



**FEDERAL AVIATION ADMINISTRATION  
AIRWORTHINESS DIRECTIVES  
LARGE AIRCRAFT**

**BIWEEKLY 2005-17**

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

U.S. Department of Transportation  
Federal Aviation Administration  
Regulatory Support Division  
Delegation and Airworthiness Programs Branch, AIR-140  
P. O. Box 26460  
Oklahoma City, OK 73125-0460  
FAX 405-954-4104



## LARGE AIRCRAFT

AD No.	Information	Manufacturer	Applicability
Info: E - Emergency; COR - Correction; S - Supersedes; R - Revision; FR - Final Rule of Emergency			
<b>Biweekly 2005-01</b>			
2004-22-25	COR	Boeing	767-200, -300, and -300F Series
2004-23-06	COR	Boeing	757-200, -200PF, -200CB, and 757-300 Series
2004-24-06		SAAB Aircraft AB	SAAB SF340A and SAAB 340B Series
2004-25-01		Gulfstream Aerospace LP	Gulfstream 100, Astra SPX, and 1125 Westwind Astra Series
2004-25-02		Airbus	A320-111, -211, -212, and -231 Series
2004-25-03	S 99-01-17	Airbus	A320-111, -211, -212, and -231 Series
2004-25-12	COR	EMBRAER	EMB-135 and -145 Series
2004-26-03	S 2001-23-02	Rolls-Royce plc	Engine: RB211-535E4-37, RB211-535E4-B-37, RB211-535C-37, RB211-535E4-B-75, RB211-535E4-C, and RB211-22B-02 Turbofan
2004-26-04	S 99-22-14	Pratt & Whitney	Engine: JT8D-209, -217, -217A, -217C, and -219 Turbofan
2004-26-05	S 97-07-04	Rolls-Royce plc	Engine: RB211-524B-02, -524B2, -524B3, -524B4, -524C2, -524D4, RB211-524G, and -524H Series
2004-26-06		Boeing	767-300 and 767-300F Series
2004-26-07		Airbus	A318-111, -112, A319-111, -112, -113, -114, -115, -131, -132, -133, A320-111, -211, -212, -214, -231, -232, -233, A321-111, -112, -131, -211, and -231 Series
2004-26-08		Bombardier, Inc.	CL-215-6B11 (CL215T Variant) and CL-215-6B11 (CL415 Variant) Series
2004-26-10	S 2004-05-22	Rolls-Royce Deutschland (RRD)	Tay 611-8, Tay 620-15, Tay 620-15/20, Tay 650-15, Tay 650-15/10, and Tay 651-54 Turbofan
2004-26-12		EMBRAER	ERJ 170 Series
2005-01-01	S 2002-04-10	Airbus	A319 and A320-200 Series
2005-01-02		Lockheed	1329-23A, -23D, -23E, and 1329-25 Series
2005-01-03		Boeing	747-100, -100B, -100B SUD, -200B, -200C, -200F, -300, 747SP and 747SR Series
2005-01-04	S 98-15-13	Raytheon Aircraft Company	65-90, 65-A90, B90, C90, C90A, C90B, E90, F90, H90, 100, A100, A100-1 (RU-21J), B100, 200, 200C, 200CT, 200T, A200, A200C, A200CT, B200, B200C, B200CT, B200T, 300, B300, B300C, 99, 99A, A99, A99A, B99, C99
2005-01-05	S 2004-09-15	EMBRAER	EMB-135 and EMB-145 Series
2005-01-06		Airbus	A310-203, -204, -221, -222, -304, -322, -324, and -325 Series
2005-01-07		Boeing	747-100 and -200B Series
2005-01-08		Airbus	A310, A300 B4-600, B4-600R, F4-600R, and C4 605R Variant F (Collectively Called A300-600), Series
2005-01-09		Boeing	747-100, -200B, -200F, -200C, -100B, -300, -100B SUD, -400, -400D, -400F, and 747SR Series
<b>Biweekly 2005-02</b>			
94-01-10 R2	R	Boeing	757-200 and -200PF Series
98-20-38 R1	R	Raytheon Aircraft Company	Beech 200 (A100-1 (U-21J)), Beech 200C, Beech 200CT, Beech 200T, Beech A200 (C-12A) or (C-12C), Beech A200C (UC-12B), Beech A200CT (C-12D), (FWC-12D), (RC-12D), (C-12F), (RC-12G), (RC-12H), (RC-12K), or (RC-12P), B200CT, and B200T
2005-01-12		Boeing	757-200, -200PF, and -200CB Series
2005-01-13		Boeing	767-300 Series
2005-01-15	S 2002-11-08	Rolls-Royce plc	Engine: RB211 Trent 875, 877, 884, 884B, 892, 892B, and 895 Series Turbofan
2005-01-16	S 2001-16-05	Rolls-Royce plc	Engine: RB211 Trent 768-60, Trent 772-60, and Trent 772B-60 Turbofan
2005-01-18	S 93-25-07	Raytheon Aircraft Company	A100-1 (U-21J), 200, B200, A200 (C-12A), A200 (C-12C), A200C (UC-12B), A200CT (C-12D), A200CT (FWC-12D), A200CT (RC-12D), A200CT (C-12F), A200CT (RC-12G), A200CT (RC-12H), A200CT (RC-12K), A200CT (RC-12P), A200CT (RC-12K), 200C, B200C, 200CT, 200T, B200C (C-12F), B200C (UC-12F), B200C (UC-12M), B200CT, 300, B300, B300C, and B300C
2005-01-19	S 2004-10-15	GARMIN International Inc.	Appliance: GTX 33, GTX 33D, GTX 330, and GTX 330D Mode S Transponders

## LARGE AIRCRAFT

AD No.	Information	Manufacturer	Applicability
Info: E - Emergency; COR - Correction; S - Supersedes; R - Revision; FR - Final Rule of Emergency			
<b>Biweekly 2005-03</b>			
2004-26-04	COR S 99-22-14	Pratt & Whitney	Engine: JT8D-209, -217, -217A, -217C, and -219 Turbofan
2004-26-10	COR S 2004-05-22	Rolls-Royce Deutschland (RRD)	Engine: Tay 611-8, Tay 620-15, Tay 620-15/20, Tay 650-15, Tay 650-15/10, and Tay 651-54 Turbofan
2005-01-04	COR S 98-15-13	Raytheon Aircraft Company	65-90, 65-A90, B90, C90, C90A, E90, F90, H90, 100, A100, A100-1 (RU-21J), B100, 200, 200C, 200CT, 200T, A200, A200C, A200CT, B200, B200C, B200CT, B200T, 300, B300, B300C, 99, 99A, A99, A99A, B99, and C99
2005-01-18	COR S 93-25-07	Raytheon Aircraft Company	A100-1 (U-21J), 200, B200, A200 (C-12A), A200 (C-12C), A200C (UC-12B), A200CT (C-12D), A200CT (FWC-12D), A200CT (RC-12D), A200CT (C-12F), A200CT (RC-12G), A200CT (RC-12H), A200CT (RC-12K), A200CT (RC-12P), A200CT (RC-12K), 200C, B200C, 200CT, B200CT, 200T, B200T, B200C (C-12F), B200C (UC-12F), B200C (UC-12M), 300, B300, and B300C
2005-02-02		Boeing	767-200, -300, and -300F Series
2005-02-03	S 99-27-01	Pratt & Whitney	Engine: JT8D-209, -217, -217A, -217C, and -219 Series Turbofan
2005-02-04		McDonnell Douglas	MD-10-10F, MD-10-30F, MD-11F, DC-10-10F, and DC-10-30F
2005-02-05	S 2003-12-15	Rolls-Royce plc	Engine: RB211-535E4-37, RB211-535E4-B-37, and RB211-535E4-B-75 Series Turbofan
2005-02-06		McDonnell Douglas	MD-11 and MD-11F
2005-02-07		EMBRAER	EMB-135BJ Series
2005-02-08		McDonnell Douglas	MD-11 and MD-11F
2005-02-09		Airbus	A319, A320, and A321 Series
2005-02-10		Boeing	757 Series
2005-03-01		Boeing	747 Series
2005-03-02		Boeing	737-300, -400, -500, 757-200, and -200CB Series
2005-03-03	S 2002-08-07	Boeing	767-200, -300, and -300F Series
2005-03-05	R 2003-04-10	McDonnell Douglas	MD-90-30
<b>Biweekly 2005-04</b>			
2005-01-04	COR S 98-15-13	Raytheon Aircraft Company	65-90, 65-A90, B90, C90, C90A, E90, F90, H90, 100, A100, A100-1 (RU-21J), B100, 200, 200C, 200CT, 200T, A200, A200C, A200CT, B200, B200C, B200CT, B200T, 300, B300, B300C, 99, 99A, A99, A99A, B99, C99
2005-03-06	S 2003-05-04	Rolls-Royce Deutschland Ltd. & Co KG	Engine: Tay 611-8, 620-15, 650-15, and 651-54 Turbofan
2005-03-11	COR S 2004-05-10	Boeing	767-200 and -300 Series
2005-03-12	COR	Airbus	A340-200 and A340-300 Series
2005-03-13		Bombardier, Inc.	CL-600-2B19 (Regional Jet Series 100 & 440)
2005-03-14	COR S 2001-22-02	Airbus	A300 B2 and B4 Series
2005-03-15		BAE Systems (Operations) Ltd	BAe 146 and Avro 146-RJ Series
2005-03-16		Raytheon Aircraft Company	DH.125, HS.125, BH.125, BAe.125 Series 800A (C-29A and U-125) and 800B, Hawker 800 (including variant U-125A), and 800XP
2005-04-01		Boeing	707-E3A (Military), -100, -100B, -300, -300B (-320B Variant), -300C, 720, 720B, 737-100, -200, -200C, -300, -400, -500, 747-100, -100B, -100B SUD, -200B, -200C, -200F, -300, -400, -400D, -400F, 747SP, 747SR, 747-400, and -400F Series
2005-04-02		Dassault Aviation	Falcon 10 Series
2005-04-03		Boeing	747-400, -400D, and -400F Series
2005-04-04		SAAB Aircraft AB	SAAB SF340A and SAAB 340B Series
2005-04-05		Embraer	EMB-135 and -145 Series
2005-04-06		Gulfstream Aerospace Corp.	GV-SP Series
2005-04-07		Bombardier, Inc.	CL-600-2B19 (Regional Jet Series 100 & 440), CL-600-1A11 (CL-600), CL-600-2A12 (CL-601), and CL-600-2B16 (CL-601-3A, CL-601-3R, & CL-604) Series
2005-04-51	E	Boeing	747-100B SUD, -200C, -200F, -300, and 747-200B Series

