inc. and updated to one of the following:

- (i) IRU P/N HG1075AB05 IRU Mod 7; or
- (ii) IRU P/N HG1075GB05 IRU Mod 6.

COMPLIANCE:

As of August 9, 2002 (the effective date of this AD).

PROCEDURES:

Not Applicable.

(e) Can I comply with this AD in any other way? You may use an alternative method of compliance or adjust the compliance time if:

- (1) Your alternative method of compliance provides an equivalent level of safety; and
- (2) The Manager, Chicago Aircraft Certification Office (ACO), approves your alternative. Submit your request through an FAA Principal Maintenance Inspector, who may add comments and then send it to the Manager, Chicago ACO.

Note 2: This AD applies to each airplane identified in paragraph (a) of this AD, regardless of whether it has been modified, altered, or repaired in the area subject to the requirements of this AD. For airplanes that have been modified, altered, or repaired so that the performance of the requirements of this AD is affected, the owner/ operator must request approval for an alternative method of compliance in accordance with paragraph (e) of this AD. The request should include an assessment of the effect of the modification, alteration, or repair on the unsafe condition addressed by this AD; and, if you have not eliminated the unsafe condition, specific actions you propose to address it.

(f) Where can I get information about any already-approved alternative methods of compliance? Contact Wesley Rouse, Aerospace Engineer, FAA, Chicago Aircraft Certification Office, 2300 E. Devon Avenue, Des Plaines, Illinois 60018; telephone: (847) 294-8113; facsimile: (847) 294-7834.

(g) What if I need to fly the airplane to another location to comply with this AD? The FAA can issue a special flight permit under sections 21.197 and 21.199 of the Federal Aviation Regulations (14 CFR 21.197 and 21.199) to operate your airplane to a location where you can accomplish the requirements of this AD.

(h) Are any service bulletins incorporated into this AD by reference? Actions required by this AD must be done in accordance with Honeywell Alert Service Bulletin HG1075AB-34-A0013, dated May 21, 2001 or Honeywell Alert Service Bulletin HG1075GB-34-A0005, dated May 21, 2001, as applicable. The Director of the Federal Register approved this incorporation by reference under 5 U.S.C. 552(a) and 1 CFR part 51. You may get copies from Honeywell, Inc., Customer Response Center at 1-877-436-2005. You may view copies at the FAA, Central Region, Office of the Regional Counsel, 901 Locust, Room 506, Kansas City, Missouri, or at the Office of the Federal Register, 800 North Capitol Street, NW, suite 700, Washington, DC.

(i) when does this amendment become effective? This amendment becomes effective on August 9, 2002.

FOR FURTHER INFORMATION CONTACT: Wesley Rouse, Aerospace Engineer, FAA, Chicago Aircraft Certification Office, 2300 E. Devon Avenue, Des Plaines, Illinois 60018; telephone: (847) 294-7564; facsimile: (847) 294-7834.

N/A

92-12-09

SUPERSEDED BY AD 94-07-03

/

N/A

94-07-03

94-07-03 AlliedSignal, Inc.: Amendment 39-8861. Docket 93-ANE-49. Supersedes priority letter AD 92-12-09.

Applicability: AlliedSignal, Inc. Model TFE731-2A, -3, -3A, -3R, -3AR, -3B, and -3BR turbofan engines that have first stage low pressure (LP) turbine nozzles, Part Number (P/N) 3072842-1 or P/N's 3072319-1 through -8, installed. These engines are installed on but not limited to Avions Marcel Dassault Falcon 50, AirResearch Aviation Company 731 Jetstar, Lockheed 1329-25 (Jetstar II), Israel Aircraft Industries Ltd. 1124 series (Westwind) and 1125 Westwind Astra, British Aerospace DH/HS/BH 125 series, Learjet 55 series, Cessna 650 Citation III series, and Sabreliner NA265-65 (Sabreliner 65 and 65 series) aircraft.

Compliance: Required as indicated, unless accomplished previously.

To prevent uncontained failure of the first stage LP turbine disk, accomplish the following:

(a) Prior to further flight revise the Limitations Section of the FAA-approved Airplane Flight Manual (AFM) to include the following paragraphs (1) through (4) relating to engine and flight data monitoring. This may be accomplished by inserting a copy of this AD in the AFM.

"ENGINE AND FLIGHT DATA MONITORING

(1) If any engine has more than 500 hours time in service since new (TSN), record the flight data set forth in paragraph (2) once every two flights while meeting the following conditions:

- a. matched low pressure rotor (N1) speed;
- b. turn engine anti-ice off (consistent with safe operation); and
- c. attain a stabilized cruise speed for five minutes or longer.

NOTE: If flight operations do not permit all of these conditions to be met, the engine to engine comparison data may be unreliable.

(2) When the conditions specified in paragraph (1) are met, record the following flight data and retain this data for six months:

- a. date of flight;
- b. aircraft altitude or flight level;
- c. outside static air temperature in degrees celsius (C);
- d. Mach number;
- e. engine N1 speed for each engine;
- f. engine high pressure rotor (N2) speed for each engine;
- g. fuel flow for each engine; and
- h. interstage turbine temperature (ITT) for each engine.

(3) Verify N1 rotation during engine start by allowing N2 to increase to approximately 12 to 15 percent and confirm N1 rotation prior to fuel initiation. If no N1 rotation is observed, discontinue further attempts at engine start.

(4) Check for rubbing noises and free rotation of the N1 spool following each engine shutdown. If any rubbing noises are detected, or if the N1 spool locks up, discontinue further flight."

(b) When engine and flight data monitoring is required by the AFM revision of paragraph (a) of this AD, accomplish the following:

(1) After each flight, calculate the difference (i.e., No. 1 minus No. 2, No. 1 minus No. 3, and No. 1 minus No. 4)

between the engines' ITT, N2 speed, and fuel flow readings for each flight having recorded data. Compare these differences to the differences calculated from previous flights.

(2) Discontinue further flight if a change of 20 (C) or more occurs in the ITT difference between two engines, (on three and four engine airplanes compare No. 2, No. 3 and No. 4 engine parameters to the No. 1 engine) with the last ten flights having recorded data. Flight operation can be continued when the cause of the ITT temperature shift has been determined and appropriate corrective action has been accomplished. Engine and flight data monitoring must be continued upon return to flight operations.

NOTE: A suspect engine may indicate an increase in ITT temperature and an increase in N2 speed greater than 1% and an increase in fuel flow to a lesser degree with respect to the other normal engine(s).

Additional guidance and information regarding flight data collection, trend monitoring, and corrective actions, may be obtained from Allied-Signal Aerospace Company, Garrett Engine Division, Operating Information Letter No. OI 731-13, Revision C, dated November 20, 1992.

(c) Discontinue further flight if no N1 rotation is observed during engine start, or if engine rubbing noises are detected or the N1 spool locks up after engine shutdown. Flight operation can be continued when the cause of the N1 rotor lockup or engine rubbing noises has been determined and appropriate corrective action has been accomplished. Engine and flight data monitoring must be continued upon return to flight operations.

(d) Replace the A5 seal assembled in affected first stage LP turbine nozzles and install a redesigned A5 seal in accordance with the Accomplishment Instructions of Allied-Signal Aerospace Company, Garrett Engine Division, Service Bulletin (SB) No. TFE731-72-3502, Revision 2, dated March 15, 1993, SB No. TFE731-72-3502, Revision 1, dated December 21, 1992, or SB No. TFE731-72-3502, Original, dated November 25, 1992; or SB No. TFE731-72-3503, Revision 1, dated December 21, 1992; or AlliedSignal, Inc. SB No. TFE731-72-3509, dated January 4, 1994, as applicable, as follows:

Time in Service Since
New (TSN) on the Effective
Date of this AD

Replacement Schedule

500 hours TSN or more

Within 150 hours time in
service (TIS) after the
effective date of this AD.

Less than 500 hours TSN

Prior to accumulating
650 hours TSN

Installation of the redesigned A5 seal constitutes terminating action to the engine and flight data monitoring and AFM revision required by this AD.

(e) An alternative method of compliance or adjustment of the compliance time that provides an acceptable level of safety may be used if approved by the Manager, Los Angeles Aircraft Certification Office. The request should be forwarded through an appropriate FAA Principal Maintenance Inspector, who may add comments and then send it to the Manager, Los Angeles Aircraft Certification Office.

NOTE: Information concerning the existence of approved alternative methods of compliance with this AD, if any, may be obtained from the Los Angeles Aircraft Certification Office.

(f) Special flight permits may be issued in accordance with 14 CFR 21.197 and 21.199 to operate the aircraft to a location where the requirements of this AD can be accomplished.

(g) The replacement of the A5 seal shall be done in accordance with the following service bulletins:

Document No.	Pages	Revision	Date
Allied-Signal Aerospace Company, Garrett Engine Division SB No. TFE731-72-3502	1-18	2	March 15, 1993
Total pages: 18.			
Allied-Signal Aerospace Company, Garrett Engine Division SB No. TFE731-72-3502	1-16	1	December 21, 1992
Total pages: 16.			
Allied-Signal Aerospace Company, Garrett Engine Division SB No. TFE731-72-3502	1-14	Original	November 25, 1992
Total pages: 14.			
Allied-Signal Aerospace Company, Garrett Engine Division SB No. TFE731-72-3503	1 2-3 4 5 6 7-9 10-16	1 Original 1 Original 1 Original 1	December 21, 1992 December 9, 1992 December 21, 1992 December 9, 1992 December 21, 1992 December 9, 1992 December 21, 1992

Total pages: 16.

AlliedSignal, Inc. 1-10 original January 4, 1994
SB No. TFE731-72-3509

Total pages: 10.

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 AlliedSignal Inc., Aviation Services Division, Data Distribution, Dept. 64-3/2102-1M, P.O. Box 29003, Phoenix, AZ 85038-9003. Copies may be inspected at the FAA, New England Region, Office of the Assistant Chief Counsel, 12 New England Executive Park, Burlington, MA; or at the Office of the Federal Register, 800 North Capitol Street, NW., suite 700, Washington, DC.

(h) This amendment supersedes priority letter AD 92-12-09, issued June 8, 1992.

(i) This amendment becomes effective on June 6, 1994.

FOR FURTHER INFORMATION CONTACT:

Joseph Costa, Aerospace Engineer, Los Angeles Aircraft
Certification Office, FAA, Transport Airplane Directorate, 3229
East Spring Street, Long Beach, CA 90806-2425; telephone (310)
988-5246; fax (310) 988-5210.

M/A

92-16-15 SCOTT AVIATION: Amendment 39-8324. Docket No. 92-NM-116-AD.

Applicability: Scott Aviation oxygen Mask Plug-In Connectors, Part Number 289-57, as installed in, but not limited to Boeing model 727, 737, 747, 757, and 767 series airplanes; McDonnell Douglas Model DC-8, DC-9-80 (MD-80), and DC-10 series airplanes; and Fokker model F-28 and F-100 series airplanes; certificated in any category.

NOTE: The constant-flow oxygen masks to which the subject connectors might be fitted include, but are not necessarily limited to, the following Scott Part Numbers: 289-127-5, 289-601-34, 289-601-35, and 289-601-234.
Compliance: Required as indicated, unless accomplished previously.

To prevent a lack of oxygen flow from portable emergency oxygen bottles due to discrepant oxygen mask plug-in connectors, accomplish the following:

(a) within 60 days after the effective date of this AD, perform a one-time inspection to detect the presence of an over-sized diameter of the probe portion on the oxygen mask plug-in connector, Part Number 289-57, in accordance with Scott Aviation Service Bulletin 289-35-15, dated April 27, 1992, or Revision 1, dated June 12, 1992.

(b) If the probe portion on the oxygen mask plug-in connector is found to be over-sized as a result of the inspection required by paragraph (a) of this AD, prior to further flight, replace the discrepant connector in accordance with Scott Aviation Service Bulletin 289-35-15, dated April 27, 1992, or Revision 1, dated June 12, 1992.

(c) If the probe portion on the oxygen mask plug-in connector is not found to be over-sized as a result of the inspection required by paragraph (a) of this AD, prior to further flight, write the word "OK" on the rear of the connector in accordance with Scott Aviation Service Bulletin 289-35-15, dated April 27, 1992, or Revision 1, dated June 12, 1992.

