



LUFFARTSVERKET
Hovedadministrasjonen
Avd. for Luftfartsinspeksjon
Postboks 18, 1330 Oslo Lufthavn
Telefon: Oslo (02) 1213 40
AFIN : ENFBYA
Tigr : CIVILAIR OSLO
Telex : 17011 ldal n

LUFDDYKTIGHETS PÅBUD (LDP)

Tilbehør
Goodrich-1

Med hjemmel i lov om luftfart av 16. desember 1960 §§ 214 og 43 jfr. kgl. res av 8. desember 1961, litra K og Samferdselsdepartementets bemyndigelse av 23. mars 1964 fastsetter Luftfartsverket følgende forskrift om luftdyktighet.

31/77 REDUKSJON AV TRYKK I APEX TRYKKLUFTBEHOLDER

Påbudet gjelder:

Goodrich pneumatisk ving- og haleavisingsutstyr med trykkluftbeholder laget av Apex Glass Products Co. Dette utstyr finnes montert i Piper PA-23 og PA-30, men ikke begrenset til disse.

Påbudet omfatter:

Trykket i beholderen skal reduseres fra maksimum 3000 psi til maksimum 2000 psi.

Nødvendige endringer på skilter, påfyllingsanvisninger og driftsforskrifter skal utføres.

Anm.: Trykkprøve skal ikke utføres på denne type trykkluftbeholder. Målerne, som inngår i systemet, skal kalibreres annet hvert år. Det skal bare brukes tørr luft eller kvelstoff til fylling av beholderen. Beholderen skal dreneres for eventuell kondens annet hvert år. Ved tegn på lekkasje, delaminering eller korrosjon på tilkoblingen skal systemet øyeblikkelig tas ut av bruk.

Tid for utførelse:

Innen 30 dager etter 24. mai 1977.

Referanse:

LVA 1195.

18/85 **UTSKIFTING AV DEKK**Påbudet gjelder:

Følgende BF Goodrich dekktyper:

17.5x5.75-8, 12 PR, 210MPH, delnr. 038-627 med serienr. 3224A-XXXXX, og

18x5.5, 10PR, 210MPH, delnr. 033-631 med serienr. 3215A-XXXXX til og med 3217A-XXXXX.

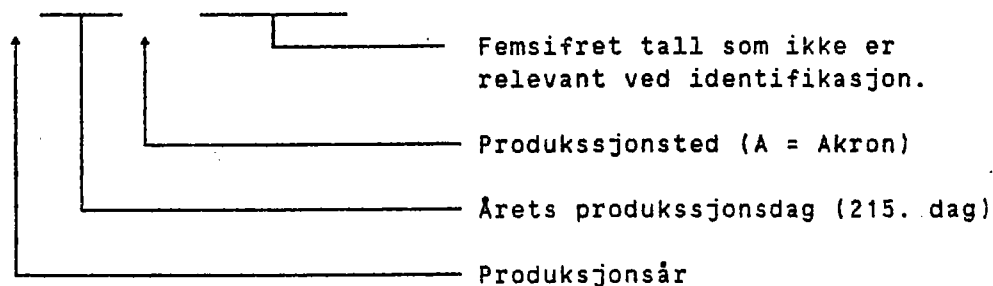
Dekkene er beregnet for Gates Learjet og Fairchild Swearingen SA226-TC, men ikke utelukkende disse flytyper.

Påbudet omfatter:

For å unngå dekksvikt som følge av at slitebanen løsner skal alle dekk av ovennevnte type tas ut av drift og kasseres. Kasserte dekk skal ødelegges.

Anm.: Dekkenes serienummer tydes på følgende måte:

3 2 1 5 A - X X X X X

Tid for utførelse:

Før første flyging etter mottakelse av denne LDP.

Referanse:

FAA AD 83-26-03

LUFTFARTSVERKET
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Telex : 77011 Idal n

LUFTDYKTIGHETSPÅBUD (LDP)

TILBEHØR

GOODRICH - 2

Med hjemmel i lov om luftfart av 16. desember 1960 §§ 214 og 43 jfr. kgl. res. av 8. desember 1961, litra K og Samferdselsdepartementets bemyndigelse av 23. mars 1964 fastsetter Luftfartsverket følgende forskrift om luftdyktighet.