## LARGE AIRCRAFT

AD No.	Information	Manufacturer	Applicability
Info: E - Emergency; COR - Correction; S - Supersedes; R - Revision; FR - Final Rule of Emergency			
<b>Biweekly 2005-05</b>			
2004-22-07	COR	General Electric Company	Engine: (GE) CF6-80C2A1, -80C2A2, -80C2A3, -80C2A5, -80C2A5F, -80C2A8, -80C2B1, -80C2B1F, -80C2B2, -80C2B2F, -80C2B4, -80C2B4F, -80C2B5F, -80C2B6, -80C2B6F, -80C2B6FA, -80C2B7F, -80C2B8F, and -80C2D1F turbofan
2005-04-08		Hartzell Propeller Inc.	Propeller: HC-B3TN-5( )/T10282( )
2005-04-11		Airbus	A300 B2 and B4 series airplanes; A300 B4-600, B4-600R, and F4-600R series airplanes, and Model C4-605R Variant F airplanes (collectively called A300-600); and A310 series
2005-04-12		SAAB Aircraft AB	SAAB SF340A
2005-04-13		Short Brothers PLC	SD3-60 series
2005-04-14		Boeing	757-200, 757-200CB, and 757-200PF series
2005-04-15		Dassault Aviation	Falcon 2000EX and Falcon 900EX series
2005-04-51	E	Boeing	747-100B SUD, -200C, -200F, -300 series and Boeing Model 747-200B series
2005-05-01		Boeing	757-200, -200CB, and -200PF series airplanes; and 757-300 series
2005-05-02		McDonnell Douglas	MD-90-30
2005-05-03		BAE Systems	BAe 146 and Avro 146-RJ series
2005-05-04		Aerospatiale	ATR 42-200, -300, and -320 series
<b>Biweekly 2005-06</b>			
2005-03-11	COR S 2004-05-10	Boeing	767-200 and -300 series
2005-03-12	COR	Airbus	A330 series airplanes; and Model A340-200 and A340-300 series
2005-05-05		Airbus	A300 B4-600, B4-600R, and F4-600R series airplanes; and C4-605R Variant F airplanes (collectively called A300-600). A310 series
2005-05-06	S 2003-15-09	Rolls-Royce plc	Engine: RB211 Trent 768-60, Trent 772-60, and Trent 772B-60 turbofan engines
2005-05-07		Boeing	747-100, -100B, -100B SUD, -200B, -200C, -200F, and -300 series airplanes; and Model 747SP and 747SR series
2005-05-08		Boeing	747-100B SUD, -300, -400, and -400D series
2005-05-09		EMBRAER	EMB-135 and -145 series
2005-05-10		BAE Systems Operations	BAe 146 series
2005-05-11		Fairchild Dornier GmbH	328-300 series
2005-05-12		BAE Systems Operations	Model 4101
2005-05-13	S 2002-10-07	Pratt & Whitney	Engine: JT9D-59A, -70A, -7Q, and -7Q3 turbofan
2005-05-15		Honeywell International Inc.	Engine: TFE731-2 and -2C series, and TFE731-3, -3A, -3AR, -3B, -3BR, and -3R series turbofan
2005-05-16		Airbus	A300 B4-622R and A300 F4-622R
2005-05-17		Boeing	737-300, -400, and -500 series
2005-05-18		Boeing	737-600, -700, -700C, -800, and -900 series
2005-05-19	COR S 2002-24-05	Boeing	727, 727C, 727-100, -100C, -200, and -200F series
2005-06-02		Boeing	757-200 series
2005-06-03		McDonnell Douglas	MD-90-30
2005-06-04	S 2004-05-12R1	Bombardier, Inc (Formerly Canadair)	CL-600-2B19 (Regional Jet Series 100 & 440)
2005-06-05		McDonnell Douglas	DC-8
2005-06-06		Airbus	A319, A320, and A321 series

## LARGE AIRCRAFT

AD No.	Information	Manufacturer	Applicability
Info: E - Emergency; COR - Correction; S - Supersedes; R - Revision; FR - Final Rule of Emergency			
<b>Biweekly 2005-07</b>			
2005-06-07	S 99-18-19	General Electric	Engine: CF6-80A1/A3 and CF6-80C2A series turbofan
2005-06-08		Airbus	A330, A340-200, and A340-300 series
2005-06-09		Boeing	747-200B, 747-200C, 747-200F, 747-300, and 747SR series airplanes
2005-06-10		Boeing	767-200, -300, and -300F series
2005-06-11	S 2000-04-17	Boeing	747-100, -100B, -100B SUD, -200B, and -300 series airplanes; and Model 747SR and 747SP series
2005-06-12	S 2002-18-04	Boeing	747-100, 747-100B, 747-100B SUD, 747-200B, 747-300, 747SP, and 747SR series
2005-06-14	COR S 99-17-12	BAE Systems Operations	BAe 146 and Avro 146-RJ series
2005-07-02		Boeing	777-200 and -300 series
2005-07-03		McDonnell Douglas	DC-9-11, DC-9-12, DC-9-13, DC-9-14, DC-9-15, and DC-9-15F, DC-9-21, DC-9-31, DC-9-32, DC-9-32, (VC-9C), DC-9-32F, DC-9-33F, DC-9-34, and DC-9-34F, DC-9-32F (C-9A, C-9B), DC-9-41, DC-9-51, DC-9-81 (MD-81), and DC-9-82 (MD-82)
2005-07-04		Airbus	A330, A340-200, and A340-300 series
2005-07-05		General Electric	Engine: CF6-45A, CF6-50A, CF6-50C, and CF6-50E series turbofan
2005-07-06	S 2003-26-05	General Electric	Engine: CF34-8C1 series and CF34-8C5 series turbofan
2005-07-07		Airbus	A310 Series Airplanes; and Model A300 B4-600, B4-600R, and F4-600R series airplanes, and Model C4 605R Variant F airplanes (collectively called A300-600)
2005-07-08		Boeing	757-200 and -200PF series
2005-07-10	S 2004-13-03	Rolls-Royce (1971) Limited, Bristol Engine Division	Engine: Viper Mk.601-22 turbojet
<b>Biweekly 2005-08</b>			
83-08-01 R2	R, S 83-08-01 R1	Hartzell Propeller Inc.	Propeller: HC-B3TN-2, HC-B3TN-3, HC-B3TN-5, HC-B4TN-3, HC-B4TN-5, HC-B4MN-5, and HC-B5MP-3 turbopropellers
2005-06-14	COR S 99-17-12	BAE Systems Operations	BAe 146 and Avro 146-RJ series
2005-07-09	S 2004-04-04	General Electric Company	Engine: CF34-8E series turbofan
2005-07-12		Boeing	737-100, -200, -200C, -300, -400, and -500 series
2005-07-13		Boeing	767-300 series and 767-400ER series
2005-07-14		Airbus	A318, A319, A320, and A321 series
2005-07-15		Bombardier, Inc.	CL-600-2B19 (Regional Jet Series 100 and 440)
2005-07-16		Boeing	767-400ER series and Model 777-200 and -300 series
2005-07-17		Bombardier, Inc.	DHC-8-102, -103, -106, -201, -202, -301, -311, and -315
2005-07-18		McDonnell Douglas	DC-9-15F and Model DC-9-11, DC-9-12, DC-9-13, DC-9-14, DC-9-15, DC-9-15F, DC-9-21, DC-9-31, DC-9-32, DC-9-32 (VC-9C), DC-9-32F, DC-9-33F, DC-9-34, DC-9-34F, DC-9-32F (C-9A, C-9B), DC-9-41, and DC-9-51
2005-07-19		Boeing	737-100, -200, -200C, -300, -400, and -500 series
2005-07-20		Boeing	737-600, -700, -800, and -900 series
2005-07-21	S 98-09-17	Boeing	747-200F and -200C series
2005-07-22		EMBRAER	ERJ 170 series
2005-07-23		Dassault	Falcon 10 series
2005-07-24		Boeing	777-200 and -300 series
2005-07-25	S 2000-18-07	Airbus	A300 B2 and B4 series; A300 B4-600, A300 B4-600R, A300 C4-605R Variant F, and A300 F4-600R (collectively called A300-600) series, and A310 series
2005-07-26		Saab Aircraft AB	SAAB 2000 series
2005-07-27	S 2000-18-04	Aviointeriors S.p.A.	Appliance: 312 seats
2005-08-01	S 91-11-01 and 2005-04-51	Boeing	747-100, -100B, -100B SUD, -200B, -200C, -200F, and -300 series; and 747SP and 747SR series
2005-08-02	S 2000-19-02	EMBRAER	EMB-135 and -145 series
2005-08-03		Cessna	680
2005-08-04		General Electric Company (GE)	Engine: CF6-45 and CF6-50 series turbofan

## LARGE AIRCRAFT

AD No.	Information	Manufacturer	Applicability
Info: E - Emergency; COR - Correction; S - Supersedes; R - Revision; FR - Final Rule of Emergency			
<b>Biweekly 2005-09</b>			
2005-05-17	COR	Boeing	737-300, -400, and -500 series
2005-08-05		BAE Systems (Operations) Limited	4101
2005-08-08	S 2001-25-01	McDonnell Douglas	DC-8-33, DC-8-43, DC-8-51, DC-8-52, DC-8-53, DC-8F-54, DC-8-55, DC-8F-55, DC-8-61, DC-8-61F, DC-8-62, DC-8-62F, DC-8-63, DC-8-63F, DC-8-71, DC-8-71F, DC-8-72, DC-8-72F, DC-8-73, and DC-8-73F
2005-08-09		Boeing	747-200B, -200C, -200F, and -400F series
2005-08-10		Boeing	737-600, -700, and -800 series
2005-08-11		Saab Aircraft AB	SAAB SF340A series and SAAB 340B series
2005-08-15	S 2001-17-24	Boeing	707-100 long body, -200, -100B long body, and -100B short body series; 707-300, -300B, -300C, and -400 series; and 720 and 720B series
2005-08-16		BAE Systems (Operations) Limited	Avro 146-RJ series
2005-09-01		Cessna Aircraft Company	750
2005-09-02	S 2004-25-23	Boeing	747 series
2005-09-03		Raytheon Aircraft Company	Hawker 800XP
2005-09-04	S 99-13-07	McDonnell Douglas	DC-9-81 (MD-81), DC-9-82 (MD-82), DC-9-83 (MD-83), DC-9-87 (MD-87), and MD-88
<b>Biweekly 2005-10</b>			
2004-25-16 R1	R, 2004-25-16	Kelly Aerospace Power Systems	Appliance: Fuel Regulator Shutoff Valves
2005-06-07	C, S, 99-18-19	General Electric Company	Engine: CF6-80A1/A3 and CF6-80C2A Turbofan Series
2005-07-13	C	Boeing	767-300 and 400ER Series
2005-09-08	S, 2003-04-10 and 2005-03-05	McDonnell Douglas	MD-90-30
2005-10-01		Airbus	A310 Series
2005-10-02		Fairchild Dornier GMBH	328-300 Series
2005-10-03		Boeing	777-200 and 777-300 Series
2005-10-04		Airbus	A319, A320, and A321 Series
2005-10-05		CFM International	Engine: CFM56-5, 5B, and 5C Turbofan Series
2005-10-06		Fairchild Dornier GMBH	328-300 Series
<b>Biweekly 2005-11</b>			
2005-09-02	COR, S 2004-25-23	Boeing	747 Series
2005-10-07		Fokker	F.28 Series
2005-10-08		Bombardier, Inc.	DHC-8-102, -103, -106, -201, -202, -301, -311, and -315
2005-10-09	S 98-20-11	Saab	SF340A and 340B Series
2005-10-10		Bombardier, Inc.	CL-600-2B19 (Regional Jet Series 100 & 440)
2005-10-11	S 2001-14-06	Boeing	737-300, -400, and -500 Series
2005-10-15		Airbus	A300 B4-600, B4-600R, and F4-600R series and C4-605R Variant F (collectively called A300-600 series airplanes) and A310 series
2005-10-16		General Electric Company	Engine: CF6-80E1 Series Turbofan
2005-10-17		Boeing	777-200 and -300 Series
2005-10-18	S 98-26-13	Boeing	747-100, -100B, -100B SUD, -200B, -200C, -300, -400, and -400D series and 747SR series
2005-10-19		Boeing	747-100, 747-100B, 747-200B, 747-300, 747SR, and 747SP series and 747-400 and 747-400D series
2005-10-20		Boeing	777-200 Series
2005-10-21	S 90-09-09	Boeing	747 Series
2005-10-22		Boeing	747-200C and 747-200F Series
2005-11-02	S 2001-09-13	Boeing	767-200, -300, and -300F series
2005-11-03		McDonnell Douglas	717-200
2005-11-04		Bombardier, Inc.	CL-600-1A11 (CL-600), CL-600-2A12 (CL-601), and CL-600-2B16 (CL-601-3A, CL-601-3R, and CL-604)

## LARGE AIRCRAFT

AD No.	Information	Manufacturer	Applicability
--------	-------------	--------------	---------------