(d) An alternative method of compliance or adjustment of the compliance time that provides an acceptable level of safety may be used if approved by the Manager, Los Angeles Aircraft Certification office (ACO), FAA, Transport Airplane Directorate. Operators shall submit their requests through an appropriate FAA Principal Maintenance Inspector, who may add comments and then send it to the Manager, Los Angeles ACO-

NOTE: Information concerning the existence of approved alternative methods of compliance with this AD, if any, may be obtained from the Los Angeles ACO-

(e) Special flight permits may be issued in accordance with FAR 21.197 and 21.199 to operate the airplane to a location where the requirements of this AD can be accomplished.

(f) The inspection and replacement shall be done in accordance with Scott Aviation Service Bulletin 289-35-15, dated April 27, 1992; or Scott Aviation Service Bulletin 289-35-15, Revision 1, dated June 12, 1992. 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 Scott Aviation, 225 Erie Street, Lancaster, New York 14086. Copies may be inspected at the FAA, Transport Airplane Directorate, 1601 Lind Avenue SW., Renton, Washington; or at the FAA, Los Angeles

ACO, 3229 E. Spring Street, Long Beach, California
90806-2425; or at the Office of the Federal Register, 800
North Capitol Street NW., 7th Floor, Suite 700,
Washington, DC.

(9) This amendment becomes effective on September 1,
1992.

FOR FURTHER INFORMATION CONTACT:

Walter Eierman, Los Angeles ACO, Systems and Equipment
Branch, ANM-131L, FAA, Transport Airplane Directorate, 3229
E. Spring Street, Long Beach, California 90806-2425;
telephone (310) 988-5336; fax (310) 988-5210.

N/A

93-04-02 ROCKWELL INTERNATIONAL/COLLINS AVIATION
DIVISION: Amendment 39-8504. Docket No. 93-CE-18-AD.
Applicability: TDR-94D Mode S transponders, P/N CPN
622-9210-002, installed on, but not limited to the following,
certificated in any category:

- Aerospatiale ATR-42 and ATR-72 series airplanes
- Saab 340A and 340B airplanes
- Short Model SD3-60 airplanes
- de Havilland DHC-7 and DHC-8 series airplanes
- British Aerospace ATP airplanes
- Gulfstream G-11, G-III, and G-IV series airplanes
- Dassault Mystere-Falcon 50, Mystere-Falcon 200,
and Mystere-Falcon 900 airplanes
- Canadair Challenger CL-601 airplanes
- British Aerospace HS 125-700A airplanes
- Beechcraft 300 series airplanes

Compliance: Required as indicated, unless already accomplished.

To prevent a mid-air collision or a near-miss situation caused by failure of these Mode S transponders, accomplish the following:

(a) within the next 10 calendar days after the effective date of this AD, fabricate a placard with the following words in letters at least 0.10-inch in height and install this placard within the pilot's clear view on the instrument panel: "OPERATION OF TCAS II IN ANY MODE OTHER THAN THE "TA ONLY" MODE IS PROHIBITED."

(b) within the next 6 calendar months after the effective date of this AD, modify the software of the Mode S transponders in accordance with the Accomplishment Instructions section of Collins Service Bulletin TDR-94/94D-34-6, Revision 2, dated September 21, 1992. The placard required by paragraph (a) of this AD is no longer required after this modification is incorporated.

(c) If parts for the above modification are not available, the airplane operator may comply with the placard requirement of paragraph (a) of this AD until the modification is incorporated based upon a schedule established by the manufacturer through the Atlanta Aircraft Certification Office.

(d) Special flight permits may be issued in accordance with FAR 21.197 and 21.199 to operate the airplane to a location where the requirements of this AD can be accomplished.

(e) An alternative method of compliance or adjustment of the compliance times that provides an equivalent level of safety may be approved by the Manager, Atlanta Aircraft Certification Office, 1669 Phoenix Parkway, Suite 210C, Atlanta, Georgia 30349. The request shall be forwarded through an appropriate FAA Maintenance Inspector, who may add comments and then send it to the Manager, Atlanta Aircraft Certification Office.

NOTE 2: Information concerning the existence of approved alternative methods of compliance with this AD, if

any, may be obtained from the Atlanta Aircraft Certification Office.

(f) The modification required by this AD shall be done in accordance with Collins Service Bulletin TDR-94/94D-34-6, Revision 2, dated September 21, 1992. 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 Rockwell International/Collins General Aviation Division, 1100 West Hibiscus Boulevard, Melbourne, Florida 32901. Copies may be inspected at the FAA, Central Region, Office of the Assistant Chief Counsel, Room 1558, 601 E. 12th Street, Kansas City, Missouri, or at the Office of the Federal Register, 800 North Capitol Street, NW., 7th Floor, suite 700, Washington, DC.

(g) This amendment becomes effective on March 26, 1993.

FOR FURTHER INFORMATION CONTACT:

Mr. A. E. Clark, Manager, Systems and Equipment Branch, FAA, Atlanta Aircraft Certification Office, 1669 Phoenix Parkway, Suite 210C, Atlanta, Georgia 30349; Telephone (404) 991-3020; Facsimile (404) 991-3606.

93-07-05 AMI INDUSTRIES, INC.: Amendment 39-8537. Docket 92-NM-184-AD.

Applicability: Pilot and Co-Pilot Seats, Model 1108, serial numbers 004 to 189, inclusive; as installed in, but not limited to de Havilland Model DHC-8 series airplanes. Compliance: Required as indicated, unless accomplished previously.

To prevent failure of the pilot's and copilot's lap belts during air turbulence, which could lead to reduced ability of the pilots to control the airplane, accomplish the following:

(a) Within 60 days after the effective date of this AD, remove the lap belt attachment links and install the improved lap belt attachment link kit, P/N 1B9014-3R, in accordance with AMI Industries, Inc., Service Bulletin 25-1108-03, dated May 20, 1992.

(b) An alternative method of compliance or adjustment of the compliance time that provides an acceptable level of safety may be used if approved by the Manager, Seattle Aircraft Certification Office (ACO). Operators shall submit their requests through an appropriate FAA Principal Maintenance Inspector, who may add comments and then send it to the Manager, Seattle ACO.

NOTE: Information concerning the existence of approved alternative methods of compliance with this AD, if any, may be obtained from the Seattle ACO.

(c) Special flight permits may be issued in accordance with FAR 21.197 and 21.199 to operate the airplane to a location where the requirements of this AD can be accomplished.

(d) The replacement shall be done in accordance with AMI Industries, Inc., Service Bulletin 25-1108-03, dated May 20, 1992. 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 AMI Industries, Inc., 1275 North Newport Road, Colorado Springs, Colorado 80916. Copies may be inspected 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.

(e) This amendment becomes effective on May 10, 1993.

FOR FURTHER INFORMATION CONTACT:

Pliny Brester, Aerospace Engineer, Seattle Aircraft Certification Office, Airframe Branch, ANM-120S, FAA, Transport Airplane Directorate, 1601 Lind Avenue, SW., Renton, Washington 98055-4056; telephone (206) 227-2783; fax (206) 227-1181.

N/A

93-23-01 NORDSKOG INDUSTRIES, INC.: Amendment 39-8735. Docket 93-NM-181-AD.

Applicability: Nordskog water heaters and coffee makers, as listed in Nordskog Industries, Inc., Service Bulletin SB-93-34, dated October 21, 1993; as installed in, but not limited to Boeing Model 727, 737, 747, 757, and 767 series airplanes; McDonnell Douglas Model DC-9, DC-9-80, and DC-10 series airplanes, and MD-11 airplanes; Lockheed Model L-1011 series airplanes; Airbus Industrie Model A300, A310, and A320 series airplanes, Gulfstream Model G-1159 series airplanes and Model G-IV airplanes; de Havilland, Inc., Model DHC-8 series airplanes; Dassault-Aviation Model Mystere-Falcon 50 and 900 series airplanes; Canadair Model CL-600-1A11 (CL-600), CL-600-2A12 (CL-601), and CL-600-2B16 (CL-601-3A and -3R) and CL-600-2B19 series airplanes; and Fokker Model F27 and F28 series airplanes; certificated in any category.

Compliance: Required as indicated, unless accomplished previously.

To prevent explosions of galley water heaters and coffee makers and subsequent injuries to passengers or cabin crew members, accomplish the following:

(a) Within 30 days after the effective date of this AD, perform a one-time inspection to determine whether a NUPRO pressure relief valve having part number (P/N) SS-2C4-65 has been installed, in accordance with Nordskog Industries, Inc., Service Bulletin SB-93-34, dated October 21, 1993. If any NUPRO pressure relief valve having P/N SS-2C4-65 has been installed, prior to further flight, accomplish either paragraph (a)(1) or (a)(2) of this AD.

(1) Remove the NUPRO pressure relief valve having P/N SS-2C4-65 and install a new, improved NUPRO pressure relief valve having P/N SS-CHF2-65, in accordance with the service bulletin. Or

(2) Deactivate any Nordskog water heater or coffee maker listed in the service bulletin on which a NUPRO pressure relief valve having P/N SS-2C4-65 has been installed, and install a placard stating, "Not to be used."

(b) As of the effective date of this AD, no person shall install a NUPRO pressure relief valve having P/N SS-2C4-65 on any airplane.

(c) An alternative method of compliance or adjustment of the compliance time that provides an acceptable level of safety may be used if approved by the Manager, Los Angeles Aircraft Certification Office (ACO), FAA, Transport Airplane Directorate. Operators shall submit their requests through an appropriate FAA Principal Maintenance Inspector, who may add comments and then send it to the Manager, Los Angeles ACO.

NOTE: Information concerning the existence of approved alternative methods of compliance with this AD, if any, may be obtained from the Los Angeles ACO.

(d) Special flight permits may be issued in accordance with FAR 21.197 and 21.199 to operate the airplane to a location where the requirements of this AD can be accomplished.

(e) The inspection and replacement shall be done in accordance with Nordskog Industries, Inc., Service Bulletin SB-93-34, dated October 21, 1993. 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 Nordskog Industries, Inc., 16000 Strathern Street, Van Nuys, California 91406. Copies may be inspected at the FAA,

Transport Airplane Directorate, 1601 Lind Avenue, SW.,
Renton, Washington; or at the FAA, Los Angeles ACO,
3229 E. Spring Street, Long Beach, California 90806-2425; or at
the Office of the Federal Register, 800 North Capitol
Street, NW., suite 700, Washington, DC.

(f) This amendment becomes effective on December 7,
1993.

FOR FURTHER INFORMATION CONTACT: Walter Eiernian, Systems and
Equipment Branch, ANM-131L. FAA, Transport Airplane
Directorate, Los Angeles ACO, 3229 East Spring Street,
Long Beach, California 90806-2425; telephone (310) 988-5336; fax
(310) 988-5210.

N/A

93-12-04 PRECISE FLIGHT, INC.: Amendment 39-86 1 0. Docket
93-NM-14-AD.

Applicability: Precise Flight, Inc., pulselite units, Model 1210-2405-2; serial numbers X00150 through X01371, inclusive; as installed in various small airplanes in accordance with Supplemental Type Certificate (STC) SA4005NM; certificated in any category.

Compliance: Required as indicated, unless accomplished previously.

To prevent the presence of smoke in the cockpit, which could prompt the pilot to initiate an emergency landing, accomplish the following:

(a) Within 12 months after the effective date of this AD, accomplish paragraph (a)(1) or (a)(2) of this AD in accordance with Precise Flight, Inc., Service Bulletin No. PL9303001, dated March 10, 1993.

(1) Remove Precise Flight, Inc., pulselite units, Model 1210-2405-2, from the airplane. Or
(2) Replace Precise Flight, Inc., pulselite units, Model 1210-2405-2, with improved pulselite units, Model 1210-2405-2A.

(b) As of the effective date of this AD, no person shall install a Precise Flight, Inc., pulselite unit, Model 1210-2405-2, on any airplane.

(c) An alternative method of compliance or adjustment of the compliance time that provides an acceptable level of safety may be used if approved by the Manager, Seattle Aircraft Certification Office (ACO), FAA, Transport Airplane Directorate. Operators shall submit their requests through an appropriate FAA Maintenance Inspector, who may add comments and then send it to the Manager, Seattle ACO.

NOTE: Information concerning the existence of approved alternative methods of compliance with this AD, if any, may be obtained from the Seattle ACO.

(d) Special flight permits may be issued in accordance with FAR 21.197 and 21.199 to operate the airplane to a location where the requirements of this AD can be accomplished.