121/89 REDNINGSFLATER

Påbudet gjelder:

BFGoodrich (eller tidligere Sargent Industries, PICO Division)
syvmanns redningsflåte, delnr. 100102-().

Disse flåtene er godkjent under Technical Standard Order C-70.

Anm.: Flåtene er mest sannsynlig anvendt i helikoptre og større fly.

Påbudet omfatter:

For å unngå lekkasje skal flåtene undersøkes og utskiftninger foretas i henhold til BFGoodrich Alert Bulletin nr. 130101-25A-203, datert 29.3.88, eller senere revisjoner av denne.

Tid for utførelse:

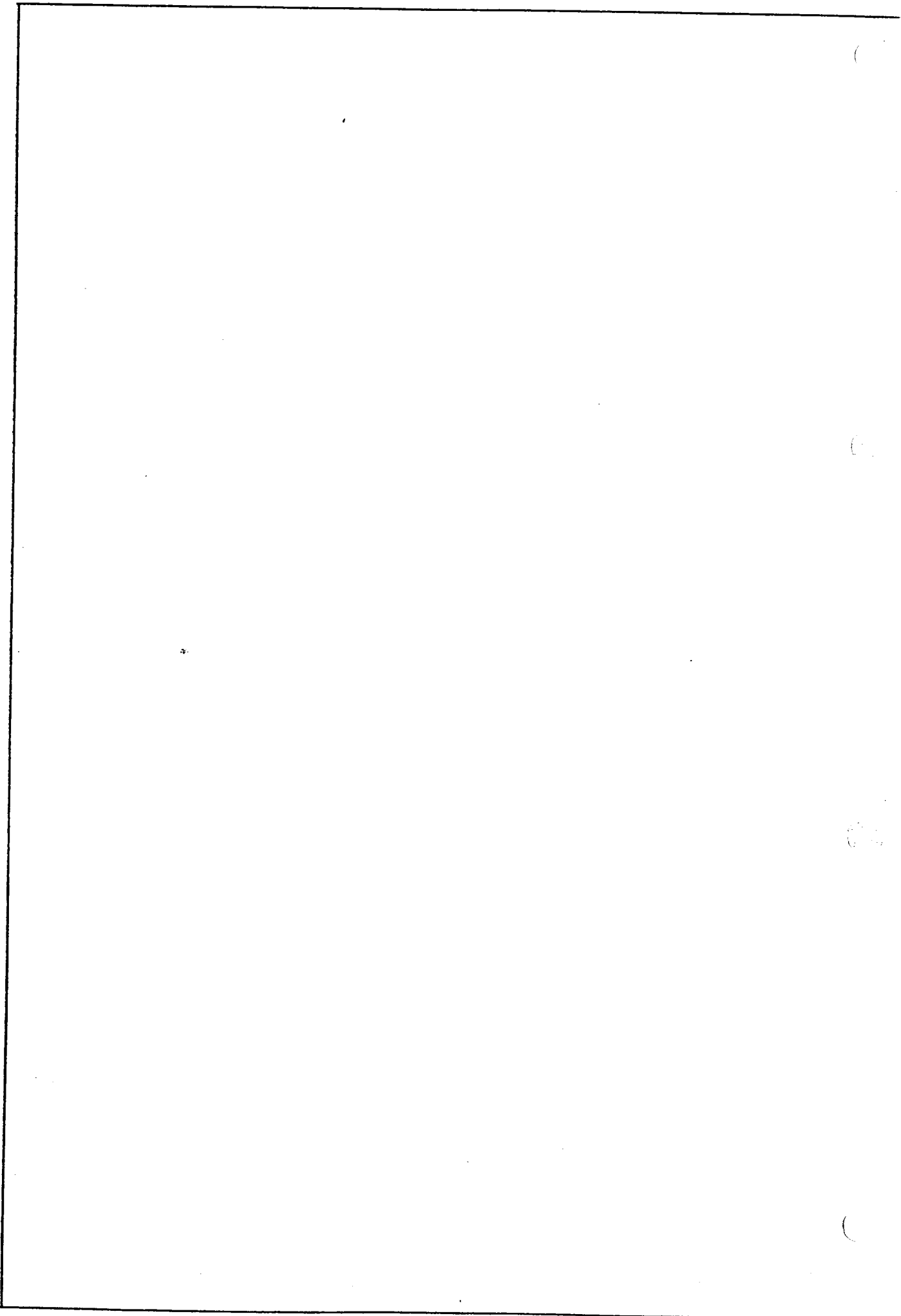
Innen 90 dager etter 10.5.89. Nødvendige utskiftninger skal foretas før første flyging.