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

### Biweekly 2005-12

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

### Biweekly 2005-13

2005-11-14	COR	Dassault Aviation	Mystere-Falcon 50 and Falcon 2000 series
2005-12-04		Boeing	757-200, -200PF, and -200CB series
2005-12-05	S 2003-14-04	Transport Category Airplanes	See Ad for Manufacturers and Models
2005-12-06	S 96-12-07	Teledyne Continental Motors	Appliance: S-20, S-1200, D-2000, and D-3000 Series Magnetos
2005-12-07		Airbus	A319, A320, and A321 series
2005-12-10		Boeing	747-200F and -400, 767-400ER, 777 series
2005-12-11		Boeing	757-200 series
2005-12-14		Boeing	767-200, -300, and -400ER series
2005-12-15		Bombardier, Inc.	DHC-8-400 series
2005-12-16		Fokker Services B.V.	F.28 Mark 0100
2005-12-17		Bombardier, Inc.	DHC-8-400 series
2005-12-18		Boeing	757-200, -200PF, -200CB, and -300 series
2005-12-19		Airbus	A319, A320, and A321 series
2005-13-02		Bombardier, Inc.	CL-600-2C10 (Regional Jet Series 700 & 701), CL-600-2D24 (Regional Jet Series 900) series
2005-13-03		AvCraft Aerospace GmbH	328-100 and -300 series
2005-13-04		AvCraft Aerospace GmbH	328-100 and 328-300 series
2005-13-05		Boeing	747-400F series
2005-13-06		Bae Systems (Operations) Limited	BAe 146 and Avro 146-RJ
2005-13-07		Honeywell International Inc.	Engine: TFE731-2 and -3 series turbofan
2005-13-08		BAE Systems (Operations) Limited	Jetstream 4101
2005-13-11		General Electric Company	Engine: CT64-820-4 turboprop
2005-13-14		McDonnell Douglas	MD-90-30
2005-13-15		Boeing	737-200, -200C, -300, -400, -500, 737-600, -700, -700C, -800, and -900 series
2005-13-20		Boeing	747-400, -400D, -400F, 767-200, -300, -300F, 777-200 and -300 series
2005-13-21		Cessna Aircraft Company	650
2005-13-22	S 2005-08-02	Empresa Brasileira de Aeronautica S.A.	EMB-135BJ, -135ER, -135KE, -135KL, -135LR; and EMB-145, -145ER, -145MR, -145LR, -145XR, -145MP, and -145EP
2005-13-24		AvCraft Aerospace GmbH	328-100

## LARGE AIRCRAFT

AD No.	Information	Manufacturer	Applicability
Info: E - Emergency; COR - Correction; S - Supersedes; R - Revision; FR - Final Rule of Emergency			
<b>Biweekly 2005-14</b>			
2005-12-05	COR, S 2003-14-04	Transport Category Airplanes	See Ad for Manufacturers and Models
2005-12-07	COR	Airbus	A319, A320, and A321 series
2005-13-18	S 98-20-17	McDonnell Douglas	DC-9-11, DC-9-12, DC-9-13, DC-9-14, DC-9-15, and DC-9-15F; DC-9-21; DC-9-31, DC-9-32, DC-9-32 (VC-9C), DC-9-32F, DC-9-33F, DC-9-34, DC-9-34F, and DC-9-32F (C-9A, C-9B); DC-9-41; DC-9-51; DC-9-81 (MD-81), DC-9-82 (MD-82), DC-9-83 (MD-83), and DC-9-87 (MD-87); and MD-88
2005-13-19		BAE Systems (Operations) Limited	BAe 146 and Avro 146-RJ series
2005-13-26		Airbus	A300 B2-1A, B2-1C, B2K-3C, and B2-203; A300 B4-2C, B4-103, and B4-203; A300 B4-601, B4-603, B4-620, and B4-622; A300 B4-605R and B4-622R; A300 F4-605R and F4-622R; A300 C4-605R Variant F; A310-203, -204, -221, and -222; and A310-304, -322, -324, and -325
2005-13-27		Boeing	737-300, -400, and -500 series
2005-13-28		Boeing	777-200 and -300 series
2005-13-29		Boeing	777-200 and -300 series
2005-13-30		Boeing	737-100, -200, and -200C series
2005-13-31		Short Brothers PLC	SD3-60
2005-13-32		Fokker Services B.V.	F.28 Mark 1000, 2000, 3000, and 4000
2005-13-33		Airbus	A300 B2-1A, B2-1C, B2K-3C, and B2-203; and A300 B4-2C, B4-103, and B4-203
2005-13-34		Boeing	777-200 and -300 series
2005-13-36		Learjet	23, 24, 24A, 24B, 24B-A, 24C, 24D, 24D-A, 24E, 24F, 24F-A, 25, 25A, 25B, 25C, 25D, 25F, 28, 29, 31, 31A, 35, 35A (C-21A), and 36
2005-13-37		Fokker Services B.V.	F.28 Mark 0070 and 0100
2005-13-38		Bombardier, Inc.	DHC-8-100, DHC-8-200, and DHC-8-300 series
2005-13-39	S 2004-03-02	Airbus	A321-111, -112, -131, -211, and -231
2005-13-40		Boeing	727, 727C, 727-100, 727-100C, 727-200, and 727-200F series
2005-14-01		Airbus	A300 B4-600, B4-600R, and F4-600R series, and C4-605R Variant F airplanes (collectively called A300-600 series airplanes); A310-203, -204, -221, -222, -304, -322, -324, and -325; and A300 B2-203 and B4-203
2005-14-03		Empresa Brasileira De Aeronautica S.A.	EMB-145 and EMB-135 series
2005-14-05		Boeing	777-200 and -300 series
2005-14-09		Rolls-Royce plc	Engine: RB211 Trent 768-60, Trent 772-60, and Trent 772B-60 turbofan

## LARGE AIRCRAFT

AD No.	Information	Manufacturer	Applicability
Info: E - Emergency; COR - Correction; S - Supersedes; R - Revision; FR - Final Rule of Emergency			
<b>Biweekly 2005-15</b>			
2005-13-22	COR, S 2005-08-02	Embraer	EMB-135BJ, -135ER, -135KE, -135KL, and -135LR airplanes; and Model EMB-145, -145ER, -145MR, -145LR, -145XR, -145MP, and -145EP
2005-14-02		Embraer	EMB-135 and Model EMB-145, -145ER, -145MR, -145LR, -145XR, -145MP, and -145EP
2005-14-03		Embraer	EMB-145 and EMB-135 series
2005-14-04		Boeing	777-200 and -300 series
2005-14-06		Boeing	707-300B, -300C, and -400 series
2005-14-07		Boeing	727, 727C, 727-100, 727-100C, 727-200, and 727-200F series
2005-14-08	S 2001-13-06	Boeing	747-100, 747-100B, 747-100B SUD, 747-200B, 747-200C, 747-200F, 747-300, 747-400, 747-400D, 747-400F, 747SR, and 747SP series
2005-14-10	S 95-23-09	McDonnell Douglas	DC-10-10 and DC-10-10F airplanes; Model DC-10-15 airplanes; Model DC-10-30 and DC-10-30F (KC-10A and KDC-10) airplanes; and Model DC-10-40 and DC-10-40F
2005-14-11		Hartzell	Propeller: See AD
2005-05-01		Lockheed	L-1011-385 Series
2005-15-02		Airbus	A320-111 airplanes and Model A320-200 series
2005-15-03		McDonnell Douglas	DC-10-10, DC-10-10F, DC-10-15, DC-10-30, DC-10-30F (KC-10A and KDC-10), DC-10-40, DC-10-40F, MD-10-10F, and MD-10-30F airplanes. MD-11 and MD-11F airplanes
2005-15-05		Airbus	A300 B4-601, B4-603, B4-620, B4-622, B4-605R, B4-622R, F4-605R, F4-622R, and C4-605R Variant F
2005-15-06		Boeing	747-200C and 747-200F Series
<b>Biweekly 2005-16</b>			
2005-15-04		Bombardier, Inc.	CL-600-1A11 (CL-600), CL-600-2A12 (CL-601) and CL-600-2B16 (CL-601-3A, and CL-601-3R), CL-600-2B16 (CL-604)
2005-15-07		Airbus	A320-111; A320-211, -212, -214, -231, -232, and -233
2005-15-08		Boeing	747-100B SUD, -200B, -300, -400, and -400D series
2005-15-09		Airbus	A300 B2-1A, B2-1C, B2K-3C, B4-2C, B4-103, B4-203; A300 B4-601, B4-603, B4-620, B4-622, B4-605R, B4-622R, F4-605R, F4-622R, C4-605R Variant F; A310-203, -204, -221, -222, -304, -322, -324, and -325
2005-15-11		BAE Systems	Jetstream 4101
2005-15-12		McDonnell Douglas	MD-11, MD-11F; DC-10-10, DC-10-10F, DC-10-15, DC-10-30, DC-10-30F (KC-10A and KDC-10), DC-10-40, DC-10-40F, MD-10-10F, and MD-10-30F
2005-15-13		Rolls-Royce plc.	Engine: RB211-524 -524B-02 , -524B-B-02 , -524B3-02 , -524B4-02 , -524B4-D-02, -524B2-19 , -524B2-B-19 , -524C2-19 , -524C2-B-19 , -524D4-19, -524D4-B-19 , -524D4X-19 , -524D4X-B-19 , -524D4-39 , -524D4-B-39, -524G2-19 , -524G2-T-19 , -524G3-19 , -524G3-T-19 , -524H2-19, -524H2-T-19 , -524H-36 , -524H-T-36
2005-15-14		McDonnell Douglas	DC-8-11, DC-8-12, DC-8-21, DC-8-31, DC-8-32, DC-8-33, DC-8-41, DC-8-42, DC-8-43, DC-8-51, DC-8-52, DC-8-53, DC-8-55, DC-8F-54, DC-8F-55, DC-8-61, DC-8-62, DC-8-63, DC-8-61F, DC-8-62F, DC-8-63F, DC-8-71, DC-8-72, DC-8-73, DC-8-71F, DC-8-72F, and DC-8-73F
2005-15-15		Boeing	757-200, -200PF, and -200CB series
2005-15-16		Avcraft Aerospace GmbH	328-300
2005-16-01		Boeing	747-200B, 747-300, 747-400, and 747-400D series
2005-16-02		Raytheon Aircraft	HS.125 series 700A, BAe.125 series 800A, and Hawker 800 and Hawker 800XP
2005-16-03		Bombardier, Inc.	DHC-7-100, DHC-7-101, DHC-7-102, and DHC-7-103

## LARGE AIRCRAFT

AD No.	Information	Manufacturer	Applicability
--------	-------------	--------------	---------------

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

**Biweekly 2005-17**

2005-04-14	R1, 2005-04-14	Boeing	757-200, 757-200CB, and 757-200PF Series
2005-16-06		Boeing	747-100, -100B, -100B SUD, -200B, -200C, -200F, -300, -400F, 747SP, and 747SR series, 747-200B, -200C, -300, -400, and -400D series
2005-16-07		Boeing	727, 727C, 727-100, 727-100C, 727-200, and 727-200F series
2005-16-08		McDonnell Douglas	717-200
2005-16-09	S, 95-25-03	Learjet	23, 24, 25, 35, and 36
2005-16-10		Boeing	747-400 and 747-400D Series
2005-16-11		Boeing	747-100, 747-100B, 747-100B SUD, 747-200B, 747-200C, 747-200F, 747-300, 747SP, and 747SR series
2005-16-12		Rolls-Royce Deutschland Ltd.	Engine: BR700-715A1-30, BR700-715B1-30, and BR700-715C1-30 turbofan
2005-16-13		Gulfstream Aerospace	Galaxy and Gulfstream 200
2005-16-14		Gulfstream Aerospace	G-IV, GIV-X, GV, and GV-SP

**BW 2005-17**

**BOEING  
AIRWORTHINESS DIRECTIVE  
LARGE AIRCRAFT**

**2005-04-14 R1 Boeing: Amendment 39-14216.** Docket No. FAA-2005-22054; Directorate Identifier 2005-NM-137-AD.

**Effective Date**

(a) The effective date of this AD is March 15, 2005.

**Affected ADs**

(b) This AD revises AD 2005-04-14, amendment 39-13986.

**Applicability**

(c) This AD applies to Boeing Model 757-200, 757-200CB, and 757-200PF series airplanes; certificated in any category; equipped with Rolls Royce Model RB211 engines; as identified in Boeing Service Bulletin 757-54A0039, Revision 3, dated January 13, 2005.

**Unsafe Condition**

(d) This AD was prompted by reports of cracks in the mid-bulkhead lower vertical flange common to the lower chord and stiffener and reports of cracking at other locations on the mid-bulkhead. We are issuing this AD to detect and correct migration of shims at the joint of the mid-bulkhead and the upper link fittings and cracking on the mid-bulkhead, which could result in cracking of the strut and consequent loss of the strut and engine.