(e) The removal and replacement shall be done in accordance with Precise Flight, Inc., Service Bulletin No. PL9303001, dated March 10, 1993. 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 Precise Flight, Inc., 63120 Powell Butte Road, Bend, Oregon 97701. Copies may be inspected 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.

(f) This amendment becomes effective on July 26, 1993.

FOR FURTHER INFORMATION CONTACT:

Sheila I. Mariano, Aerospace Engineer, Special Certification Branch, ANM-190S, FAA, Transport Airplane Directorate, Seattle Aircraft Certification Office, 1601 Lind Avenue, SW., Renton, Washington 98055-4056; telephone (206) 227-2599; fax (206) 227-1181.

N/A

93-14-12 Essex PB&R Corporation (formerly B.I. DuPont de Nemours and Company Incorporated): Amendment 39-8636. Docket No. 92-ANE-14.

Applicability: Essex PB&R Corporation (formerly E.I. DuPont de Nemours and Company Incorporated) PELS Model 4566M37B crewmember protective breathing equipment (PBE) units, as listed in Essex PB&R Corporation Service Bulletin (SB) No. 001, Revision 1, dated October 3, 1991, installed on but not limited to transport category aircraft manufactured by Boeing, McDonnell Douglas, Airbus, and Lockheed.

Compliance: Required as indicated, unless accomplished previously.

To prevent leakage of the PBE neck seal, which could compromise the crew's ability to combat an aircraft fire, accomplish the following:

(a) within the next 15 months after the effective date of this AD, remove the affected PBE unit, in accordance with the accomplishment Instructions of Essex PB&R Corporation Service Bulletin (SB) No. 001, Revision 1, dated October 3, 1991, and replace with a serviceable unit.

(b) An alternative method of compliance or adjustment of the compliance time that provides an acceptable level of safety may be used if approved by the Manager, New York Aircraft Certification Office. The request should be forwarded through an appropriate FAA Principal Maintenance Inspector, who may add comments and then send it to the Manager, New York Aircraft Certification Office.

NOTE: Information concerning the existence of approved alternative methods of compliance with this airworthiness directive, if any, may be obtained from New York Aircraft Certification Office.

(c) Special flight permits may be issued, in accordance with FAR 21.197 and 21.199, to operate the aircraft to a location where the requirements of this AD can be accomplished.

(d) The modification shall be done in accordance with Essex PB&R Corporation Service Bulletin (SB) No. 001, Revision 1, dated October 3, 1991. 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 Essex PB&R Corp., P.O. Box 791, 505 Blue Bau Road, Elkton, MD 21921. Copies may be inspected at the FAA, New England Region, Office of the Assistant Chief Counsel, 12 New England Executive Park, Burlington, MA 01803-5299; or at the Office of the Federal Register, 800 North Capitol Street NW., suite 700, Washington, DC.

(e) This amendment becomes effective on September 2, 1993.

FOR FURTHER INFORMATION CONTACT:

Mr. Constantine Kallis, Aerospace Engineer, New York Aircraft Certification Office, ANF,-173, Engine and Propeller Directorate, Aircraft Certification Service, FAA, New England Region, 181 South Franklin Avenue, Room 202, Valley Stream, NY 11581-1145; telephone (516) 791-6428; fax (516) 791-9024.

87-17-06 AM-SAFE, INCORPORATED: Amendment 39-5710. Applies to Am-Safe, Inc., occupant restraint system assemblies, Part Numbers 501825-403, 501907-401, 501907-403, 501907-405, 502061-401, 502147-401, and 502147-403, which may be installed in large or small aircraft. (Seat belt portion approved under Technical Standard Order C22f.) Compliance required within 90 days after the effective date of this AD, unless previously accomplished.

To eliminate restraint system connectors with the incorrect dimensions, which could allow inadvertent opening of occupant restraint system assemblies, accomplish the following:

A. Inspect the affected restraint system assemblies in accordance with Am-Safe, Inc., Service Bulletin No. AS001, dated November 5, 1986, or later FAA-approved revisions, to determine the Lot Number of the connector. If the connector is not of Lot 04, no further action is required. If the connector is found to be of Lot 04, the connector must be removed and replaced with a connector of a different lot number before further flight.

B. Alternate means of compliance which provide an acceptable level of safety may be used when approved by the Manager, Western Aircraft Certification Office, FAA, Northwest Mountain Region.

C. Special flight permits may be issued in accordance with FAR 21.197 and 21.199 to operate airplanes to a base in order to comply with the requirements of this AD.

All persons affected by this directive who have not already received the appropriate service information from the manufacturer may obtain copies upon request to Am-Safe, Incorporated, 240 North 48th Avenue, Phoenix, Arizona 85043. These documents may be examined at the FAA, Northwest Mountain Region, 17900 Pacific Highway South, Seattle, Washington, or at 15000 Aviation Boulevard, Hawthorne, California.

This amendment becomes effective September 22, 1987.

NA

87-20-05 PACIFIC SCIENTIFIC COMPANY: Amendment 39-5693.
Applies to TSO C22f lap belt assemblies, part number 1107177
(all dash numbers), manufactured between September 1, 1984, and
January 1, 1986.

Compliance required within 180 days after the effective date
of this AD, unless previously accomplished.

To eliminate lap belt assemblies with belt retractor shafts
which do not provide adequate strength, accomplish the following:

A. Inspect all Pacific Scientific TSO C22f lap belt
assemblies, part number 1107177 (all dash numbers), in accordance
with Pacific Scientific Company Safety Advisory Letter (on the
Mark V Reel Lap Belt Assembly, which deals with this problem), to
determine if they have part number 1106294-01 retractor shafts
made of the correct material. This is determined by visual
examination of the end of the shaft: If the color is gold
anodize, the shaft is acceptable. If the color is a dull
battleship grey anodize, the shaft must be replaced prior to
further flight.

B. Alternate means of compliance which provide an acceptable
level of safety may be used when approved by the Manager, Western
Aircraft Certification Office, FAA, Northwest Mountain Region.

C. Special flight permits may be issued in accordance with
FAR 21.197 and 21.199 to ferry aircraft to a maintenance base in
order to comply with the requirements of this AD.

All persons affected by this directive who have not already
received the appropriate service information from the
manufacturer may obtain copies upon request to Pacific Scientific
Company, 1346 S. State College Boulevard, Anaheim, California
92803. These documents may be examined at the FAA, Northwest
Mountain Region, 17900 Pacific Highway South, Seattle,
Washington, or at 15000 Aviation Boulevard, Hawthorne,
California.

This amendment becomes effective October 26, 1987.

N/A

94-01-04 HONEYWELL: Amendment 39-8786. Docket 93-NM-68-AD.

Applicability: Traffic Alert and Collision Avoidance System (TCAS) II computer units: part numbers 4066010-901, -902, and -903: as installed on, but not limited to, the following airplanes, certificated in any category:

Airbus Industrie Model A300-600, A310-200, A310-300, A320-200, and A340 series airplanes;

Boeing Model 727-100 and -200; 737-100, -200, -300, -400, and -500; 747-100, -200, -300, -400 and 747SP; 757-200; and 767-200 and -300 series airplanes;

Cessna Citation Model C550 and C560 series airplanes, and Cessna Citation III and VII series airplanes;

Canadair Challenger Model CL-600-2B16 and -2A12 series airplanes;

British Aerospace Model 125-800A;

Gulfstream Model GII, GIIB, GIII, and GIV series airplanes;

Lockheed Model L-1011 series airplanes;

McDonnell Douglas Model DC-9-10, -20, -30-, -40, and -50; DC-10-10, -15, -30, and -40; MD-11; and DC-9-80 series airplanes; and Model MD-88 airplanes;

Dassault Aviation Model Mystere-Falcon 50 and 900 series airplanes;

Short Brothers Model SD3-60 series airplanes;

de Havilland Model DHC-8-100 and DHC-7 series airplanes;

Fokker Model F27 series airplanes; and

Corporate Jets Limited Model BAe 125-800A and BAe 125-1000A series airplanes.

Compliance: Required as indicated, unless accomplished previously.

To prevent collisions or near misses caused by incompatibility between the TCAS II processors and the current air traffic control system, accomplish the following:

(a) Before December 31, 1994, accomplish the requirements of paragraphs (a)(1) and (a)(2) of this AD in accordance with Honeywell service Bulletin 4066010-34-SW16, dated December 20, 1993.

(1) Remove existing Honeywell TCAS II computer units, part numbers 4066010-901, -902, and -903, and replace those units with new units that incorporate updated collision avoidance system (CAS) logic, identified as Version 6.04A in Mitre letter F046-L-0069, dated September 21, 1993.

(2) Modify the computer surveillance logic on Honeywell TCAS II computer units, part numbers 4066010-901, -902, and -903, to ensure that these units accommodate Mode C altitude input of 100-foot increments and that the system will be tracked and coordinated by intruding aircraft when the Mode S transponder CA field is set at CA=7.

(b) Prior to further flight after accomplishing the requirements of paragraph (a) of this AD, revise the

Airplane Flight Manual (AFM) or AFM Supplement by accomplishing either paragraph (b)(1) or (b)(2) of this AD.

(1) Revise the Normal Procedures Section of the AFM to include the appropriate TCAS operating characteristic relative to the modifications required by paragraph (a) of this AD, in accordance with a method approved by the Manager, Los Angeles Aircraft Certification Office (ACO), FAA, Transport Airplane Directorate. Or

(2) Revise the Normal Procedures Section of the AFM to include the following TCAS operating characteristic relative to the modification required by paragraph (a) of this AD. This may be accomplished by inserting a copy of this AD in the AFM or AFM Supplement.

"All Resolution Advisory (RA) and Traffic Advisory (TA) aural messages are inhibited at a radio altitude of less than 1,100 feet above ground level (AGL) climbing, and less than 900 feet AGL descending."

(c) An alternative method of compliance or adjustment of the compliance time that provides an acceptable level of safety may be used if approved by the Manager, Los Angeles Aircraft Certification Office (ACO), FAA, Transport Airplane Directorate. Operators shall submit their requests through an appropriate FAA Principal Avionics Inspector, who may add comments and then send it to the Manager, Los Angeles ACO.

NOTE: Information concerning the existence of approved alternative methods of compliance with this AD, if any, may be obtained from the Los Angeles ACO.

(d) Special flight permits may be issued in accordance with FAR 21.197 and 21.199 to operate the airplane to a location where the requirements of this AD can be accomplished.

(e) The replacement and modification shall be done in accordance with Honeywell Service Bulletin 4066010-34-SW16, dated December 20, 1993. 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 Honeywell Inc., Commercial Flight Systems Group, Air Transport Systems Division, P.O. Box 21111, Phoenix, Arizona 85036. Copies may be inspected at the FAA, Transport Airplane Directorate, 1601 Lind Avenue, SW., Renton, Washington at the FAA, Transport Airplane Directorate, Los Angeles Aircraft Certification Office, 3229 East Spring Street, Long Beach California; or at the Office of the Federal Register, 800 North Capitol Street, NW., suite 700, Washington, DC.

(f) This amendment becomes effective on February 4, 1994.

FOR FURTHER INFORMATION CONTACT:

Abby Malmir, Aerospace Engineer, Systems and Equipment Branch. ANM-132L, FAA, Transport Airplane Directorate, Los Angeles Aircraft Certification Office, 3229 East Spring Street, Long Beach, California 90806-2425; telephone (310) 988-5351; fax (310)988-5210.

M/A

94-01-05 ALLIED SIGNAL AEROSPACE COMPANY, AIR TRANSPORT AVIONICS (formerly Bendix/King Air Transport Avionics Division):
Amendment 39-8787. Docket No. 93-CE-46-AD.

Applicability: Traffic Alert and Collision Avoidance System II processors that are installed on, but not limited to the following airplanes (all serial numbers), certificated in any category:

- Aerospatiale ATR-42
- Airbus Industries A-340
- Beech Model 65-A90 airplanes;
- Boeing 727-100, 727-200, 737-200, 737-300, 737-400, 737-500, 747-100, 747-200, 747-300, 747-400, 747SP, 757-200, 767-200, and 767-300 Series airplanes;
- de Havilland DHC-7 series and Model DHC-8-100 airplanes;
- Fokker Models F.28 Mark 1000 and Mark 4000 airplanes;
- General Dynamics Models Convair 340 and 440 airplanes;
- Gulfstream Models G-159 and G-IV airplanes;
- Lockheed L1011 series airplanes;
- McDonnell Douglas - DC-8-60, DC-9-31, DC-9-51, DC-10-10 DC-10-30, DC-13-30F, MD-11, and MD-80 series airplanes; and
- Rockwell International NA-265-65 airplanes.

Compliance: Prior to December 31, 1994, unless already accomplished.

To prevent collisions or near misses caused by incompatibility between the traffic alert and collision avoidance system (TCAS) II processors and the current air traffic control system, accomplish the following:

(a) Remove any TCAS II processor with a part number (P/N) suffix listed in the "Existing P/N Suffix" column of the table below, and install a corresponding TCAS II processor with a P/N listed in the "New P/N Suffix" column of the table below:

Existing P/N Suffix	New P/N Suffix
-0102 or -0107	-0108
-0203 or -0207	-0208
-0301, -0302, or -0307	-0308
-0402, -0405, or -0407	-0408
-0504 or -0507	-0508
-0606 or -0607	-0608
-8101	-0108

(b) Special flight permits may be issued in accordance with FAR 21.197 and 21.199 to operate the airplane to a location where the requirements of this AD can be accomplished.

(c) An alternative method of compliance or adjustment of the compliance times that provides an equivalent level of safety may be approved by the Manager, Atlanta Aircraft Certification Office, 1669 Phoenix Parkway, Suite 210C, Atlanta, Georgia 30349. The request shall be forwarded through an appropriate FAA Maintenance Inspector, who may add comments and then send it to the Manager, Atlanta Aircraft Certification Office (ACO).

NOTE: Information concerning the existence of approved alternative methods of compliance with this AD, if any, may be obtained from the Atlanta ACO.

(d) Information that relates to the proposed AD may be examined at the FAA, Central Region, Office of the Assistant Chief Counsel, Room 1558, 601 E. 12th Street, Kansas City, Missouri 64106.

(e) This amendment becomes effective on February 4, 1994.

FOR FURTHER INFORMATION CONTACT:

Mr. A. E. Clark, Manager, Systems and Equipment Branch, FAA,
Atlanta Aircraft Certification Office, 1669 Phoenix Parkway,
Suite 210C, Atlanta, Georgia 30349; telephone (404) 991-3020;
facsimile (404) 991-3606.

N/A

94-01-06 ROCKWELL INTERNATIONAL, COLLINS AIR TRANSPORT
DIVISION: Amendment 39-8788. Docket No. 93-CE-47-AD.
Applicability: Traffic Alert and Collision Avoidance System II processors that are installed on, but not Limited to the following airplanes (all serial numbers), certificated in any category:

General Aviation Airplanes:

Astra Model 1125 airplanes;
BAC Model 1-11 airplanes;
British Aerospace Model 125-800 airplanes;
Beech Models C90A, B200, 300, 350, and 400A airplanes;
Canadair Models CL-600, CL-600-2B16, CL-601, CL-601-1A, and CL-601-3A airplanes;
Learjet Models 31, 55, and 60 airplanes;
Falcon Models 20, 50, 200, and 900 airplanes
Gulfstream Models G2 and G3 airplanes;
British Aerospace Models HS-125-700 airplanes; and
Sabreliner Model 60 airplanes.

Air Transport Airplanes

Aerospatiale Models ATR-42 and ATR-72 airplanes;
Airbus Industries Models A300B2, A-300B, and A-320 airplanes;
British Aerospace Models ATP and 146 airplanes,
Boeing Models 707, 727, 737, 747, 757, and 767 airplanes;
British Aerospace/Aerospatiale Model Concorde SST airplanes;
de Havilland DHC-7 and DHC-8 series airplanes;
McDonnell Douglas Models DC-8, DC-9, and DC-10, MD-80, and MD-11 airplanes;
Ilyushin Model IL-86 airplanes;
Lockheed Model L-1011 airplanes;
SAAB Models SF340A and SF340B airplanes; and
Shorts Models SD3-60-300 airplanes.

Compliance: Prior to December 31, 1994, unless already accomplished.

To prevent collisions or near misses caused by incompatibility between the traffic alert and collision avoidance system (TCAS) II processors and the current air traffic control system, accomplish the following:

(a) Incorporate "Change 6.04A Enhanced" by accomplishing either (1) or (2) below, as applicable:

(1) Remove any TCAS II processor with a part number (P/N) suffix listed in the "Existing P/N Suffix" column of the table below, and install a corresponding TCAS II processor with a P/N listed in the "New P/N Suffix" column of the table below:

Existing P/N Suffix	New P/N Suffix
-001,-002,-11, -012, or -612	-020
-102, -111, or -112	-120
-014	-320

NOTE 1: Collins SB No. 16, TTR-920-34-16, dated December 9, 1993, specifies procedures for incorporating the referenced New P/N suffixes.

(2) Change the part number of the TCAS II unit on board the aircraft by reprogramming the software with a data loader in order to obtain the New P/N Suffix as specified in the following table:

Existing P/N Suffix	New P/N Suffix
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-012
-112
-014

-020
-120
-320

NOTE 2: Units with P/N suffix of -001, -002, -011, -102, -111, and -612 cannot be reprogrammed on board the aircraft.

NOTE 3: Operators are encouraged to update the Airplane Flight Manual (AFM) or AFM Supplement. Collins TTR-920 TCAS II Transmitter Receiver Service Information Letter 2-93, titled "CAS Logic Change 6.04A" specifies the Information needed for this update.

(b) Special flight permits may be issued in accordance with FAR 21.197 and 21.199 to operate the airplane to a location where the requirements of this AD can be accomplished.

(c) An alternative method of compliance or adjustment of the compliance times that provides an equivalent level of safety may be approved by the Manager, Wichita Aircraft Certification Office, 1801 Airport Road, Room 100, Mid-Continent Airport, Wichita, Kansas 67209. The request shall be forwarded through an appropriate FAA Maintenance Inspector, who may add comments and then send it to the Manager, Wichita Aircraft Certification Office (ACO).

NOTE 4: Information concerning the existence of approved alternative methods of compliance with this AD, if any, may be obtained from the Wichita ACO.

(d) Service information that is referenced in this AD may be obtained from Rockwell International/Collins Air Transport Division, 400 Collins Road, NE; Cedar Rapids, Iowa 52498. This information may also be examined at the FAA, Central Region, Office of the Assistant Chief Counsel Room 1558, 601 E. 12th Street, Kansas City, Missouri 64106.

(e) This amendment becomes effective on February 4, 1994.

FOR FURTHER INFORMATION CONTACT:

Mr. Roger A. Souter, Aerospace Engineer, Wichita Aircraft Certification Office, 1801 Airport Road, Room 100, Mid-Continent Airport, Wichita, Kansas 67209; telephone (316)946-4134; facsimile(316) 946-4407.

N/A

94-02-02 ROCKWELL INTERNATIONAL/COLLINS AIR TRANSPORT DIVISION:

Amendment 39-8799. Docket No. 92-CE-60-AD.

Applicability: DME-700 distance measuring equipment (all serial numbers) (part numbers 622-4540-020, 622-4540-021, 622-4540-022, 622-4540-120, and 622-4540-121), that is installed on, but not limited to, the following model airplanes (all serial numbers), certificated in any category:

Manufacturer	Models
Boeing	B737, B747-400, and B767
McDonnell Douglas	MD 80, MD 11
Airbus	A300, A310, A300-600, A320. and A340
Fokker	F-100

Compliance: Required within the next 12 calendar months after the effective date of this AD, unless already accomplished.

To prevent improper operation of these DME units, which could result in navigational errors, accomplish the following:

(a) Ensure that Aeronautical Radio, Inc. (ARINC) 429 distance outputs are processed and updated by modifying the distance measuring equipment in accordance with the applicable service information presented in the chart in paragraph (c) of this AD.

(b) Ensure proper initialization and correct DME distance indication by modifying the distance measuring equipment in accordance with the applicable service information presented in the chart in paragraph (c) of this AD.

(c) Paragraphs (a) and (b) shall be accomplished in accordance with the Accomplishment Instructions section of the applicable service bulletins (SB) presented in the following chart:

Collins SB/ Condition	Date	Part Numbers Applicable (622-4540-XXX)
SB 20, Revision 1/ Sleeping	August 30, 1991	All applicable DME-700 Units, -020, -120, with serial number 1 through 4247.
SB 25/ Deaf, Sleeping, and Distance Jumping	November 11, 1992	All applicable DME-700 Units, converts -020, -021, or -022 to -023. SB 20 must be installed prior to or in conjunction with SB 25. SB 24 is incorporated by SB 25.
SB 26/ Deaf, sleeping, and Distance Jumping	October 21, 1992	All applicable DME-700 Units, converts -120 or -121 to -122. SB 20 must be installed

prior to or in conjunction
with SB 26.
SB 26 eliminates the need
for SB 21.

NOTE 1: The sleeping DME modification referenced in SB 20 was incorporated at manufacture beginning with serial number 4248.

(d) Special flight permits may be issued in accordance with FAR 21.197 and 21.199 to operate the airplane to a location where the requirements of this AD can be accomplished.

(e) An alternative method of compliance or adjustment of the compliance time that provides an equivalent level of safety may be approved by the Manager, Wichita Aircraft Certification Office (ACO), 1801 Airport Road, Room 100, Mid-Continent Airport, Wichita, Kansas 67209. The request shall be forwarded through an appropriate FAA Maintenance Inspector, who may add comments and then send it to the Manager, Wichita ACO.

NOTE 2: Information concerning the existence of approved alternative methods of compliance with this AD, if any, may be obtained from the Wichita ACO.

(f) The modifications required by this AD shall be done in accordance with Collins Service Bulletin 20, Revision 1, DME-700-34-20, dated August 30, 1991; Collins Service Bulletin 25, DME-600-34-25, dated November 11, 1992; and Collins Service Bulletin 26, DME-700-34-26, dated October 21, 1992, 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 Rockwell International/Collins Air Transport Division, 400 Collins Road, NE; Cedar Rapids, Iowa 52498. Copies may be inspected at the FAA, Central Region, Office of the Assistant Chief Counsel, Room 1558, 601 E. 12th Street, Kansas City, Missouri, or at the Office of the Federal Register, 800 North Capitol Street, NW., suite 700, Washington, DC.

(g) This amendment (39-8799) becomes effective on February 21, 1994.

FOR FURTHER INFORMATION CONTACT:

Mr. Roger A. Souter, Aerospace Engineer, Wichita Aircraft Certification Office, 1801 Airport Road, Room 100, Mid-Continent Airport, Wichita, Kansas 67209; telephone (316) 946-4134; facsimile (316) 946-4407.

N/A

94-14-03 NORDSKOG INDUSTRIES, INC.: Amendment 39-8955. Docket 94-NM-01-AD.

Applicability: Nordskog water heaters and coffee makers, as listed in Nordskog Industries, Inc., Service Bulletin SB-93-35, dated October 21, 1993; as installed in, but not limited to, Boeing Model 727, 737, 747, 757, and 767 series airplanes; McDonnell Douglas Model DC-9, DC-9-80, and DC-10 series airplanes, and MD-11 airplanes; Lockheed Model L-1011 series airplanes; Airbus Industrie Model A300, A310, and A320 series airplanes; Gulfstream Model G-1159 series airplanes and Model G-IV airplanes; de Havilland, Inc., Model DHC-8 series airplanes; Dassault-Aviation Model Mystere-Falcon 50, 200, and 900 series airplanes; Canadair Model CL-600-1A11 (CL-600), CL-600-2A12 (CL-601), and CL-600-2B16 (CL-601-3A and -3R) and CL-600-2B19 series airplanes; and Fokker Model F27 and F28 series airplanes; certificated in any category.

Compliance: Required as indicated, unless accomplished previously.

To prevent explosions of galley water heaters and coffee makers, and subsequent injuries to passengers or cabin crew members, accomplish the following:

(a) within 12 months after the effective date of this AD, perform a one-time inspection to determine whether a NUPRO pressure relief valve having part number (P/N) SS-2C4-65 has been installed, in accordance with Nordskog Industries, Inc., Service Bulletin SB-93-35, dated October 21, 1993. If any NUPRO pressure relief valve having P/N SS-2C4-65 has been installed, prior to further flight, accomplish either paragraph (a)(1) or (a)(2) of this AD.

(1) Remove the NUPRO pressure relief valve having P/N SS-2C4-65 and install a new, improved NUPRO pressure relief valve having P/N SS-CHF2-65, in accordance with the service bulletin.
Or

(2) Deactivate any Nordskog water heater or coffee maker listed in the service bulletin on which a NUPRO pressure relief valve having P/N SS-2C4-65 has been installed, and install a placard stating, "Not to be used."