**Compliance**

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

**Requirements of 2005-04-14**

**Inspection for Movement of Shims and Corrective Actions**

(f) For Groups 1 and 2 airplanes, as identified in Boeing Alert Service Bulletin (ASB) 757-54A0039, Revision 1, dated June 20, 2002; Boeing Service Bulletin (SB) 757-54A0039, Revision 2, dated December 2, 2004; and Boeing SB 757-54A0039, Revision 3, dated January 13, 2005; with the exception of the airplanes specified in paragraph (j) of this AD: Within 90 days after April 18, 2003 (the effective date of AD 2003-07-08, amendment 39-13104), perform a detailed inspection to detect

horizontal or vertical movement of the shims at the joint of the mid-bulkhead and the upper link fittings, per Boeing ASB 757-54A0039, Revision 1, dated June 20, 2002; or Boeing SB 757-54A0039, Revision 2, dated December 2, 2004, or Revision 3, dated January 13, 2005.

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

(g) If all laminated shims have not moved, or if all laminated shims have moved less than 0.25 inch: Before further flight, perform the actions specified in either paragraph (g)(1) or (g)(2) of this AD, per Boeing ASB 757-54A0039, Revision 1, dated June 20, 2002; or Boeing SB 757-54A0039, Revision 2, dated December 2, 2004, or Revision 3, dated January 13, 2005.

(1) Perform the actions specified in paragraph 3.B.6 of the Accomplishment Instructions of the ASB (e.g., measure and record movement of the shim, cut the exposed plies, and seal adjacent surfaces and edges), and repeat the detailed inspections at intervals not to exceed 12,000 flight cycles or 72 months, whichever occurs first. At each inspection interval, the previously recorded measurement must be added to the current measurement so that the cumulative total movement of the shim is recorded. If the cumulative total movement exceeds 0.25 inch but is less than 0.90 inch, before further flight, perform the actions specified in paragraph (h) of this AD. If the cumulative total movement measures 0.90 inch or more: Before further flight, perform the actions specified in paragraph (i) of this AD. Or

(2) Perform the actions specified in paragraphs (l) and (m) of this AD.

(h) If any laminated shim has moved 0.25 inch or more but less than 0.90 inch: Before further flight, perform the actions specified in paragraph (h)(1) or (h)(2) of this AD, per Boeing ASB 757-54A0039, Revision 1, dated June 20, 2002; or Boeing SB 757-54A0039, Revision 2, dated December 2, 2004, or Revision 3, dated January 13, 2005.

(1) Before further flight, perform the actions specified in paragraph 3.B.6 of the Accomplishment Instructions of the ASB (e.g., measure and record movement of the shim, cut the exposed plies and seal adjacent surfaces and edges), and repeat the detailed inspections at intervals not to exceed 3,000 flight cycles or 18 months, whichever occurs first. At each inspection interval, the previously recorded measurement must be added to the current measurement so that the cumulative total movement of the shim is recorded. If the cumulative total movement measures 0.90 inch or more, before further flight, perform the actions specified in paragraph (i) of this AD. Or,

(2) Perform the actions specified in paragraphs (l) and (m) of this AD.

(i) If any laminated shim has moved 0.90 inch or more: Before further flight, perform the actions specified in paragraphs (l) and (m) of this AD.

### **Inspection of Lower Mid-Spar Bolts**

(j) For airplanes on which the actions specified in Boeing ASB 757-54A0039, dated November 2, 2000, have been accomplished prior to April 18, 2003: Within 90 days after April 18, 2003, perform a detailed inspection for cracking around the four bolt heads, nuts, washers, and radius fillers specified in Figure 9 of Boeing ASB 757-54A0039, Revision 1, dated June 20, 2002; or Boeing SB 757-54A0039, Revision 2, dated December 2, 2004, or Revision 3, dated January 13, 2005.

(1) If no cracking is found, repeat the detailed inspection at intervals not to exceed 3,000 flight cycles.

(2) If any cracking is found, before further flight, repair per a method approved by the Manager, Seattle Aircraft Certification Office (ACO), FAA; or per data meeting the type certification basis of the airplane approved by a Boeing Company Designated Engineering Representative (DER) who has been authorized by the Manager, Seattle ACO, to make such findings; or by an Authorized Representative (AR) for the Boeing Delegation Option Authorization (DOA) Organization who has been authorized by the Manager, Seattle ACO, to make those findings. For a repair method to be approved, the approval must specifically reference this AD.

### **Terminating Action for Certain Requirements of This AD**

(k) For Groups 1, 2, and 3, as identified in Boeing SB 757-54A0039, Revision 2, dated December 2, 2004; or Revision 3, dated January 13, 2005: Accomplishment of the actions specified in paragraphs (l) and (m) of this AD constitutes terminating action for the repetitive inspection requirements of paragraphs (g)(1), (h)(1), and (r)(1) of this AD. Accomplishment of paragraphs (l) and (m) of this AD also constitutes terminating action for paragraphs (o), (p), and (q), if accomplished prior to March 15, 2005 (the effective date of AD 2005-04-14). For airplanes specified in paragraph (j) of this AD, accomplishment of paragraph (m) of this AD constitutes terminating action for paragraph (j) of this AD.

(l) Replace any laminated shim with a solid shim; replace existing sleevebolts with new, oversized sleevebolts; and perform a general visual and high-frequency eddy current (HFEC) inspection to detect cracking and deformation in the sleevebolt holes and in the fittings, as shown in Part II, Figure 3, of Boeing ASB 757-54A0039, Revision 1, dated June 20, 2002; or Boeing SB 757-54A0039, Revision 2, dated December 2, 2004, or Revision 3, dated January 13, 2005. If any shim cannot be removed, or if any cracking or deformation is found: Before further flight, repair per a method approved by the Manager, Seattle ACO, FAA; or per data meeting the type certification basis of the airplane approved by a Boeing DER who has been authorized by the Manager, Seattle ACO, to make such findings; or by an AR for the Boeing DOA Organization who has been authorized by the Manager, Seattle ACO, to make those findings. For a repair to be approved, the approval must specifically reference this AD. No further action is required by this paragraph.

(m) Perform a one-time HFEC inspection for cracking in and around the bolt holes of the left and right side of the mid-bulkhead strut as shown in Part III, Figure 9, of Boeing ASB 757-54A0039, Revision 1, dated June 20, 2002; or Boeing SB 757-54A0039, Revision 2, dated December 2, 2004, or Revision 3, dated January 13, 2005.

(1) If no cracking is found during any inspection specified in paragraph (m) of this AD, before further flight, install oversized bolts per Figure 10 of the ASB. No further action is required by this paragraph.

(2) If any cracking is found during any inspection specified in paragraph (m) of this AD that is within the limits specified in the ASB: Before further flight, repair per the ASB.

(3) If any cracking is found during any inspection specified in paragraph (m) of this AD that is outside the limits specified by the ASB and the ASB specifies to contact Boeing for appropriate action: Before further flight, repair per a method approved by the Manager, Seattle ACO, FAA; or per data meeting the type certification basis of the airplane approved by a Boeing DER who has been authorized by the Manager, Seattle ACO, to make such findings; or by an AR for the Boeing DOA Organization who has been authorized by the Manager, Seattle ACO, to make those findings. For a repair method to be approved, the approval must specifically reference this AD.

### **Detailed Inspections of the Mid-Bulkhead**

(n) For all airplanes: Prior to the accumulation of 8,000 total flight cycles, or within 90 days after March 15, 2005, whichever occurs later, perform a detailed inspection for cracking of the entire mid-bulkhead, in accordance with the Accomplishment Instructions of Boeing SB 757-54A0039, Revision 3, dated January 13, 2005.

(1) If no cracking is detected, repeat the inspection thereafter at intervals not to exceed 3,000 flight cycles.

(2) If any cracking is detected, before further flight, repair in accordance with a method approved by the Manager, Seattle ACO, FAA; or according to data meeting the certification basis of the airplane approved by an AR for the Boeing DOA Organization who has been authorized by the Manager, Seattle ACO, to make those findings. For a repair method to be approved, the approval must specifically reference this AD. Thereafter, repeat the inspection at intervals not to exceed 3,000 flight cycles.

### **Inspections for Migration of Shims for Certain Airplanes**

(o) For Group 3 airplanes, as identified in Boeing SB 757-54A0039, Revision 3, dated January 13, 2005: Within 90 days after March 15, 2005, perform a detailed inspection to detect horizontal or vertical movement of the shims at the joint of the mid-bulkhead and the upper link fittings; in accordance with the Accomplishment Instructions of the SB. If the total shim migration is 0.3 inch or less, repeat the inspection thereafter at intervals not to exceed 3,000 flight cycles. Accomplishment of paragraphs (l) and (m) of this AD constitute terminating action for the requirements of this paragraph, if accomplished prior to March 15, 2005.

### **Inspections for Migration of Shims for Certain Other Airplanes**

(p) For Groups 1 and 2 airplanes, as identified in Boeing SB 757-54A0039, Revision 3, dated January 13, 2005: If the total shim migration was 0.3 inch or less at the last inspection performed in accordance with paragraph (g)(1) of this AD, within 3,000 flight cycles after the last inspection performed, or within 90 days after March 15, 2005, whichever occurs later, perform the next shim migration inspection in accordance with the Accomplishment Instructions of Revision 3 of the SB. Thereafter, repeat the inspection at intervals not to exceed 3,000 flight cycles. Accomplishment of the initial inspection in accordance with Revision 3 terminates the requirements of paragraphs (g) and (h) of this AD. Accomplishment of paragraphs (l) and (m) of this AD constitute terminating action for the requirements of this paragraph, if accomplished prior to March 15, 2005.

### **For Shim Migration That Is More Than 0.3 Inch**

(q) For Groups 1, 2, and 3 airplanes, as identified in Boeing SB 757-54A0039, Revision 3, dated January 13, 2005: If any total shim migration is more than 0.30 inch, prior to further flight or within 90 days after March 15, 2005, whichever occurs later, perform the actions specified in paragraphs (t) and (u) of this AD. Accomplishment of paragraphs (l) and (m) of this AD constitute terminating action for the requirements of this paragraph, if accomplished prior to March 15, 2005.

**Note 2:** For the purposes of this AD, a general visual inspection is: "A visual examination of an interior or exterior area, installation, or assembly to detect obvious damage, failure, or irregularity. This level of inspection is made from within touching distance unless otherwise specified. A mirror may be necessary to ensure visual access to all surfaces in the inspection area. This level of inspection is made under normally available lighting conditions such as daylight, hangar lighting, flashlight, or droplight and may require removal or opening of access panels or doors. Stands, ladders, or platforms may be required to gain proximity to the area being checked."

### **Inspection of Lower Mid-Spar Bolts**

(r) For Groups 1, 2, and 3 airplanes, identified in Boeing SB 757-54A0039, Revision 3, dated January 13, 2005: Within 90 days after March 15, 2005, or within 3,000 flight cycles after the last inspection of the lower mid-spar bolts required by paragraph (j) of this AD, whichever occurs later, perform a detailed inspection for cracking around the four bolt heads, nuts, washers, and radius fillers specified in Figure 9 or 17 of the Accomplishment Instructions of Boeing SB 757-54A0039, Revision 3, dated January 13, 2005. Accomplishing the initial detailed inspection ends the repetitive detailed inspection requirements of paragraph (j)(1) this AD.

(1) If no cracking is found, repeat the detailed inspection at intervals not to exceed 3,000 flight cycles.

(2) If any cracking is found, before further flight, repair per a method approved by the Manager, Seattle ACO, FAA; or per data meeting the type certification basis of the airplane approved by an AR for the Boeing DOA Organization who has been authorized by the Manager, Seattle ACO, to make such findings. For a repair method to be approved, the approval must specifically reference this AD. Thereafter, repeat the inspection at intervals not to exceed 3,000 flight cycles.

### **Terminating Action for Certain Requirements**

(s) For Groups 1, 2, and 3 airplanes, identified in Boeing SB 757-54A0039, Revision 3, dated January 13, 2005: Accomplishment of paragraphs (t) and (u) of this AD constitutes terminating action for the repetitive inspections of paragraphs (g)(1), (h)(1), (o), (p), and (r)(1) of this AD.