(b) As of the effective date of this AD, no person shall install a NUPRO pressure relief valve having P/N SS-2C4-65 on any airplane.

(c) An alternative method of compliance or adjustment of the compliance time that provides an acceptable level of safety may be used if approved by the Manager, Los Angeles Aircraft Certification Office (ACO), FAA, Transport Airplane Directorate. Operators shall submit their requests through an appropriate FAA Principal Maintenance Inspector, who may add comments and then send it to the Manager, Los Angeles ACO.

NOTE: Information concerning the existence of approved alternative methods of compliance with this AD, if any, may be obtained from the Los Angeles ACO.

(d) Special flight permits may be issued in accordance with sections 21.197 and 21.199 of the Federal Aviation Regulations (14 CFR 21.197 and 21.199) to operate the airplane to a location where the requirements of this AD can be accomplished.

(e) The inspection and installation shall be done in accordance with Nordskog Industries, Inc., Service Bulletin SB-93-35, dated October 21, 1993. 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 Aircraft Products Company, 12807 Lake Drive, P.O. Box 130, Delray Beach, Florida 33447-0130. 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 (ACO), 3229 East Spring Street,

Long Beach, California; or at the Office of the Federal Register,
800 North Capitol Street, NW., suite 700, Washington, DC.
(f) This amendment becomes effective on August 1, 1994.

FOR FURTHER INFORMATION CONTACT:
Walter Eierman, Systems and Equipment Branch, ANM-131L, FAA,
Transport Airplane Directorate, Los Angeles ACO, 3229 East Spring
Street, Long Beach, California 90806-2425; telephone (310) 988-
5336; fax (310) 988-5210.

95-01-01 TERRA CORPORATION: Amendment 39-9112. Docket No. 94-SW-03-AD.

Applicability: Model TRT 250 transponders, part number (P/N) 0900-0250-00, with serial numbers (S/N) 4194 and below, Modification Level (Mod Level) 4 and below; 3-inch ATI-mounted TRT 250 pushbutton transponders, P/N 0900-0250-20, with S/N 5324 and below, Mod Level 4 and below; and TRT 250 D digital display transponders, P/N 0900-0250-30, with S/N 1155 and below, Mod Level 1 and below.

Compliance: Required as indicated, unless accomplished previously.

To prevent failure of the transponder to respond properly to Mode S interrogations from Mode S ground stations and Traffic Collision Avoidance System (TCAS) II airborne equipment, which could result in loss of airspace separation, accomplish the following:

(a) Within 6 months after the effective date of this AD, remove the TRT 250 series transponder in accordance with the procedures stated in the Accomplishment Section of Terra Corporation Mandatory Service Bulletin No. SB-104 (SB-104), Revision 1, dated June 27, 1994, and determine the part number (P/N), serial number (S/N), and modification level (Mod Level).
(b) If the determination made in paragraph (a) reveals one of the affected part numbers, serial numbers, and modification levels indicated in this AD, replace the affected transponder with:

(1) A Terra Corporation transponder that has been modified in accordance with the provisions of SB-104, Revision 1, dated June 27, 1994;

(2) An unaffected Terra Corporation transponder; or,

(3) Another manufacturer's transponder that responds properly to Mode S interrogations from both an Air Traffic Control Radio Beacon System (ATCRBS)/Mode S ground station and TCAS II airborne equipment.

(c) If installing a replacement Terra Corporation transponder that has been modified in accordance with the provisions of SB-104, Revision 1, dated June 27, 1994, perform a ramp test in accordance with the Testing section of SB-104, Revision 1, dated June 27, 1994. Conduct the tests and checks required by section 91.413 of the Federal Aviation Regulations (14 CFR 91.413) prior to approving the aircraft for return to service.

(d) Installation of an affected Terra Corporation transponder that has been modified and tested in accordance with SB-104, Revision 1, dated June 27, 1994, or another transponder that responds properly to Mode S interrogations from both an ATCRBS/Mode S ground station and TCAS II airborne equipment constitutes terminating action for the requirements of this AD.

(e) An alternative method of compliance or adjustment of the compliance time that provides an acceptable level of safety may be used when approved by the Manager, Airplane Certification Office, FAA, Rotorcraft Directorate. Operators shall submit their requests through an FAA Principal Avionics Inspector, who may concur or comment and then send it to the Manager, Airplane Certification Office.

NOTE: Information concerning the existence of approved alternative methods of compliance with this AD, if any, may be obtained from the Airplane Certification Office.

(f) Special flight permits may be issued in accordance with sections 21.197 and 21.199 of the Federal Aviation Regulations (14 CFR 21.197 and 21.199) to operate the aircraft to a location where the requirements of this AD can be accomplished.

(g) The modification shall be done in accordance with Terra Corporation Mandatory Service Bulletin No. SB-104, Revision 1,

dated June 27, 1994. 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 Terra Corporation, 3520 Pan American Freeway NE, Albuquerque, New Mexico, 87107-4796. Copies may be inspected at the FAA, Office of the Assistant Chief Counsel, 2601 Meacham Blvd., Room 663, Fort Worth, Texas; or at the Office of the Federal Register, 800 North Capitol Street, NW., suite 700, Washington, DC.

(h) This amendment becomes effective on February 6, 1995.

FOR FURTHER INFORMATION CONTACT:

Mr. George R. Hash, Aerospace Engineer, Airplane Certification Office, FAA, Rotorcraft Directorate, 2601 Meacham Blvd., Fort Worth, Texas 76137, telephone (817) 222-5134, fax (817) 222-5959.

N/A

95-24-10 MICHELIN AIRCRAFT TIRE CORPORATION: Amendment 39-9500; Docket No. 95-CE-88-AD.

Applicability: Part number (P/N) 028-520-1 (22x5.75-12/10PR) tires with the following serial numbers that are installed on the main landing gear of, but not limited to, Cessna Model 650 (Citation III, VI, and VII) airplanes that are certificated in any category:

Serial Nos.	Serial Nos.	Serial Nos.
4279N00339	4279N00340	4279N00341
4279N00342		
4279N00343	4279N00597	4279N00598
4279N00599		
4279N00600	4279N00601	4280N00075
4280N00199		
4280N00200	4280N00201	4280N00203
4280N00204		
4280N00205	4280N00206	4280N00360
4280N00361		
4282N00352	4283N00099	4283N00100
4283N00101		
4283N00102	4283N00200	4283N00201
4283N00202		
4283N00453	4283N00454	4283N00455
4283N00456		
4284N00612	4284N00613	4284N00614
4284N00615		
4284N00616	4285N00100	4285N00101
4285N00102		
4285N00103	4285N00104	4285N00105
4285N00106		
4285N00107	4285N00108	4285N00347
4285N00348		
4285N00349	4285N00353	4285N00354
4285N00355		
4285N00356	4285N00608	4285N00609
4286N00103		
4286N00104	4286N00105	4286N00106
4286N00442		
4286N00443	4286N00444	4286N00445
4286N00446		
4286N00447	4286N00448	4286N00449
4286N00450		
4286N00600	4286N00601	4286N00602
4286N00603		
4286N00604	4286N00605	4286N00606
4286N00608		
4286N00609	4287N00088	4287N00089
4287N00090		
4287N00091	4287N00092	4287N00093
4287N00094		
4287N00095	4287N00096	4287N00097
4287N00357		
4287N00358	4287N00359	4287N00360
4287N00361		
4287N00362	4287N00363	4287N00364
4288N00118		
4288N00119	4288N00120	4288N00121
4288N00302		
4288N00303	4288N00304	4288N00305
4288N00306		
4288N00307	4290N00111	4290N00113
4290N00114		
4290N00115	4290N00116	4290N00117

4290N00355		
4290N00356	4290N00606	4290N00607
4290N00608		
4290N00609	4290N00610	4290N00611
4290N00612		
4291N00082	4291N00083	4291N00084
4291N00085		
4291N00086	4291N00087	4291N00088
4291N00089		
4291N00091	4291N00273	4291N00274
4291N00275		
4291N00276	4291N00277	4291N00278
4291N00620		
4291N00621		

NOTE 1: This AD applies to each tire identified in the preceding applicability provision that is installed on an airplane, regardless of whether it has been modified, altered, or repaired in the area subject to the requirements of this AD. For airplanes that have been modified, altered, or repaired so that the performance of the requirements of this AD is affected, the owner/operator must request approval for an alternative method of compliance in accordance with paragraph (c) of this AD. The request should include an assessment of the effect of the modification, alteration, or repair on the unsafe condition addressed by this AD; and, if the unsafe condition has not been eliminated, the request should include specific proposed actions to address it.

Compliance: Required prior to further flight after the effective date of this AD (see NOTE 2), except to those operators receiving this action by priority letter issued November 21, 1995, which made these actions effective immediately upon receipt.

To prevent loss of control of the airplane during landing operations because of P/N 028-520-1 (22x5.75-2/10PR) tire failure, accomplish the following:

(a) Replace any of the P/N 028-520-1 (22x5.75-12/10PR) tires identified in the Applicability section of this AD with an FAA-approved tire.

(b) Special flight permits may be issued in accordance with sections 21.197 and 21.199 of the Federal Aviation Regulations (14 CFR 21.197 and 21.199) to operate the airplane to a location where the requirements of this AD can be accomplished.

(c) An alternative method of compliance or adjustment of the compliance time that provides an equivalent level of safety may be approved by the Manager, Atlanta Aircraft Certification Office (ACO), Campus Building, 1701 Columbia Avenue, suite 2-160, College Park, Georgia 30337-2748. The request shall be forwarded through an appropriate FAA Maintenance Inspector, who may add comments and then send it to the Manager, Atlanta ACO.

NOTE 2: Information concerning the existence of approved alternative methods of compliance with this AD, if any, may be obtained from the Atlanta ACO.

(d) Information that applies to this AD may be examined at the FAA, Central Region, Office of the Assistant Chief Counsel, Room 1558, 601 E. 12th Street, Kansas City, Missouri 64106.

(e) This amendment (39-9500) becomes effective on February 21, 1996, to all persons except those persons to whom it was made immediately effective by priority letter AD

95-24-10, issued November 21, 1995, which contained the requirements of this amendment.

FOR FURTHER INFORMATION CONTACT:

Ms. Denise Bosonetto, Aerospace Engineer, FAA, Atlanta
Aircraft Certification Office, Campus Building, 1701
Columbia Avenue, suite 2-160, College Park, Georgia 30337-
2748; telephone (404) 305-7379; facsimile (404) 305-7348.

N/A

96-21-13 LITEF GmbH: Amendment 39-9789. Docket No. 96-SW-12-AD.

Applicability: Attitude and Heading Reference System (AHRS) Model LCR-92, part number (P/N) 124210-1000, -2000, and -3000, Model LCR-92S, P/N 141852-1000, -1100, -2000, -2100, -3000, -3100, and -3200, and Model LCR-92H, P/N 141450-1000, -1100, -2000, -2100, -3000, and -3100, installed in aircraft certificated in any category.

NOTE 1: This AD applies to each aircraft equipped with an AHRS unit identified in the preceding applicability provision, regardless of whether the aircraft has been modified, altered, or repaired in the area subject to the requirements of this AD. For aircraft that have been modified, altered, or repaired so that the performance of the requirements of this AD is affected, the owner/operator must use the authority provided in paragraph (b) to request approval from the FAA. This approval may address either no action, if the current configuration eliminates the unsafe condition, or different actions necessary to address the unsafe condition described in this AD. Such a request should include an assessment of the effect of the changed configuration on the unsafe condition addressed by this AD. In no case does the presence of any modification, alteration, or repair remove any aircraft from the applicability of this AD.

Compliance: Required within 60 calendar days after the effective date of this AD, unless accomplished previously.

To prevent reliance on or to correct the cause of misleading roll and pitch information produced by the AHRS unit when encountering certain radio frequency levels, accomplish the following:

(a) Perform the procedures contained in paragraph (1) or paragraph (2):

(1) Obliterate Technical Standard Order (TSO) C4c information from the TSO label on the exterior of the AHRS unit and install a placard made of material that is not easily erased, disfigured, or obscured, adjacent to each primary attitude indicator that states:

(i) Flight Limited to Day VFR Operations Only,

or
(ii) If the primary attitude instrument(s) have been deactivated, Flight Limited to VFR Operations Only" or

(2) Modify and inspect the AHRS unit and insert a statement into the operating limitation section of the Airplane or Rotorcraft Flight Manual as follows:

(i) Modify the AHRS wiring cable in accordance with either the Accomplishment Instructions of LITEF Alert Service Bulletin 141450-0000-840-003, dated July 9, 1996, or, for Sikorsky S-76 helicopters, in accordance with the Accomplishment Instructions of Sikorsky Aircraft Alert Service Bulletin No. 76-34-6A (287A), dated September 12, 1996.

(ii) Prior to the first flight after modifying the AHRS wiring cable and thereafter at intervals not to exceed 365 calendar days, using a calibrated bonding meter, inspect the modified AHRS wiring cable for proper shielding, proper bonding of the wiring cable shields, and proper unit grounding. The electrical shielding and grounding resistance should be less than 0.005 ohms. If the electrical resistance of the shielding bond is 0.005 ohms or greater, the cable shielding bond is unacceptable.

(iii) Insert into the operating limitation section of the FAA-approved Airplane or Rotorcraft Flight

Manual the following statement:

Switching from DG to MAG or operation of the +/- switch (MAG mode only) in flight with any bank angle will induce an unannounced heading error. Activation of either switch at bank angles over approximately 5 degrees will induce a large fixed heading error that will not self-align and will force the AHRS into memory with no heading OFF flag appearing for 5 minutes. If switching occurs at less than approximately 5 degrees bank angle, self alignment will occur with a variable slewing rate. Verification of heading accuracy should be accomplished utilizing cross checking of other available heading systems. If a fixed heading error and/or a heading OFF flag is present, then realignment can be performed by either the +/- switch or by the MAG/DG/MAG switch at bank angles less than approximately 5 degrees.

This revision may be accomplished by inserting a copy of this AD into the aircraft flight manual.

(b) An alternative method of compliance or adjustment of the compliance time that provides an acceptable level of safety may be used if approved by the Manager, Rotorcraft Standards Staff, FAA, Rotorcraft Directorate. Operators shall submit their requests through an FAA Principal Maintenance Inspector, who may concur or comment and then send it to the Manager, Rotorcraft Standards Staff.

NOTE 2: Information concerning the existence of approved alternative methods of compliance with this AD, if any, may be obtained from the Rotorcraft Standards Staff.

(c) Special flight permits may be issued in accordance with sections 21.197 and 21.199 of the Federal Aviation Regulations (14 CFR 21.197 and 21.199) to operate the aircraft to a location where the requirements of this AD can be accomplished.

(d) The modification and inspections shall be done in accordance with the Accomplishment Instructions of LITEF ASB No. 141450-0000-840-003, dated July 9, 1996, or, for Sikorsky S-76 helicopters, with the Accomplishment Instructions of Sikorsky Aircraft ASB No. 76-34-6A (287A), dated September 12, 1996. This incorporation by reference was approved by the Director of the Federal Register in accordance with 5 U.S.C. 552(a) and CFR part 51. Copies of the LITEF ASBs may be obtained from LITEF GmbH, Postfach 774, 79007 Freiburg, Germany. Copies of the Sikorsky Aircraft ASB may be obtained from Sikorsky Aircraft Corporation, 6900 Main Street, P.O. Box 9729, Stratford, CT 06497-9129. Copies may be inspected at the FAA, Office of the Assistant Chief Counsel, 2601 Meacham Blvd., Room 663, Fort Worth, Texas; or at the Office of the Federal Register, 800 North Capitol Street, NW., suite 700, Washington, DC.

(e) This amendment becomes effective on November 12, 1996.

FOR FURTHER INFORMATION CONTACT:

Mr. Robert McCallister, Aerospace Engineer, Rotorcraft Standards Staff, FAA, Rotorcraft Directorate, 2601 Meacham Blvd., Fort Worth, Texas 76137, telephone (817) 222-5121, fax (817) 222-5961.

N/A

97-04-15

97-04-15 Pacific Scientific Company, HTL/KIN-Tech Division:
Amendment 39-9940. Docket 97-NM-27-AD.

Applicability: Fire extinguisher bottle cartridges (squibs) having part numbers (P/N) 13083-10 and -25; as installed in, but not limited to, the following airplane models, certificated in any category:

de Havilland Model DHC-7 series airplanes;
de Havilland Model DHC-8-100 and -300 series airplanes;
General Dynamics Convair Model 340, 440, and C-131 (military) series airplanes modified in accordance with Supplemental Type Certificate SA41100;
Lockheed Model 382 series airplanes; and
Sabreliner Model 60, 65, and 75A series airplanes.

Note 1: This AD applies to Pacific Scientific Company, HTL/Kin-Tech Division, fire extinguisher bottle cartridges having P/N's 13083-10 and -25, as installed on any airplane, regardless of whether the airplane has been otherwise modified, altered, or repaired in the area subject to the requirements of this AD. For airplanes that have been modified, altered, or repaired so that the performance of the requirements of this AD is affected, the owner/operator must request approval for an alternative method of compliance in accordance with paragraph (c) of this AD. The request should include an assessment of the effect of the modification, alteration, or repair on the unsafe condition addressed by this AD; and, if the unsafe condition has not been eliminated, the request should include specific proposed actions to address it.

Compliance: Required as indicated, unless accomplished previously.

To prevent electrical shorting of the pins of the fire extinguisher bottle cartridge, which could result in failure of the fire extinguisher bottle to discharge when commanded, accomplish the following:

(a) Within 30 days after the effective date of this AD, accomplish the following:

(1) Pull the applicable circuit breakers and disconnect the electrical connector from any Pacific Scientific Company, HTL/Kin-Tech Division, fire extinguisher bottle cartridge (squib) having P/N 13083-10 or 13083-25. CAUTION: Prior to removing the electrical connector from the fire extinguisher bottle cartridge, ensure that the technician is grounded properly. Cartridges are electrostatic discharge (ESD) sensitive.

(2) Perform a one-time visual inspection of the electrical receptacle of the cartridge and its mating connector to detect the presence of aluminum foil in the area of the pins of the cartridge and the connector. The aluminum foil may have the appearance of solder. Remove any aluminum foil that is present.

(3) Reinstall the electrical connector, and reset the applicable circuit breakers.

Note 2: Inspections and removal of foil accomplished prior to the effective date of this AD in accordance with Pacific Scientific Service Letter 97-018.BC, dated January 21, 1997, are considered acceptable for compliance with the requirements of this AD.

(b) As of the effective date of this AD, no person shall install on any airplane a Pacific Scientific Company, HTL/Kin-Tech Division, fire extinguisher bottle cartridge having P/N 13083-10 or 13083-25, unless the cartridge has been inspected in accordance with paragraph (a)(2) of this AD.

(c) An alternative method of compliance or adjustment of the compliance time that provides an acceptable level of safety may be used if approved by the Manager, Los Angeles Aircraft Certification Office (ACO), FAA, Transport Airplane Directorate. Operators shall submit their requests through an appropriate FAA Principal

Maintenance Inspector, who may add comments and then send it to the Manager, Los Angeles ACO.

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

(d) Special flight permits may be issued in accordance with sections 21.197 and 21.199 of the Federal Aviation Regulations (14 CFR 21.197 and 21.199) to operate the airplane to a location where the requirements of this AD can be accomplished.

(e) This amendment becomes effective on March 7, 1997.

Issued in Renton, Washington, on February 12, 1997.
Darrell M. Pederson, Acting Manager, Transport Airplane Directorate,
Aircraft Certification Service.

[FR Doc. 97-4102 Filed 2-19-97; 8:45 am]

97-01-12 Airtell International, Inc.: Amendment 39-9883. Docket [96-NM-242-AD.]
Applicability: Centaurus Model C3-100 ground proximity warning system (GPWS) equipment, as installed in, but not limited to, the following airplanes, certificated in any category:

Beech 99 series airplanes;
Beech 200 series airplanes;
Dassault Aviation Model Mystere-Falcon 200 series airplanes;
EMBRAER (Empresa Brasileira de Aeronautica S.A.) EMB-110 series airplanes;
Fairchild Aircraft Model SA226-TC series airplanes;
Fairchild Aircraft Model SA227-AT series airplanes; and
Grumman Model G-73 Mallard airplanes.

Compliance: Required as indicated, unless accomplished previously.

To prevent failure of the GPWS equipment to provide certain aural warnings, which could inhibit the ability of the flight crew to prevent the airplane from impacting the ground, accomplish the following:

(a) within 60 days after the effective date of this AD, remove and replace Centaurus Model C3-100 GPWS equipment with a similar type of equipment that meets minimum performance standards specified in Technical Standard Order (TSO) C-92b, dated August 19, 1976. Accomplish the actions in accordance with a method approved by the Manager, Flight Test and Systems Branch, ANM-111, FAA, Transport Airplane Directorate.

(b) An alternative method of compliance or adjustment of the compliance time that provides an acceptable level of safety may be used if approved by the Manager,

Flight Test and Systems Branch, ANM-111. Operators shall submit their requests through an appropriate FAA Principal Maintenance Inspector, who may add comments and then send it to the Manager, Flight Test and Systems Branch, ANM-111.

Note: Information concerning the existence of approved alternative methods of compliance with this AD, if any, may be obtained from the Flight Test and Systems Branch, ANM-111.

(c) Special flight permits may be issued in accordance with sections 21.197 and 21.199 of the Federal Aviation Regulations (14 CFR 21.197 and 21.199) to operate the airplane to a location where the requirements of this AD can be accomplished.

(d) This amendment becomes effective on February 25, 1997.

Issued in Renton, Washington, on January 3, 1997.
S. R. Miller, Acting Manager, Transport Airplane Directorate,
Aircraft Certification Service.

[FR Doc. 97-1351 Filed 1-17-97; 8:45 am]

N/A

96-12-09

96-12-09 PTC Seating Products Division, B/E Aerospace:
Amendment 39-9651. Docket No. 95-ANE-25.

Applicability: PTC Seating Products Division, B/E
Aerospace (PTC) Model 950 series passenger seat equipped
with footrest assembly.

NOTE: This AD applies to each seat identified in the
preceding applicability provision, regardless of whether it
has been modified, altered, or repaired in the area subject
to the requirements of this AD. For seats equipped with
footrest assembly that have been modified, altered, or
repaired so that the performance of the requirements of this
AD is affected, the owner/operator must use the authority
provided in paragraph (b) to request approval from the FAA.
This approval may address either no action, if the current
configuration eliminates the unsafe condition, or different
actions necessary to address the unsafe condition described
in this AD. Such a request should include an assessment of
the effect of the changed configuration on the unsafe
condition addressed by this AD. In no case does the
presence of any modification, alteration, or repair remove
any seat from the applicability of this AD.

Compliance: Required as indicated, unless accomplished
previously.

To prevent injury to hands during operation of the PTC
Model 950 series passenger seats equipped with footrest
assembly, accomplish the following:

(a) Within nine calendar months after the effective date
of this AD,

(1) Remove seat footrest assembly arms, P/N 98440-1
or -2, in accordance with the Accomplishment Instructions of
PTC Aerospace Service Bulletin (SB) 25-1192, Revision A,
dated March 16, 1992.

(2) Install conversion kit, P/N 122966-1, in
accordance with Section 2, Accomplishment Instructions of
PTC Seating Products Division, B/E Aerospace SB 25-1330,
dated July 27, 1994.

(b) An alternative method of compliance or adjustment of
the compliance time that provides an acceptable level of
safety may be used if approved by the Manager, Boston
Aircraft Certification Office. The request should be
forwarded through an appropriate FAA Principal Maintenance
Inspector, who may add comments and then send it to the
Manager, Boston Aircraft Certification Office.

NOTE: Information concerning the existence of approved
alternative methods of compliance with this airworthiness
directive, if any, may be obtained from the Boston Aircraft
Certification Office.

(c) The removal of seat footrest assembly arms and
replacement of the conversion kit shall be done in
accordance with PTC Aerospace Service Bulletin (SB) 25-1192,
Revision A, dated March 16, 1992, pages 1-5, and PTC Seating
Products Division, B/E Aerospace SB 25-1330, dated July 27,
1994, pages 1-12. 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 B/E Aerospace, PTC Seating Products
Division, 607 Bantam Road, Litchfield, CT 06759. Copies may
be inspected at the FAA, New England Region, Office of the
Assistant Chief Counsel, 12 New England Executive Park,
Burlington, MA; or at the Office of the Federal Register,
800 North Capital Street, NW., suite 700, Washington, DC.