### **Replacement of Shims and Sleevebolts**

(t) For Groups 1, 2, and 3 airplanes, identified in Boeing SB 757-54A0039, Revision 3, dated January 13, 2005: Replace all laminated shims with solid shims; replace existing sleevebolts with new, oversized sleevebolts; and perform a general visual and HFEC inspection to detect cracking and deformation in the sleevebolt holes and in the fittings; as specified in Part II of the Accomplishment Instructions of Boeing SB 757-54A0039, Revision 3, dated January 13, 2005. If any shim cannot be removed, or if any cracking or deformation is found: Before further flight, repair in accordance with a method approved by the Manager, Seattle ACO, FAA; or according to data meeting the certification basis of the airplane approved by an AR for the Boeing DOA Organization who has been authorized by the Manager, Seattle ACO, to make those findings. For a repair method to be approved, the approval must specifically reference this AD.

## **One-Time HFEC Inspection**

(u) For Groups 1, 2, and 3, as identified in Boeing SB 757-54A0039, Revision 3, dated January 13, 2005: Perform a one-time HFEC inspection for cracking in and around the bolt holes of the right and left side of the mid-bulkhead lower flanges, in accordance with Part III of the Accomplishment Instructions of Boeing SB 757-54A0039, Revision 3, dated January 13, 2005.

(1) If no cracking is found: Before further flight, install oversized bolts per Figure 10 of the SB.

(2) If any cracking is found that is within the limits of the SB: Before further flight, repair per the SB.

(3) If any cracking is found that is outside the limits of the SB and the SB specifies to contact Boeing for appropriate action: Before further flight, repair in accordance with a method approved by the Manager, Seattle ACO, FAA; or according to data meeting the certification basis of the airplane approved by an AR for the Boeing DOA Organization who has been authorized by the Manager, Seattle ACO, to make those findings. For a repair method to be approved, the approval must specifically reference this AD.

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

(v)(1) The Manager, Seattle ACO, FAA, has the authority to approve AMOCs for this AD, if requested in accordance with the procedures found in 14 CFR 39.19.

(2) An AMOC that provides an acceptable level of safety may be used for any repair required by this AD, if it is approved by an AR for the Boeing DOA Organization who has been authorized by the Manager, Seattle ACO, to make those findings. For a repair method to be approved, the approval must specifically reference this AD.

## **Material Incorporated by Reference**

(w) You must use Boeing Alert Service Bulletin 757-54A0039, Revision 1, dated June 20, 2002; Boeing Service Bulletin 757-54A0039, Revision 2, dated December 2, 2004; or Boeing Service Bulletin 757-54A0039, Revision 3, dated January 13, 2005; to perform the actions that are required by this AD, unless the AD specifies otherwise.

(1) On March 15, 2005 (70 FR 9511, February 28, 2005), the Director of the Federal Register approved the incorporation by reference of Boeing Service Bulletin 757-54A0039, Revision 2, dated December 2, 2004; and Boeing Service Bulletin 757-54A0039, Revision 3, dated January 13, 2005.

(2) On April 18, 2003 (68 FR 16200, April 3, 2003), the Director of the Federal Register approved the incorporation by reference of Boeing Alert Service Bulletin 757-54A0039, Revision 1, dated June 20, 2002.

(3) Contact Boeing Commercial Airplanes, P.O. Box 3707, Seattle, Washington 98124-2207, for a copy of this service information. You may review copies at the Docket Management Facility, U.S. Department of Transportation, 400 Seventh Street, SW., Room PL-401, Nassif Building, Washington, DC; on the Internet at <http://dms.dot.gov>; or at the National Archives and Records Administration (NARA). For information on the availability of this material at the NARA, call (202) 741-6030, or go to [http://www.archives.gov/federal\\_register/code\\_of\\_federa\\_regulations/ibr\\_locations.html](http://www.archives.gov/federal_register/code_of_federa_regulations/ibr_locations.html).

Issued in Renton, Washington, on August 1, 2005.

Ali Bahrami,

Manager, Transport Airplane Directorate, Aircraft Certification Service.

[FR Doc. 05-15801 Filed 8-10-05; 8:45 am]

BILLING CODE 4910-13-P

**BW 2005-17**

**BOEING  
AIRWORTHINESS DIRECTIVE  
LARGE AIRCRAFT**

**2005-16-06 Boeing:** Amendment 39-14211. Docket No. FAA-2005-21184; Directorate Identifier 2004-NM-111-AD.

**Effective Date**

(a) This AD becomes effective September 13, 2005.

**Affected ADs**

(b) None.

**Applicability**

(c) This AD applies to the airplanes listed in Table 1 of this AD, certificated in any category.

**TABLE 1.—APPLICABILITY**

<b>Boeing—</b>	<b>As identified in—</b>
Model 747-100, -100B, -100B SUD, -200B, -200C, -200F, -300, -400F, 747SP, and 747SR series airplanes. Model 747-200B, -200C, -300, -400, and -400D series airplanes	Boeing Service Bulletin 747-25-3279, Revision 1, dated July 11, 2002. Boeing Service Bulletin 747-25-3232, dated July 6, 2000.

**Unsafe Condition**

(d) This AD was prompted by a report of 30- to 60-second delays in the inflation of escape slides/rafts. We are issuing this AD to prevent actuation delays in the inflation systems of the escape slides/rafts, which could result in delayed or failed deployment of escape slides/rafts during emergency evacuation of an airplane.

**Compliance**

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

**Modification for Upper Deck, Two-Piece Off-Wing, and Door 1, 2, 4, and 5 Slides and Slide/Rafts**

(f) For Model 747-100, -100B, -100B SUD, -200B, -200C, -200F, -300, -400F, 747SP, and 747SR series airplanes identified in Boeing Service Bulletin 747-25-3279, Revision 1, dated July 11, 2002: Within 36 months after the effective date of this AD, do the actions specified in paragraphs (f)(1) and (f)(2) of this AD, as applicable, in accordance with Boeing Service Bulletin 747-25-3279, Revision 1, dated July 11, 2002.

- (1) Modify the inflation systems of the upper deck and two-piece off-wing escape slides.
- (2) Modify the inflation systems of the door 1, 2, 4, and 5 escape slides/rafts, as applicable.

**Note 1:** Boeing Service Bulletin 747-25-3279 refers to Goodrich Service Bulletin 4A3037-25-327, dated November 30, 2001; Goodrich Service Bulletin 4A3056-25-331, dated December 21, 2001; and Goodrich Service Bulletin 4A3221-25-332, dated December 21, 2001; as additional sources of service information for doing the modifications.

### **Modification for Single-Piece Off-Wing Ramp/Slides**

(g) For Model 747-200B, -200C, -300, -400, and -400D series airplanes identified in Boeing Service Bulletin 747-25-3232, dated July 6, 2000: Within 36 months after the effective date of this AD, modify the inflation system of the single-piece off-wing escape ramps/slides, in accordance with Boeing Service Bulletin 747-25-3232, dated July 6, 2000.

**Note 2:** Boeing Service Bulletin 747-25-3232 refers to Goodrich Service Bulletin 4A3416-25-305, Revision 2, dated October 15, 2001, as an additional source of service information for doing the modification.

### **Parts Installation**

(h) As of the effective date of this AD, unless the regulator assembly of the inflation system has been modified in accordance with paragraph (f) or (g) of this AD, as applicable, no person may install on any airplane a regulator assembly with any of the following part numbers (P/Ns): P/N 4A3047, -2, -3, -4, -5, -8, -9, or -10; P/N 4A3194-1, -2, -3, or -4; or P/N 4A3474-3.

### **Credit for Previous Service Bulletin**

(i) Actions done before the effective date of this AD in accordance with Boeing Service Bulletin 747-25-3279, dated May 16, 2002, are acceptable for compliance with the corresponding requirements of paragraph (f) of this AD.

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

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

**Material Incorporated by Reference**

(k) You must use Boeing Service Bulletin 747-25-3279, Revision 1, dated July 11, 2002; and Boeing Service Bulletin 747-25-3232, dated July 6, 2000; as applicable, to perform the actions that are required by this AD, unless the AD specifies otherwise. The Director of the Federal Register approved the incorporation by reference of these documents in accordance with 5 U.S.C. 552(a) and 1 CFR part 51. Contact Boeing Commercial Airplanes, P.O. Box 3707, Seattle, Washington 98124-2207, for a copy of this service information. You may review copies at the Docket Management Facility, U.S. Department of Transportation, 400 Seventh Street SW., Room PL-401, Nassif Building, Washington, DC; on the Internet at <http://dms.dot.gov>; or at the National Archives and Records Administration (NARA). For information on the availability of this material at the NARA, call (202) 741-6030, or go to [http://www.archives.gov/federal\\_register/code\\_of\\_federal\\_regulations/ibr\\_locations.html](http://www.archives.gov/federal_register/code_of_federal_regulations/ibr_locations.html).

Issued in Renton, Washington, on July 29, 2005.

Kevin M. Mullin,

Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.

[FR Doc. 05-15584 Filed 8-8-05; 8:45 am]

BILLING CODE 4910-13-P

**BW 2005-17**

**BOEING  
AIRWORTHINESS DIRECTIVE  
LARGE AIRCRAFT**

**2005-16-07 Boeing:** Amendment 39-14212. Docket No. FAA-2005-20799; Directorate Identifier 2004-NM-264-AD.

**Effective Date**

(a) This AD becomes effective September 13, 2005.

**Affected ADs**

(b) None.

**Applicability**

(c) This AD applies to all Boeing Model 727, 727C, 727-100, 727-100C, 727-200, and 727-200F series airplanes, certificated in any category.

**Unsafe Condition**

(d) This AD was prompted by reports of contamination of the fueling float switch by moisture or fuel, and chafing of the float switch wiring against the fuel tank conduit. We are issuing this AD to prevent such contamination and chafing, which could present an ignition source inside the fuel tank that could cause a fire or explosion.

**Compliance**

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

**Inspection for Float Switches**

(f) Within 48 months after the effective date of this AD, inspect the wing and auxiliary fuel tanks to determine if any float switches are present. Instead of an inspection of the fuel tanks, a review of airplane maintenance records is acceptable if the presence of any float switch can be conclusively determined from that review.

(1) If no float switches are present: No further work is required by this paragraph.

(2) If any float switch is present: Before further flight, inspect to identify the float switch models. Instead of an inspection of the fuel tanks, a review of airplane maintenance records is acceptable if the identity of the float switch can be conclusively determined from that review.

(i) If a float switch other than an Ametek Model F8300-146 float switch is installed: Before further flight, install a liner system inside the float switch electrical cable conduit in the fuel tanks by doing all applicable actions specified in the Accomplishment Instructions of Boeing Alert Service Bulletin 727-28A0127, dated August 26, 2004.

(ii) If any Ametek Model F8300-146 float switch is installed: Before further flight, replace it with a new switch and install a liner system inside the float switch electrical cable conduit in the fuel tanks, by doing all applicable actions specified in the Accomplishment Instructions of Boeing Alert Service Bulletin 727-28A0127, dated August 26, 2004.

**Note 1:** Boeing Alert Service Bulletin 727-28A0127 segregates the work into nine work packages for the six fuel tank configurations identified in the service bulletin. The work packages do not have to be completed sequentially. Each work package can be done independently or simultaneously. However, all work packages, as applicable for each fuel tank configuration, must be done to complete the requirements of this AD.

### **Parts Installation**

(g) As of the effective date of this AD, no person may install an Ametek Model F8300-146 float switch in a fuel tank on any airplane.

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

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

### **Material Incorporated by Reference**

(i) You must use Boeing Alert Service Bulletin 727-28A0127, dated August 26, 2004, to perform the actions that are required by this AD, unless the AD specifies otherwise. The Director of the Federal Register approved the incorporation by reference of this document in accordance with 5 U.S.C. 552(a) and 1 CFR part 51. Contact Boeing Commercial Airplanes, P.O. Box 3707, Seattle, Washington 98124-2207 for a copy of this service information. You may review copies at the Docket Management Facility, U.S. Department of Transportation, 400 Seventh Street SW., Room PL-401, Nassif Building, Washington, DC; on the internet at <http://dms.dot.gov>; or at the National Archives and Records Administration (NARA). For information on the availability of this material at the NARA, call (202) 741-6030, or go to [http://www.archives.gov/federal\\_register/code\\_of\\_federal\\_regulations/ibr\\_locations.html](http://www.archives.gov/federal_register/code_of_federal_regulations/ibr_locations.html).

Issued in Renton, Washington, on July 29, 2005.

Kevin M. Mullin,

Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.