(d) This amendment becomes effective on July 29, 1996.

FOR FURTHER INFORMATION CONTACT: Richard Noll, Aerospace

Engineer, Boston Aircraft Certification Office, FAA, Engine
and Propeller Directorate, 12 New England Executive Park,
Burlington, MA 01803-5299; telephone (617) 238-7160, fax
(617) 238-7199.

N/A

98-24-27 First Technology Fire and Safety Ltd.:
Amendment 39-10914. Docket No. 98-ANE-29-AD.

Applicability: First Technology Fire and Safety Ltd. toilet compartment fire extinguisher, identified by serial and model number in First Technology Fire and Safety Ltd. Service Bulletin (SB) No. 26-110, Revision 1, dated January 1998. These fire extinguishers are installed on but not limited to Airbus A320, A330, A340; British Aerospace Bae 146, Bombardier CL-600-2B19 (CRJ), Dornier 328 Embraer EMB 145, and all Fokker Series aircraft.

Note 1: This airworthiness directive (AD) applies to each fire extinguisher identified in the preceding applicability provision, regardless of whether it has been modified, altered, or repaired in the area subject to the requirements of this AD. For fire extinguishers that have been modified, altered, or repaired so that the performance of the requirements of this AD is affected, the owner/operator must request approval for an alternative method of compliance in accordance with paragraph (b) of this AD. The request should include an assessment of the effect of the modification, alteration, or repair on the unsafe condition addressed by this AD; and, if the unsafe condition has not been eliminated, the request should include specific proposed actions to address it.

Compliance: Required as indicated, unless accomplished previously.

To prevent fire extinguisher failure due to leakage, which could result in an uncontained fire and damage to the aircraft, accomplish the following:

(a) within 3 months after the effective date of this AD, perform a one time inspection of fire extinguishers for leakage, and replace leaking fire extinguishers with serviceable parts, in accordance with First Technology Fire and Safety Ltd. SB No. 26-110, Revision 1, dated January 1998.

(b) An alternative method of compliance or adjustment of the compliance time that provides an acceptable level of safety may be used if approved by the Manager, Boston Aircraft Certification Office. Operators shall submit their request through an appropriate FAA Principal Maintenance Inspector, who may add comments and then send it to the Manager, Boston Aircraft Certification Office.

Note 2: Information concerning the existence of approved alternative methods of compliance with this AD, if any, may be obtained from the Boston Aircraft Certification Office.

(c) Special flight permits may be issued in accordance with sections 21.197 and 21.199 of the Federal Aviation Regulations (14 CFR 21.197 and 21.199) to operate the aircraft to a location where the requirements of this AD can be accomplished.

(d) The actions required by this AD shall be done in accordance with First Technology Fire and Safety Ltd. SB:

Document No.	Pages	Revision	Date
26-110	1-4	1	January, 1998
Total pages: 4			

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 Percival

Aviation Ltd., The Sidings, Knowle, Fareham, Hampshire PO17 5LZ England; telephone 011 44 1329 833814, fax 011 44 1329 834013. Copies may be examined at the FAA, New England Region, Office of the Regional Counsel, 12 New England Executive Park, Burlington, MA; or at the Federal Register, 800 North Capitol Street, NW., suite 700, Washington, DC.

(e) This amendment becomes effective on January 29, 1999.

FOR FURTHER INFORMATION CONTACT:

Terry Fahr, Aerospace Engineer, Boston Aircraft Certification Office, FAA, Engine and Propeller Directorate, 12 New England Executive Park, Burlington, MA 01803-5299; telephone (781) 238-7155, fax (781) 238-7199.

99-01-14

HONEYWELL: Amendment 39-10979. Docket 98-NM-142-AD.

Applicability: Honeywell IC-600 integrated avionics computers having part numbers 7017000-82401, -82402, -82403, -83401, -83402, and -83403, as installed in, but not limited to, EMBRAER Model EMB-145 series airplanes.

NOTE 1: This AD applies to Honeywell IC-600 integrated avionics computers having part numbers 7017000-82401, -82402, -82403, -83401, -83402, and -83403; as installed in any airplane, regardless of whether the airplane has been modified, altered, or repaired in the area subject to the requirements of this AD. For airplanes that have been modified, altered, or repaired so that the performance of the requirements of this AD is affected, the owner/operator must request approval for an alternative method of compliance in accordance with paragraph (c) of this AD. The request should include an assessment of the effect of the modification, alteration, or repair on the unsafe condition addressed by this AD; and, if the unsafe condition has not been eliminated, the request should include specific proposed actions to address it.

Compliance: Required as indicated, unless accomplished previously.

To prevent a "random reset" condition of the electronic flight instrument system, which could affect the pilot's ability to control the airplane, accomplish the following:

(a) Within 6 months after the effective date of this AD, modify the IC-600 integrated avionics computer, in accordance with Honeywell Service Bulletin 7017000-22-43, dated March 24, 1998.

(b) As of the effective date of this AD, no person shall install a Honeywell IC-600 integrated avionics computer having part number 7017000-82401, -82402, -82403, -83401, -83402, or -83403 on any airplane; unless it has been modified in accordance with Honeywell Service Bulletin 7017000-22-43, dated March 24, 1998.

(c) An alternative method of compliance or adjustment of the compliance time that provides an acceptable level of safety may be used if approved by the Manager, Los Angeles Aircraft Certification Office (ACO), FAA, Transport Airplane Directorate. Operators shall submit their requests through an appropriate FAA Principal Maintenance Inspector, who may add comments and then send it to the Manager, Los Angeles ACO.

NOTE 2: Information concerning the existence of approved alternative methods of compliance with this AD, if any, may be obtained from the Los Angeles ACO.

(d) Special flight permits may be issued in accordance with sections 21.197 and 21.199 of the Federal Aviation Regulations (14 CFR 21.197 and 21.199) to operate the airplane to a location where the requirements of this AD can be accomplished.

(e) The modification shall be done in accordance with Honeywell Service Bulletin 7017000-22-43, dated March 24, 1998. 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 Honeywell Inc., Business and Commuter Aviation Systems, Box 29000, Phoenix, Arizona 85038. Copies may be inspected at the FAA, Transport Airplane

Directorate, 1601 Lind Avenue, SW., Renton, Washington; or at the FAA, Transport Airplane Directorate, Los Angeles Aircraft Certification Office, 3960 Paramount Boulevard, Lakewood, California; or at the Office of the Federal Register, 800 North Capitol Street, NW., suite 700, Washington, DC.

(f) This amendment becomes effective on February 12, 1999.

FOR FURTHER INFORMATION CONTACT:

J. Kirk Baker, Aerospace Engineer, Systems and Equipment Branch, ANM-130L, FAA, Transport Airplane Directorate, Los Angeles Aircraft Certification Office, 3960 Paramount Boulevard, Lakewood, California 90712-4137; telephone (562) 627-5345; fax (562) 627-5210.

N/A

98-14-03 ALLIEDSIGNAL INC.: Amendment 39-10637;
Docket No. 97-CE-30-AD.

Applicability: AlliedSignal KT 76A Air Traffic Control (ATC) transponders; part number (P/N) 066-1062-00/10/02; serial numbers 93,000 through 109,999, as installed on, but not limited to the following airplanes (all serial numbers), certificated in any category:

Cessna Aircraft Company: 172, 182, R182, T182, 206, P206, U206, TP206, 210, T210, P210, 310, E310, T310, and 421 series airplanes.

Twin Commander Aircraft Company: 500, 520, 560, 680, 681, 685, 690, 695, and 720 series airplanes.

The New Piper Aircraft Corporation: PA-31, PA-32, and PA-34 series airplanes.

Raytheon Aircraft Company: E33, F33, G33, 35, J35, K35, L35, K35, M35, P35, S35, V35, 36, A26 (A36?), B36, D55, E55, 56, A56, 58, 58A, 95, B95, D95, and E95 series airplanes.
tdata note: This group of models refers to the "A26". This should read "A36"

Mooney Aircraft Corporation: M20 series airplanes.

McDonnell Douglas Helicopter Company: Model 500N rotorcraft.

NOTE 1: This AD applies to each aircraft equipped with a transponder that is identified in the preceding applicability provision, regardless of whether it has been modified, altered, or repaired in the area subject to the requirements of this AD. For aircraft that have been modified, altered, or repaired so that the performance of the requirements of this AD is affected, the owner/operator must request approval for an alternative method of compliance in accordance with paragraph (d) of this AD. The request should include an assessment of the effect of the modification, alteration, or repair on the unsafe condition addressed by this AD; and, if the unsafe condition has not been eliminated, the request should include specific proposed actions to address it.

Compliance: Required within the next 12 calendar months after the effective date of this AD, unless already accomplished.

To prevent the transmission of misleading encoding altimeter information between affected aircraft caused by the inability of the affected ATC transponders to coordinate with ground-based air traffic control (ATC) radar sites and nearby Traffic Alert and Collision Avoidance System (TCAS)-equipped aircraft, accomplish the following:

(a) Replace the two resistor network modules, RM401 and RM402, with new glass-coated parts in accordance with the MODIFICATION PROCEDURE section of AlliedSignal Service Bulletin SB KT 76A-7, dated July 1996. When

accomplished, this replacement is referred to as Mod 7.

(b) As of the effective date of this AD, no person may install an AlliedSignal KT 76A ATC transponder; part number (P/N) 066-1062-00/10/02; serial numbers 93,000 through 109,999, in an aircraft without first incorporating Mod 7 as specified in paragraph (a) of this AD.

(c) Special flight permits may be issued in accordance with sections 21.197 and 21.199 of the Federal Aviation Regulations (14 CFR 21.197 and 21.199) to operate the airplane to a location where the requirements of this AD can be accomplished.

(d) An alternative method of compliance or adjustment of the compliance time that provides an equivalent level of safety may be approved by the Manager, Wichita Aircraft Certification Office (ACO), 1801 Airport Road, Room 100, Mid-Continent Airport, Wichita, Kansas 67209. The request shall be forwarded through an appropriate FAA Maintenance Inspector, who may add comments and then send it to the Manager, Wichita ACO.

NOTE 2: Information concerning the existence of approved alternative methods of compliance with this AD, if any, may be obtained from the Wichita ACO.

(e) The replacement required by this AD shall be done in accordance with AlliedSignal Service Bulletin SB KT 76A-7, dated July 1996. 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 AlliedSignal Inc., General Aviation Avionics, 400 N. Rogers Road, Olathe, Kansas 66062-1212. Copies may be inspected at the FAA, Central Region, Office of the Regional Counsel, Room 1558, 601 E. 12th Street, Kansas City, Missouri, or at the Office of the Federal Register, 800 North Capitol Street, NW, suite 700, Washington, DC.

(f) This amendment becomes effective on August 16, 1998.

FOR FURTHER INFORMATION CONTACT:
Mr. Roger A. Souter, Aerospace Engineer, Wichita Aircraft Certification Office, FAA, 1801 Airport Road, Mid-Continent Airport, Wichita, Kansas 67209; telephone: (316) 946-4134; facsimile: (316) 946-4407.

N/A

99-12-06 ALLIEDSIGNAL INC.: Amendment 39-11190;
Docket No. 95-CE-91-AD.

Applicability: The following very high frequency (VHF) navigation receivers that are installed on, but not limited to, Learjet Model 31A, Fokker Model F27-50, and British Aerospace Model ATP airplanes:

- VN 411B, BPN 3614004-4101, all serial numbers, that are currently at Modification Status 18, 19, or 20;
- VN 411B, BPN/KPN 3614004-4101/066-1101-00, all serial numbers, that are currently at Modification Status 18, 19, or 20;
- VN 411B, P/N 066-1101-00, serial numbers up to and including 4229, that are currently at Modification Status 18, 19, or 20; and
- VN 411B, P/N 066-1101-/31/40/50, serial numbers up to and including 10799, that are currently at Modification Status 19 or 20.

NOTE 1: This AD applies to each airplane in which a VHF navigation receiver identified in the preceding applicability provision has been installed, regardless of whether it has been modified, altered, or repaired in the area subject to the requirements of this AD. For airplanes that have been modified, altered, or repaired so that the performance of the requirements of this AD is affected, the owner/operator must request approval for an alternative method of compliance in accordance with paragraph (d) of this AD. The request should include an assessment of the effect of the modification, alteration, or repair on the unsafe condition addressed by this AD; and, if the unsafe condition has not been eliminated, the request should include specific proposed actions to address it.

Compliance: Required as indicated in the body of this AD, unless already accomplished.

To prevent VHF navigation receiver interference from frequency modulation (FM) radio station broadcast frequencies, which could cause distortion of the navigation audio and deflection of the desired flight path of the airplane during landing operations with possible loss of control of the airplane, accomplish the following:

- (a) Within the next 90 calendar days after the effective date of this AD or upon replacement or repair of any affected AlliedSignal VHF navigation receiver, whichever occurs first, remove the navigation receiver and install one where an AlliedSignal Bendix/King service center has incorporated Modification 21, in accordance with AlliedSignal Bendix/King Service Bulletin VN 411B-21, dated November 1996.
- (b) As of the effective date of this AD, no person may install, on any airplane, one of the affected VHF navigation receivers that does not have Modification 21 incorporated in accordance with AlliedSignal Bendix/King Service Bulletin VN 411B-21, dated November 1996.
- (c) Special flight permits may be issued in accordance with sections 21.197 and 21.199 of the Federal Aviation Regulations (14 CFR 21.197 and 21.199) to operate the airplane to a location where the requirements of this AD can be accomplished.
- (d) An alternative method of compliance or adjustment of the compliance time that provides an equivalent level of safety may be approved by the Manager, Wichita Aircraft Certification Office (ACO), 1801 Airport Road, Room 100, Wichita, Kansas 67209. The

request shall be forwarded through an appropriate FAA Maintenance Inspector, who may add comments and then send it to the Manager, Wichita ACO.

NOTE 2: Information concerning the existence of approved alternative methods of compliance with this AD, if any, may be obtained from the Wichita ACO.

(e) The removal and installation required by this AD shall be done in accordance with AlliedSignal Bendix/King Service Bulletin VN 411B-21, dated November 1996. 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 AlliedSignal, Inc., 23500 W. 105th Street, Olathe, Kansas 66051-1950. Copies may be inspected at the FAA, Central Region, Office of the Regional Counsel, Room 1558, 601 E. 12th Street, Kansas City, Missouri, or at the Office of the Federal Register, 800 North Capitol Street, NW, suite 700, Washington, DC.

(f) This amendment becomes effective on July 23, 1999.

FOR FURTHER INFORMATION CONTACT:

Mr. Roger Souter, Aerospace Engineer, FAA, Wichita Aircraft Certification Office, 1801 Airport Road, Room 100, Wichita, Kansas 67209; telephone: (316) 946-4134, facsimile: (316) 946-4407.

N/A

98-20-17 SAFT AMERICA INC.: Amendment 39-10784;
Docket No. 97-CE-116-AD.

Applicability: Part Number (P/N) 021929-000 (McDonnell Douglas P/N 43B034LB02) and P/N 021904-000 (McDonnell Douglas P/N 43B034LB03) Nickel Cadmium Batteries manufactured prior to December 1997 that are installed on, but not limited to, McDonnell Douglas DC-9 and MD-80 aircraft, all serial numbers, certificated in any category.

NOTE 1: This AD applies to each airplane identified in the preceding applicability provision that incorporates one of the affected batteries, regardless of whether it has been modified, altered, or repaired in the area subject to the requirements of this AD. For aircraft that have been modified, altered, or repaired so that the performance of the requirements of this AD is affected, the owner/operator must request approval for an alternative method of compliance in accordance with paragraph (d) of this AD. The request should include an assessment of the effect of the modification, alteration, or repair on the unsafe condition addressed by this AD; and, if the unsafe condition has not been eliminated, the request should include specific proposed actions to address it.

Compliance: Required at the next scheduled battery maintenance that occurs 3 calendar months after the effective date of this AD or within the next 15 calendar months after the effective date of this AD, whichever occurs first, unless already accomplished.

To prevent the battery from shorting out or exploding if the heads of fasteners become sheared off, which could result in loss of emergency power to electrical flight components or other emergency power systems required in the event of loss of the aircraft primary power source, accomplish the following:

(a) Replace all battery terminal screws, verify that the battery contains design specification cells, and replace the cells if the battery contains non-design specification cells. Accomplish these actions in accordance with the INSTRUCTIONS section of SAFT Aviation Batteries Service Bulletin Document No. A00027, Rev G, dated July 14, 1998.

(1) A plastic label indicating compliance with the AD may be obtained from Saft America Inc. at the address specified in paragraph (e) of this AD.

(2) This label shall not cover the original part number of the battery.

(3) SAFT Aviation Batteries Service Bulletin Document No. A00027, Rev G, dated July 14, 1998, provides the option of purchasing this label from Saft or manufacturing your own label.

(4) This label must be installed on the battery as depicted in Figures 3 and 4 on page 8 of SAFT Aviation Batteries Service Bulletin Document No. A00027, Rev G, dated July 14, 1998.

(b) If the actions required by this AD have been previously accomplished in accordance with SAFT Aviation Batteries Service Bulletin Document No. A00027, Rev F, dated January 15, 1998, then the only action required by this AD would be to install a compliance label on the battery as specified in SAFT Aviation Batteries Service Bulletin Document No. A00027, Rev G, dated July 14, 1998.

(c) special flight permits may be issued in

accordance with sections 21.197 and 21.199 of the Federal Aviation Regulations (14 CFR 21.197 and 21.199) to operate the aircraft to a location where the requirements of this AD can be accomplished.

(d) An alternative method of compliance or adjustment of the compliance time that provides an equivalent level of safety may be approved by the Manager, Atlanta Aircraft Certification Office, One Crown Center, 1895 Phoenix Boulevard, suite 450, Atlanta, Georgia 30349. The request shall be forwarded through an appropriate FAA Maintenance Inspector, who may add comments and then send it to the Manager, Atlanta Aircraft Certification Office.

NOTE 3: Information concerning the existence of approved alternative methods of compliance with this AD, if any, may be obtained from the Atlanta Aircraft Certification Office.

(e) The replacements required by this AD shall be done in accordance with SAFT Aviation Batteries Service Bulletin Document No. A00027, Rev G, dated July 14, 1998. 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 SAFT America Inc., 711 Industrial Boulevard, Valdosta, Georgia 31601. Copies may be inspected at the FAA, Central Region, Office of the Regional Counsel, Room 1558, 601 E. 12th Street, Kansas City, Missouri, or at the Office of the Federal Register, 800 North Capitol Street, NW, suite 700, Washington, DC.

(f) This amendment becomes effective on November 2, 1998.

FOR FURTHER INFORMATION CONTACT:

Mr. Hector Hernandez, Aerospace Engineer, FAA, Atlanta Aircraft Certification Office, One Crown Center, 1895 Phoenix Boulevard, suite 450, Atlanta, Georgia 30349; telephone: (770) 703-6069; facsimile: (770) 703 6097.

95-26-15 R1 ALLIED SIGNAL COMMERCIAL AVIONICS SYSTEMS:
Amendment 39-9824. Docket 96-NM-81-AD. Revises AD
95-26-15, Amendment 39-9495.

Applicability: CAS-81 Traffic Alert and Collision
Avoidance Systems (TCAS) installed in transport category
airplanes, including but not limited to, the following
airplane models, certificated in any category:

Aerospatiale Models ATR42 and ATR72 series airplanes;
Airbus Industrie Models A300B2, A300B4, A310-200, A310-
300, A300-600, A320-100, A320-200, A321-100, A330-300, A340-
200, and A340-300 series airplanes;
Beech Models 1900 and BE-65 through -90 (inclusive)
series airplanes;
Boeing Models 727-100, 727-200, 737-200, 737-300, 737-
400, 737-500, 747-100, 747-200, 747-300, 747-400, 747SP,
757-200, 767-200, 767-300, and 777-200 series airplanes;
Convair Model CV-580 airplanes;
de Havilland DHC-7 series airplanes and Model DHC-8-100
airplanes;
Embraer Model EMB-120 series airplanes;
Fairchild Model F227 airplanes;
Fokker Models F28 Mark 100, Mark 1000, and Mark 4000
series airplanes;
General Dynamics Models Convair 340 and 440 airplanes;
Gulfstream Models G-159 and G-IV airplanes;
Lockheed Model L1011 series airplanes;
McDonnell Douglas Models DC-8-60, DC-9-31, DC-9-51, DC-
10-10; DC-10-30, DC-10-30F, MD-11, and MD-80 series
airplanes;
Rockwell International NA-265-65 airplanes;
Saab Model 340 series airplanes; and
Shorts Model 360 series airplanes.

NOTE 1: This AD applies to each airplane on which the
TCAS unit identified in the preceding applicability
provision has been installed, regardless of whether it has
been otherwise modified, altered, or repaired in the area
subject to the requirements of this AD. For affected TCAS
units or airplanes that have been modified, altered, or
repaired so that the performance of the requirements of this
AD is affected, the owner/operator must request approval for
an alternative method of compliance in accordance with
paragraph (d) of this AD. The request should include an
assessment of the effect of the modification, alteration, or
repair on the unsafe condition addressed by this AD; and, if
the unsafe condition has not been eliminated, the request
should include specific proposed actions to address it.

NOTE 2: CAS-81 Traffic Alert and Collision Avoidance
Systems (TCAS) processors having serial numbers 6066 and
subsequent, are not subject to the requirements of this AD.

Compliance: Required as indicated, unless accomplished
previously.

To ensure that the flightcrew is advised of the
potential hazard associated with failure of the audio output
of the CAS-81 TCAS, and of the procedures necessary to
address it, accomplish the following:

(a) Except as provided by paragraph (b) of this AD:
within 3 calendar days after February 5, 1996 (the effective
date of AD 95-26-15, amendment 39-9495), revise the
Limitations section of the FAA-approved Airplane Flight
Manual (AFM) to include the following. This may be
accomplished by inserting a copy of this AD in the AFM.

"In order to ensure that the audio output of the CAS-81
TCAS operates properly, accomplish the following:

Prior to the first flight of the day; prior to the accumulation of 10 hours of uninterrupted power; and at the mid-point of any one flight scheduled to exceed 10 hours of power: Cycle the power to the TCAS processor via the circuit breaker or power bus.

Prior to taxi before takeoff: Initiate the TCAS functional test in accordance with AFM procedures to verify operational condition of the CAS-81 TCAS."

(b) For airplanes on which the manufacturer has substantiated 30 degrees Celsius as a maximum ambient temperature for the TCAS processor location, the following is considered to be an alternative method of compliance for the AFM revision requirements specified in paragraph (a) of this AD: Revise the Limitations Section of the FAA-approved Airplane Flight Manual (AFM) to include the following. This may be accomplished by inserting a copy of this AD in the AFM. After revising the AFM, the AFM revision required by paragraph (a) of this AD may be removed from the AFM.

"In order to ensure that the audio output of the CAS-81 TCAS operates properly, accomplish the following:

Prior to each flight of up to 18 hours duration, reset the TCAS circuit breaker and conduct a TCAS self-test."

(c) Modification of the TPA-81A TCAS processor receiver in accordance with Allied Signal Service Bulletin TPA-81A-34-82, dated January 1996, or Allied Signal Service Bulletin TPA-81A-34-84, dated January 1996, constitutes terminating action for the requirements of this AD. After this modification is accomplished, the AFM revisions specified in paragraphs (a) and (b) of this AD may be removed from the AFM.

(d) An alternative method of compliance or adjustment of the compliance time that provides an acceptable level of safety may be used if approved by the Manager, Atlanta Aircraft Certification Office (ACO), FAA, Small Airplane Directorate. Operators shall submit their requests through an appropriate FAA Principal Maintenance Inspector, who may add comments and then send it to the Manager, Atlanta ACO.

NOTE 3: Information concerning the existence of approved alternative methods of compliance with this AD, if any, may be obtained from the Atlanta ACO.

(e) Special flight permits may be issued in accordance with sections 21.197 and 21.199 of the Federal Aviation Regulations (14 CFR 21.197 and 21.199) to operate the airplane to a location where the requirements of this AD can be accomplished.

(f) This amendment becomes effective on December 26, 1996.

FOR FURTHER INFORMATION CONTACT:
David Crew, Aerospace Engineer, Systems and Flight Test Branch, ACE-116A, FAA, Atlanta Aircraft Certification Office, Small Airplane Directorate, Campus Building, 1701 Columbia Avenue, Suite 2-160, College Park, Georgia 30337-2748; telephone (404) 305-7335; fax (404) 305-7348.