[FR Doc. 05-15587 Filed 8-8-05; 8:45 am]

BILLING CODE 4910-13-P

**BW 2005-17**

**MCDONNELL DOUGLAS  
AIRWORTHINESS DIRECTIVE  
LARGE AIRCRAFT**

**2005-16-08 McDonnell Douglas:** Amendment 39-14213. Docket No. FAA-2005-20873; Directorate Identifier 2005-NM-026-AD.

**Effective Date**

(a) This AD becomes effective September 13, 2005.

**Affected ADs**

(b) None.

**Applicability**

(c) This AD applies to McDonnell Douglas Model 717-200 airplanes, certificated in any category, as identified in Boeing Alert Service Bulletin 717-35A0003, Revision 1, dated June 7, 2005.

**Unsafe Condition**

(d) This AD was prompted by reports of a failed relay in the passenger oxygen release system. We are issuing this AD to prevent failure of the relay, which could result in the oxygen masks failing to deploy and deliver oxygen to the passengers in the event of a rapid decompression or cabin depressurization.

**Compliance**

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

**Repetitive Replacement and Test**

(f) Replace the relay in the passenger oxygen release system in the forward cabin with a new relay and test for proper operation by doing all the actions as specified in the Accomplishment Instructions of Boeing Alert Service Bulletin 717-35A0003, Revision 1, dated June 7, 2005; at the applicable time specified in paragraph (f)(1) or (f)(2) of this AD. Repeat the actions at intervals not to exceed 3,100 flight cycles.

(1) For Group 1 airplanes, as identified in the service bulletin: Within 6 months after the effective date of this AD.

(2) For Group 2 airplanes, as identified in the service bulletin: Before the accumulation of 3,100 total flight cycles, or within 6 months after the effective date of this AD, whichever is later.

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

(g) Replacements and tests accomplished before the effective date of this AD in accordance with Boeing Alert Service Bulletin 717-35A0003, dated November 19, 2004, are acceptable for compliance with paragraph (f) of this AD.

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

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

### **Material Incorporated by Reference**

(i) You must use Boeing Alert Service Bulletin 717-35A0003, Revision 1, dated June 7, 2005, to perform the actions that are required by this AD, unless the AD specifies otherwise. The Director of the Federal Register approved the incorporation by reference of this document in accordance with 5 U.S.C. 552(a) and 1 CFR part 51. Contact Boeing Commercial Airplanes, Long Beach Division, 3855 Lakewood Boulevard, Long Beach, California 90846, Attention: Data and Service Management, Dept. C1-L5A (D800-0024), for a copy of this service information. You may review copies at the Docket Management Facility, U.S. Department of Transportation, 400 Seventh Street SW., Room PL-401, Nassif Building, Washington, DC; on the Internet at <http://dms.dot.gov>; or at the National Archives and Records Administration (NARA). For information on the availability of this material at the NARA, call (202) 741-6030, or go to [http://www.archives.gov/federal\\_register/code\\_of\\_federal\\_regulations/ibr\\_locations.html](http://www.archives.gov/federal_register/code_of_federal_regulations/ibr_locations.html).

Issued in Renton, Washington, on July 29, 2005.

Kevin M. Mullin,

Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.

[FR Doc. 05-15588 Filed 8-8-05; 8:45 am]

BILLING CODE 4910-13-P

**BW 2005-17**

**LEARJET  
AIRWORTHINESS DIRECTIVE  
LARGE AIRCRAFT**

**2005-16-09 Learjet:** Amendment 39-14214. Docket No. FAA-2005-20798; Directorate Identifier 2004-NM-257-AD.

**Effective Date**

(a) This AD becomes effective September 13, 2005.

**Affected ADs**

(b) This AD supersedes AD 95-25-03, amendment 39-9447.

**Applicability**

(c) This AD applies to the airplanes in Table 1 of this AD, certificated in any category.

**TABLE 1.—APPLICABILITY**

<b>Learjet—</b>	<b>Serial numbers—</b>
Model 23 airplanes	23-003 through 23-090 inclusive.
Model 24 airplanes	24-100 through 24-357 inclusive.
Model 25 airplanes	25-002 through 25-373 inclusive.
Model 35 airplanes	35-002 through 35-676 inclusive.
Model 36 airplanes	36-002 through 36-063 inclusive.

**Unsafe Condition**

(d) This AD results from numerous continual inspections and the approval of a new, improved flapper and flapper assembly. We are issuing this AD to prevent significant reduction in the lateral control of the airplane due to imbalance of the fuel loads in the wings of the airplane.

**Compliance**

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

## **Requirements of AD 95-25-03**

### **Repetitive Inspections, Related Investigative Actions, and Replacement**

(f) Within 50 hours time-in-service after December 27, 1995 (the effective date of AD 95-25-03), or prior to the accumulation of 600 hours time-in-service since installation of the flapper valve, whichever occurs later: Perform an inspection to detect deterioration (such as cracks, cuts, breaks, splits, or warpage) of both flappers of the tip tank in each wing, in accordance with either Learjet Service Bulletin SB 23/24/25-28-2, dated October 6, 1995 (for Model 23, 24, and 25 airplanes); or Learjet Service Bulletin SB 35/36-28-10, dated October 6, 1995 (for Model 35 and 36 airplanes); as applicable. Repeat this inspection thereafter at intervals not to exceed 600 hours time-in-service.

(1) If no deterioration of the flapper valve is detected, prior to further flight, inspect the flapper valve to ensure proper positioning, inspect the condition of the screws that retain the flapper valve to the plate assembly to ensure that the flapper valve is secure, inspect to ensure that the flapper valve completely covers the opening of the tube and is seated against the tube, and inspect the flapper valve to verify that it moves freely; and accomplish the follow-on corrective actions, if any discrepancy is found. These actions shall be accomplished in accordance with the applicable service bulletin.

(2) If any flapper valve is found to be deteriorated, prior to further flight, replace it with a new flapper valve in accordance with the applicable service bulletin.

(g) Except as provided in paragraph (h) of this AD, at the later of the times specified in paragraphs (g)(1) and (g)(2) of this AD: Replace both flappers of the tip tank in each wing with new flappers in accordance with either Learjet Service Bulletin SB 23/24/25-28-2, dated October 6, 1995 (for Model 23, 24, and 25 airplanes); or Learjet Service Bulletin SB 35/36-28-10, dated October 6, 1995 (for Model 35 and 36 airplanes); as applicable.

(1) Within 5 years since date of installation of the flapper valve, or prior to the accumulation of 2,400 total hours time-in-service on the flapper valve, whichever occurs earlier.

(2) Within 50 hours time-in-service after December 27, 1995.

(h) For airplanes on which the age and time-in-service of the flapper valve cannot be determined: Within 50 hours time-in-service after December 27, 1995, replace both flappers of the tip tank in each wing in accordance with either Learjet Service Bulletin SB 23/24/25-28-2, dated October 6, 1995 (for Model 23, 24, and 25 airplanes); or Learjet Service Bulletin SB 35/36-28-10, dated October 6, 1995 (for Model 35 and 36 airplanes); as applicable.

(i) Within 600 hours time-in-service following replacement of any flapper valve in accordance with the requirements of this AD, and thereafter at intervals not to exceed 600 hours time-in-service: Accomplish the requirements of paragraph (f) of this AD.

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

#### **Inspection and Replacement**

(j) Within 600 hours time-in-service since last replacement of any flapper valve in accordance with the requirements of this AD, or within 90 days after the effective date of this AD, whichever occurs later, inspect the flappers and flapper assemblies of the tip tank in each wing to determine their part numbers (P/N). The raised letter and numbers "S-461" on the convex side of the flappers can identify these parts. Instead of inspecting the flappers and flapper assemblies, a review of airplane maintenance records is acceptable if the P/N of the flappers and flapper assemblies can be conclusively determined from that review.

(1) If four flappers having P/N 2323006-802 and four flapper assemblies having P/N 2323006-801 are found installed, no further action is required by this paragraph, and the repetitive inspections required by paragraphs (f) and (i) of this AD can be stopped.

(2) If any flapper having P/N 2323006-5 or any flapper assembly having P/N 2323006-6 is found installed, within 600 hours time-in-service since last replacement of any flapper valve in accordance with the requirements of this AD, replace the flapper valve with a new flapper valve or replace the flapper assembly with new or modified and reidentified assembly, as applicable. The replacement must be done in accordance with the Accomplishment Instructions of Bombardier Service Bulletin SB 23/24/25-28-7, Revision 2, dated May 9, 2001 (for Model 23, 24, and 25 airplanes); or Bombardier Service Bulletin SB 35/36-28-14, Revision 2, dated May 9, 2001 (for Model 35 and 36 airplanes); as applicable. Accomplishment of the replacement ends the repetitive inspections required by paragraphs (f) and (i) of this AD.

### Parts Installation

(k) As of the effective date of this AD, no person may install a flapper having P/N 2323006-5 or a flapper assembly having P/N 2323006-6, on any airplane.

### Alternative Methods of Compliance (AMOCs)

(l)(1) The Manager, Wichita Aircraft Certification Office, FAA, has the authority to approve AMOCs for this AD, if requested in accordance with the procedures found in 14 CFR 39.19.

(2) AMOCs approved previously according to AD 95-25-03 are not approved as AMOCs with this AD.

### Material Incorporated by Reference

(m) You must use the applicable service bulletins identified in Table 2 of this AD to perform the actions that are required by this AD, unless the AD specifies otherwise.

(1) The Director of the Federal Register approved the incorporation by reference of Bombardier Service Bulletin SB 23/24/25-28-7, Revision 2, dated May 9, 2001; and Bombardier Service Bulletin SB 35/36-28-14, Revision 2, dated May 9, 2001; in accordance with 5 U.S.C. 552(a) and 1 CFR part 51.

(2) On December 27, 1995 (60 FR 63617, December 12, 1995), the Director of the Federal Register approved the incorporation by reference of Learjet Service Bulletin SB 23/24/25-28-2, dated October 6, 1995; and Learjet Service Bulletin SB 35/36-28-10, dated October 6, 1995.

(3) Contact Learjet, Inc., One Learjet Way, Wichita, Kansas 67209-2942, for a copy of this service information. You may review copies at the Docket Management Facility, U.S. Department of Transportation, 400 Seventh Street SW., Room PL-401, Nassif Building, Washington, DC; on the Internet at <http://dms.dot.gov>; or at the National Archives and Records Administration (NARA). For information on the availability of this material at the NARA, call (202) 741-6030, or go to [http://www.archives.gov/federal\\_register/code\\_of\\_federal\\_regulations/ibr\\_locations.html](http://www.archives.gov/federal_register/code_of_federal_regulations/ibr_locations.html).

**TABLE 2.—MATERIAL INCORPORATED BY REFERENCE**

Service bulletin	Revision level	Date
Bombardier Service Bulletin SB 23/24/25-28-7	2	May 9, 2001.
Bombardier Service Bulletin SB 35/36-28-14	2	May 9, 2001.
Learjet Service Bulletin SB 23/24/25-28-2	Original	October 6, 1995.
Learjet Service Bulletin SB 35/36-28-10	Original	October 6, 1995.

Issued in Renton, Washington, on July 29, 2005.

Kevin M. Mullin,

Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.

[FR Doc. 05-15585 Filed 8-8-05; 8:45 am]

BILLING CODE 4910-13-P

**BW 2005-17**

**BOEING  
AIRWORTHINESS DIRECTIVE  
LARGE AIRCRAFT**

**2005-16-10 Boeing:** Amendment 39-14215. Docket No. FAA-2005-21088; Directorate Identifier 2004-NM-267-AD.

**Effective Date**

(a) This AD becomes effective September 13, 2005.

**Affected ADs**

(b) None.

**Applicability**

(c) This AD applies to Boeing Model 747-400 and 747-400D series airplanes, certificated in any category, as listed in Boeing Alert Service Bulletin 747-53A2503, dated November 11, 2004.

**Unsafe Condition**

(d) This AD was prompted by reports of corrosion under the cart lift threshold at the station 980 upper deck floor beam. We are issuing this AD to detect and correct such corrosion, which could result in a cracked or broken floor beam, extensive damage to adjacent structure, and possible rapid decompression of the airplane.

**Compliance**

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

**Inspection**

(f) At the later of the times specified in paragraphs (f)(1) and (f)(2) of this AD: Do a detailed inspection for corrosion and cracks of the station 980 upper deck floor beam, in accordance with Boeing Alert Service Bulletin 747-53A2503, dated November 11, 2004.

(1) Inspect within 120 months since the date of issuance of the original standard Airworthiness Certificate or the date of issuance of the original Export Certificate of Airworthiness; or

(2) Inspect at the time specified in paragraph (f)(2)(i), (f)(2)(ii), or (f)(2)(iii) of this AD for the applicable airplane group as identified in the service bulletin.

(i) For Group 1 airplanes: Within 18 months after the effective date of this AD.

(ii) For Group 2 airplanes: Within 36 months after the effective date of this AD.

(iii) For Group 3 airplanes: Within 120 months after the airplane has been modified in accordance with Boeing Service Bulletin 747-25-3107, or within 36 months after the effective date of this AD, whichever occurs later.

## **Repair**

(g) If any cracking or corrosion is found during any inspection required by this AD, do all related investigative and corrective actions before further flight, in accordance with Boeing Alert Service Bulletin 747-53A2503, dated November 11, 2004. If the service bulletin specifies to contact Boeing for appropriate action, repair before further flight according to a method approved by the Manager, Seattle Aircraft Certification Office (ACO), FAA; or according to data meeting the certification basis of the airplane approved by an Authorized Representative for the Boeing Delegation Option Authorization (DOA) Organization who has been authorized by the Manager, Seattle ACO, to make those findings. For a repair method to be approved, the approval must specifically reference this AD.

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

(h)(1) The Manager, Seattle ACO, FAA, has the authority to approve AMOCs for this AD, if requested in accordance with the procedures found in 14 CFR 39.19.

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

## **Material Incorporated by Reference**

(i) You must use Boeing Alert Service Bulletin 747-53A2503, dated November 11, 2004, to perform the actions that are required by this AD, unless the AD specifies otherwise. The Director of the Federal Register approved the incorporation by reference of this document in accordance with 5 U.S.C. 552(a) and 1 CFR part 51. Contact Boeing Commercial Airplanes, P.O. Box 3707, Seattle, Washington 98124-2207, for a copy of this service information. You may review copies at the Docket Management Facility, U.S. Department of Transportation, 400 Seventh Street SW., Room PL-401, Nassif Building, Washington, DC; on the Internet at <http://dms.dot.gov>; or at the National Archives and Records Administration (NARA). For information on the availability of this material at the NARA, call (202) 741-6030, or go to [http://www.archives.gov/federal\\_register/code\\_of\\_federal\\_regulations/ibr\\_locations.html](http://www.archives.gov/federal_register/code_of_federal_regulations/ibr_locations.html).

Issued in Renton, Washington, on July 29, 2005.

Kevin M. Mullin,

Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.

[FR Doc. 05-15586 Filed 8-8-05; 8:45 am]

BILLING CODE 4910-13-P

**BW 2005-17**

**BOEING  
AIRWORTHINESS DIRECTIVE  
LARGE AIRCRAFT**

**2005-16-11 Boeing:** Amendment 39-14217. Docket No. FAA-2005-20325; Directorate Identifier 2003-NM-129-AD.

**Effective Date**

(a) This AD becomes effective September 16, 2005.

**Affected ADs**

(b) None.

**Applicability**

(c) This AD applies to Boeing Model 747-100, 747-100B, 747-100B SUD, 747-200B, 747-200C, 747-200F, 747-300, 747SP, and 747SR series airplanes; certificated in any category; equipped with Pratt & Whitney Model JT9D-3 and -7 series engines; as identified in Boeing Alert Service Bulletin 747-54A2212, dated May 1, 2003.

**Unsafe Condition**

(d) This AD was prompted by reports of cracking in the aft lower spar web and reports of missing and fractured bolts. We are issuing this AD to detect and correct cracking of the aft lower spar web, and to prevent missing, loose, or fractured bolts common to the aft lower spar chords and the fitting of the rear engine mount bulkhead, which could result in the loss of the aft lower spar load path and reduced structural capability of the pylon, which may result in the separation of the engine from the airplane.

**Compliance**

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

**Service Bulletin Reference**

(f) The term "service bulletin," as used in this AD, means Boeing Alert Service Bulletin 747-54A2212, dated May 1, 2003.

## Part 1–Web Inspections

(g) At the applicable times specified in paragraph (g)(1), (g)(2), or (g)(3) of Table 1 of this AD, do initial and repetitive detailed inspections for cracks of the upper surface of the aft lower spar web of the inboard and outboard struts, as applicable; and before further flight, do any applicable repair; by doing all the actions specified in "Part 1–Web Inspection" of the Work Instructions of the service bulletin. For certain airplanes, the repetitive inspections may be deferred or ended provided that the optional stiffener addition specified in paragraph (k) of this AD is done.

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

**TABLE 1.—COMPLIANCE TIMES FOR WEB INSPECTION**

<b>For airplanes identified in the Service Bulletin as—</b>	<b>Initial compliance time is—</b>	<b>Repetitive interval is—</b>
(1) Group 1 airplanes on which the modification specified in Boeing Service Bulletin 747–54–2028, dated August 1, 1972, has been done; and Group 2 airplanes.	Within 12 months after the effective date of this AD.	At intervals not to exceed 2,400 flight cycles.
(2) Group 1 airplanes on which the modification specified in Boeing Service Bulletin 747–54–2028, dated August 1, 1972, has not been done; and Group 7 airplanes.	Within 6 months after the effective date of this AD.	At intervals not to exceed 350 flight cycles.
(3) Group 3, 4, 5, 6, and 8 airplanes	Within 12 months after the effective date of this AD.	At intervals not to exceed 1,200 flight cycles.

## Part 2–Intermediate Web Bay Inspection

(h) At the applicable times specified in paragraph (h)(1) or (h)(2) of Table 2 of this AD, do initial and repetitive detailed inspections for cracks of the upper surface of the intermediate web bay of the aft lower spar; and before further flight do any applicable repair; by doing all the actions specified in "Part 2–Intermediate Web Bay Inspection" of the Work Instructions of the service bulletin. The repetitive inspections may be ended provided that the optional intermediate stiffener addition specified in paragraph (l) of this AD is done.

**TABLE 2.—COMPLIANCE TIMES FOR INTERMEDIATE WEB BAY INSPECTIONS**

<b>For airplanes identified in the Service Bulletin as—</b>	<b>Initial compliance time is—</b>	<b>Repetitive interval is—</b>
(1) Group 1 through 4 airplanes on which the modification specified in Boeing Service Bulletin 747–71–2188, dated March 14, 1983, has been done and on which the additional work specified in Boeing Service Bulletin 747–71–2188, Revision 1, dated January 17, 1986; or Revision 2, dated March 26, 1987; has not been done.	Within 6 months after the effective date of this AD.	At intervals not to exceed 350 flight cycles.

<b>For airplanes identified in the Service Bulletin as—</b>	<b>Initial compliance time is—</b>	<b>Repetitive interval is—</b>
(2) Group 5 airplanes on which the modification specified in Boeing Service Bulletin 747-54-2115, dated February 14, 1986; or Revision 1, dated May 12, 1988; has not been done.	Within 6 months after the effective date of this AD.	At intervals not to exceed 350 flight cycles.

### **Part 3—Maraging or H-11 Steel Bolt Inspection**

(i) For Group 1 through 6 airplanes identified in the service bulletin: Within 12 months after the effective date of this AD, do a detailed inspection and torque check of the bolts common to the aft lower spar chords and the fitting of the rear engine mount bulkhead for missing, loose, or fractured bolts, and do any applicable replacement (including related investigative actions and corrective action), by doing all the actions specified in "Part 3—Maraging or H-11 Steel Bolt Inspection" of the Work Instructions of the service bulletin, except as provided by paragraph (o) of this AD. Do any applicable replacements (including related investigative actions and corrective action) before further flight, except as provided by paragraph (j) of this AD. Repeat the actions thereafter at intervals not to exceed 18 months. The inspections and torque checks specified in paragraph (i) of this AD may be ended provided that the replacement specified in paragraph (n) of this AD is done.

(j) If during any inspection required by paragraph (i) of this AD, one of the conditions specified in paragraphs (j)(1) and (j)(2) of this AD is found, do the applicable actions specified in paragraphs (j)(1) and (j)(2) of this AD.

(1) If a missing or fractured bolt is found on the inboard strut in any one bay, within 36 months after replacing the bolt with a new bolt, do the replacement specified in paragraph (n) of this AD.

(2) If two or more missing or fractured bolts are found in any one bay, before further flight, do the replacement specified in paragraph (n) of this AD.

### **Part 4—Optional Stiffener Addition**

(k) Except as provided by paragraph (o) of this AD, accomplishing the optional stiffener addition for the inboard and outboard struts, doing the related investigation actions, and doing any applicable repair, by doing all the actions specified in "Part 4—Stiffener Addition" of the Work Instructions of the service bulletin before further flight after accomplishing the actions specified in paragraph (g) of this AD, defers or ends the repetitive inspections required by paragraph (g) of this AD as follows:

(1) For airplanes listed in paragraph (g)(2) of Table 1 of this AD, accomplishing the optional stiffener addition extends the repetitive inspections required by paragraph (g) of this AD to intervals not to exceed 2,400 flight cycles.

(2) For airplanes listed in paragraph (g)(3) of Table 1 of this AD, accomplishing the optional stiffener addition ends the repetitive inspections required by paragraph (g) of this AD.

### **Part 5—Optional Intermediate Stiffener Addition**

(l) For airplanes identified in paragraphs (h)(1) and (h)(2) of Table 2 of this AD: Accomplishing the optional intermediate stiffener addition for the inboard and outboard struts, by doing all the actions specified in "Part 5—Intermediate Stiffener Addition" of the Work Instructions of the service bulletin before further flight after accomplishing the actions specified in paragraph (h) of this AD, except as provided by paragraph (m) of this AD, ends the repetitive inspections required by paragraph (h) of this AD.

(m) Where the service bulletin specifies to install stiffeners as shown in "service bulletin 747-71-2188 Revision 1 or later releases (Group 1, 2, 3, and 4 Airplanes) or 747-54-2115 Original Issue or Revision 1 (Group 5 Airplanes)," this AD requires that those actions be done in accordance with Boeing Service Bulletin 747-71-2188, Revision 1, dated January 17, 1986, or Revision 2, dated March 26, 1987; or Boeing Service Bulletin 747-54-2115, dated February 14, 1986, or Revision 1, dated May 12, 1988; as applicable, except as provided by paragraph (o) of this AD.

### **Part 6–Maraging or H-11 Steel Bolt Replacement**

(n) For Group 1 through 6 airplanes identified in the service bulletin: Except as provided by paragraph (o) of this AD, replacing all Maraging or H-11 steel bolts with new inconel bolts, doing the related investigation actions, and doing any applicable corrective action, by doing all the actions specified in "Part 6–Maraging or H-11 Steel Bolt Replacement" of the Work Instructions of the service bulletin ends the inspections and torque checks required by paragraph (i) of this AD.

### **Contact the FAA**

(o) If during any action required by this AD the service bulletin specifies to contact Boeing for additional instructions; or if Boeing Service Bulletin 747-71-2188, Revision 1, dated January 17, 1986, or Revision 2, dated March 26, 1987; or Boeing Service Bulletin 747-54-2115, dated February 14, 1986, or Revision 1, dated May 12, 1988; specifies to repair according to operators equivalent procedures: Before further flight, repair according to a method approved by the Manager, Seattle Aircraft Certification Office (ACO), FAA; or according to data meeting the certification basis of the airplane approved by an Authorized Representative for the Boeing Delegation Option Authorization Organization who has been authorized by the Manager, Seattle ACO, to make those findings. For a repair method to be approved, the approval must specifically reference this AD.

### **Parts Installation**

(p) As of the effective date of this AD, no person may install a Maraging or H-11 steel bolt in the locations specified in this AD, on any airplane.

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

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

### **Material Incorporated by Reference**

(r) You must use Boeing Alert Service Bulletin 747-54A2212, dated May 1, 2003, to perform the actions that are required by this AD, unless the AD specifies otherwise. The Director of the Federal Register approves the incorporation by reference of this document in accordance with 5 U.S.C. 552(a) and 1 CFR part 51. To get copies of the service information, contact Boeing Commercial Airplanes, P.O. Box 3707, Seattle, Washington 98124-2207. To view the AD docket, go to the Docket Management Facility, U.S. Department of Transportation, 400 Seventh Street SW., room PL-401, Nassif Building, Washington, DC. To review copies of the service information, go to the National Archives and Records Administration (NARA). For information on the availability of this material at the NARA, call (202) 741-6030, or go to [http://www.archives.gov/federal\\_register/code\\_of\\_federal\\_regulations/ibr\\_locations.html](http://www.archives.gov/federal_register/code_of_federal_regulations/ibr_locations.html).

Issued in Renton, Washington, on August 4, 2005.  
Kevin M. Mullin,  
Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.

**BW 2005-17**

**ROLLS-ROYCE DEUTSCHLAND LTD & CO KG  
AIRWORTHINESS DIRECTIVE  
ENGINE  
LARGE AIRCRAFT**

**2005-16-12 Rolls-Royce Deutschland Ltd & Co KG (formerly Rolls-Royce Deutschland GmbH, formerly BMW Rolls-Royce GmbH):** Amendment 39-14218. Docket No. FAA-2005-22070; Directorate Identifier 2005-NE-23-AD.

**Effective Date**

(a) This airworthiness directive (AD) becomes effective August 26, 2005.

**Affected ADs**

(b) None.

**Applicability**

(c) This AD applies to Rolls-Royce Deutschland Ltd & Co KG (RRD) (formerly Rolls-Royce Deutschland GmbH, formerly BMW Rolls-Royce GmbH) model BR700-715A1-30, BR700-715B1-30, and BR700-715C1-30 turbofan engines. These engines are installed on, but not limited to, McDonnell Douglas model 717-200 airplanes.

**Unsafe Condition**

(d) This AD results from a report that incorrect capacitors were installed in 19 Independent Overspeed Protection (IOP) units. The incorrect capacitor in the IOP unit can lead to an inadvertent IOP command resulting in an in-flight engine shutdown. We are issuing this AD to prevent inadvertent dual-engine in-flight shutdown.

**Compliance**

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

**Onetime Inspection**

(f) Within 10 flight cycles after the effective date of this AD, inspect each engine's IOP unit, part number 112E9321G2, for the serial numbers listed in the following Table 1:

**TABLE 1.—AFFECTED IOP UNIT SERIAL NUMBERS**

LHBR0371	LHBR0372	LHBR0373	LHBR0374	LHBR0375	LHBR0376
LHBR0377	LHBR0378	LHBR0379	LHBR0380	LHBR0381	LHBR0382
LHBR0383	LHBR0384	LHBR0385	LHBR0386	LHBR0387	LHBR0388
LHBR0389					

(g) If neither engine has an IOP unit listed in Table 1 of this AD, no further action is required.

(h) If both engines have IOP units listed in Table 1 of this AD installed, remove at least one of the IOP units from service before further flight.

(i) If one engine has an IOP unit listed in Table 1 of this AD, remove the listed IOP from service no later than August 31, 2005.

(j) After the effective date of this AD, do not install any IOP units listed in Table 1 of this AD onto any engine.

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

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

#### **Related Information**

(l) LBA airworthiness directive D-2005-221, dated June 17, 2005, and RRD Alert Service Bulletin No. SB-BR700-73-A900371, dated June 17, 2005, also address the subject of this AD.

Issued in Burlington, Massachusetts, on August 5, 2005.

Jay J. Pardee,

Manager, Engine and Propeller Directorate, Aircraft Certification Service.

[FR Doc. 05-15895 Filed 8-10-05; 8:45 am]

BILLING CODE 4910-13-P

**BW 2005-17**

**GULFSTREAM AEROSPACE LP  
AIRWORTHINESS DIRECTIVE  
LARGE AIRCRAFT**

**2005-16-13 Gulfstream Aerospace LP (Formerly Israel Aircraft Industries, Ltd.):** Amendment 39-14219; Docket No. FAA-2005-22073; Directorate Identifier 2005-NM-140-AD.

**Effective Date**

(a) This AD becomes effective August 30, 2005.

**Affected ADs**

(b) None.

**Applicability**

(c) This AD applies to Gulfstream Model Galaxy and Gulfstream 200 airplanes, having serial numbers 004 through 113 inclusive, certificated in any category.

**Unsafe Condition**

(d) This AD results from reports of evidence of overheating found on the feeder wires of the left and right fuel standby feed pumps. We are issuing this AD to detect and correct any damaged wiring, splice, connector, or pin for the fuel standby feed pumps, which could result in an ignition source in an area where fuel vapor may be present, and a consequent fire or explosion.

**Compliance**

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

**Service Bulletin Reference**

(f) The term "alert service bulletin," as used in this AD, means the Accomplishment Instructions of Gulfstream Alert Service Bulletin 200-28A-261, dated June 7, 2005. Although the alert service bulletin referenced in this AD specifies to submit information to the manufacturer, this AD does not include that requirement.

**Inspection of the Wiring for the Fuel Standby Feed Pumps**

(g) Within 25 flight hours after the effective date of this AD: Perform a general visual inspection to detect damage of the wiring, splice, connector, or pins of the left and right fuel standby feed pumps, in accordance with the alert service bulletin.

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

(1) If no damage is found: No further work is required by this paragraph.

(2) If any damage is found: Before further flight, replace the damaged wiring (including wiring with worn or chafed insulation), splice, connector, or pin with a new wiring, splice, connector or pin, as applicable, in accordance with the alert service bulletin.

### **Power and Ground Wire Replacement**

(h) Within 25 flight hours after the effective date of this AD: Replace the power and ground wires of the left and right fuel standby feed pumps with new, 12-American-Wire-Gauge (AWG) wires, in accordance with the alert service bulletin.

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

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

### **Related Information**

(j) Israeli airworthiness directive 28-05-06-08, dated July 3, 2005, also addresses the subject of this AD.

### **Material Incorporated by Reference**

(k) You must use Gulfstream Alert Service Bulletin 200-28A-261, dated June 7, 2005, to perform the actions that are required by this AD, unless the AD specifies otherwise. The Director of the Federal Register approved the incorporation by reference of this document in accordance with 5 U.S.C. 552(a) and 1 CFR part 51. Contact Gulfstream Aerospace Corporation, P.O. Box 2206, Mail Station D-25, Savannah, Georgia 31402-2206, for a copy of this service information. You may review copies at the Docket Management Facility, U.S. Department of Transportation, 400 Seventh Street SW., Room PL-401, Nassif Building, Washington, DC; on the Internet at <http://dms.dot.gov>; or at the National Archives and Records Administration (NARA).

For information on the availability of this material at the NARA, call (202) 741-6030, or go to [http://www.archives.gov/federal\\_register/code\\_of\\_federal\\_regulations/ibr\\_locations.html](http://www.archives.gov/federal_register/code_of_federal_regulations/ibr_locations.html).

Issued in Renton, Washington, on August 4, 2005.

Kevin M. Mullin,

Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.

[FR Doc. 05-16002 Filed 8-12-05; 8:45 am]

BILLING CODE 4910-13-P

**GULFSTREAM AEROSPACE CORPORATION  
AIRWORTHINESS DIRECTIVE  
LARGE AIRCRAFT**

**2005-16-14 Gulfstream Aerospace Corporation:** Amendment 39-14220. Docket No. FAA-2005-22074; Directorate Identifier 2005-NM-152-AD.

**Effective Date**

(a) This AD becomes effective August 30, 2005.

**Affected ADs**

(b) None.

**Applicability**

(c) This AD applies to the airplanes identified in Table 1 of this AD, certificated in any category.

**TABLE 1.—APPLICABILITY**

<b>Gulfstream model/series</b>	<b>Serial Nos.</b>
G-IV	All.
GIV-X	4001 through 4023 inclusive.
GV	All.
GV-SP	5001 through 5075 inclusive.

**Unsafe Condition**

(d) This AD results from an incident of short-circuiting of the floor heater pads, in which no circuit breakers tripped in response to the short-circuiting. The FAA is issuing this AD to prevent short-circuiting of the floor heater pad system, which could result in a fire in the airplane cabin.

**Compliance**

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

**Inspection To Determine If Subject System Installed**

(f) Within 25 flight hours or 30 days after the effective date of this AD, whichever is first: Perform an inspection to determine if an Adel Wiggins floor heater pad system is installed. A review of airplane maintenance records is acceptable in lieu of this inspection if the presence of Adel Wiggins floor heater pads can be conclusively determined from that review.

## Deactivation of Adel Wiggins Floor Heater Pad System

(g) If an Adel Wiggins floor heater pad system is found during the inspection required by paragraph (f) of this AD: Within 25 flight hours or 30 days after the effective date of this AD, whichever is first, deactivate the Adel Wiggins floor heater pad system in accordance with the Accomplishment Instructions of the applicable customer bulletin identified in Table 2 of this AD, except as provided by paragraph (h) of this AD. Although the customer bulletins referenced in Table 2 of this AD specify to report compliance to the manufacturer, this AD does not require that action.

**TABLE 2.—SERVICE INFORMATION**

<b>Gulfstream model</b>	<b>Customer bulletin, including Gulfstream drawing 1159SB50018</b>	<b>Date</b>
G-IV	Gulfstream G-IV Alert Customer Bulletin 33	June 13, 2005.
GV	Gulfstream GV Alert Customer Bulletin 22	June 13, 2005.
G-IV (G300)	Gulfstream G300 Alert Customer Bulletin 33	June 13, 2005.
GIV-X (G350)	Gulfstream G350 Alert Customer Bulletin 2	June 13, 2005.
G-IV (G400)	Gulfstream G400 Alert Customer Bulletin 33	June 13, 2005.
GIV-X (G450)	Gulfstream G450 Alert Customer Bulletin 2	June 13, 2005.
GV-SP (G500)	Gulfstream G500 Alert Customer Bulletin 3	June 13, 2005.
GV-SP (G550)	Gulfstream G550 Alert Customer Bulletin 3	June 13, 2005

## Airplanes Not Identified in the Gulfstream Repair Drawing

(h) For any airplane that is found to have an Adel Wiggins floor heater pad system installed but that is not listed in the effectivity block of Gulfstream Drawing 1159SB50018: Within 25 flight hours or 30 days after the effective date of this AD, whichever is first, deactivate the Adel Wiggins floor heater pad system in accordance with a method approved by the Manager, Atlanta Aircraft Certification Office (ACO), FAA.

## Special Flight Permit

(i) 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, provided that circuit breakers for the floor heater pad system are pulled and collared.

## Alternative Methods of Compliance (AMOCs)

(j) The Manager, Atlanta ACO, has the authority to approve AMOCs for this AD, if requested in accordance with the procedures found in 14 CFR 39.19.

## Material Incorporated by Reference

(k) You must use the documents specified in Table 3 of this AD to perform the actions that are required by this AD, unless the AD specifies otherwise. The Director of the Federal Register approves the incorporation by reference of these documents in accordance with 5 U.S.C. 552(a) and 1 CFR part 51. To get copies of the service information, contact Gulfstream Aerospace Corporation, Technical Publications Dept., P.O. Box 2206, Savannah, Georgia 31402-2206. To view the AD

docket, go to the Docket Management Facility, U.S. Department of Transportation, 400 Seventh Street SW., room PL-401, Nassif Building, Washington, DC. To review copies of the service information, go to the National Archives and Records Administration (NARA). For information on the availability of this material at the NARA, call (202) 741-6030, or go to <http://www.archives.gov/federal-register/cfr/ibr-locations.html>.

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

<b>Alert customer bulletin, including Gulfstream drawing 1159SB50018</b>	<b>Date</b>
Gulfstream G-IV Alert Customer Bulletin 33.	June 13, 2005.
Gulfstream GV Alert Customer Bulletin 22.	June 13, 2005.
Gulfstream G300 Alert Customer Bulletin 33.	June 13, 2005.
Gulfstream G350 Alert Customer Bulletin 2.	June 13, 2005.
Gulfstream G400 Alert Customer Bulletin 33.	June 13, 2005.
Gulfstream G450 Alert Customer Bulletin 2.	June 13, 2005.
Gulfstream G500 Alert Customer Bulletin 3.	June 13, 2005.
Gulfstream G550 Alert Customer Bulletin 3.	June 13, 2005.

Issued in Renton, Washington, on August 4, 2005.

Kevin M. Mullin,

Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.

[FR Doc. 05-16003 Filed 8-12-05; 8:45 am]

BILLING CODE 4910-13-P