Referanse:

FAA AD 89-02-05

10.5.89

MERK! For at angjeldende flymateriell skal være luftdyktig må påbudet være utført til rett tid og notat om utførelsen ført inn i vedkommende journal med henvisning til denne LDP's nummer



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LUFTDYKTIGHETSPÅBUD (LDP)

TILBEHØR

BFGOODRICH-3
(Tidl. Goodrich)

Med hjemmel i lov av 11. juni 1993 nr. 101 om luftfart, kap. XV § 15-4 jf. kap. IV § 4-1 og Samferdselsdepartementets bemyndigelse av 25. mars 1994, fastsetter Luftfartsverket følgende forskrift om luftdyktighet.

99-013 REVISJON AV FLIGHT MANUAL

Påbudet gjelder:

BFGoodrich Avionics Systems, Inc. SKYWATCH SKY497 som beskrevet i vedlagte kopi av FAA AD 98-25-02.

Påbudet omfatter:

Utfør tiltak som beskrevet i vedlagte kopi av FAA AD 98-25-02.

Tid for utførelse:

Til de tider som beskrevet i vedlagte kopi av FAA AD 98-25-02, med virkning fra denne LDP's gyldighetsdato.

Referanse:

FAA AD 98-25-02.

Gyldighetsdato:

1999-02-01.

AIRWORTHINESS DIRECTIVE



Bilag til LDP 99-013

REGULATORY SUPPORT DIVISION
P.O. BOX 26460
OKLAHOMA CITY, OKLAHOMA 73125-0460

U.S. Department
of Transportation
**Federal Aviation
Administration**

The following Airworthiness Directive issued by the Federal Aviation Administration in accordance with the provisions of Federal Aviation Regulations, Part 39, applies to an aircraft model of which our records indicate you may be the registered owner. Airworthiness Directives affect aviation safety and are regulations which require immediate attention. You are cautioned that no person may operate an aircraft to which an Airworthiness Directive applies, except in accordance with the requirements of the Airworthiness Directive (reference FAR Subpart 39.3).

98-25-02 BFGOODRICH AVIONICS SYSTEMS, INC.: Amendment 39-10924, Docket No. 98-CE-107-AD.

Applicability: SKYWATCH SKY497 installations with a top-mounted antenna that are installed on, but not limited to, the following aircraft, all serial numbers, certificated in any category:

Manufacturer	Aircraft Models and/or Series
Raytheon	Beech 90, 100, 200, and 300 Series
Cessna	172, 182, 206, 208, 210, 300, 400, and 500 Series
Piper	PA-23, PA-31-360, PA-31T, PA-32, PA-34, PA-42, and PA-46
Hawker	HS-700 and HS-800
Mitsubishi	MU-2 Series
Dassault	F10
Mooney	M20 Series
Bombardier	DHC-6 Series
Westwind	1124
Bell	407
Eurocopter	AS365
Socata	TBM700

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

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

To prevent the display of target indicators on the wrong side of the aircraft caused by an internal component failure in the SKY497 installations with a top-mounted antenna, which could result in the pilot making an incorrect initial maneuver based on the displayed information while trying to visually acquire the aircraft, accomplish the following:

(a) Within the next 25 hours time-in-service (TIS) after the effective date of this AD, place the information in the Appendix to this AD into the Limitations Section of the airplane flight manual (AFM).

(1) This information specifies verifying the correct antenna configuration each time an aircraft equipped with a SKY497 installation with a top-mounted antenna is powered-up.

(2) This information is a duplication of the information presented in BF Goodrich Alert Service Bulletin #78A, dated October 21, 1998.

(b) If an incorrect antenna configuration is found during any of the power-up procedures specified in the AFM information required by this AD, prior to further flight, remove the SKY497 installation from service.

(c) Inserting the information into the Limitations Section of the AFM as required by paragraph (a) of this AD may be performed by the owner/operator holding at least a private pilot certificate as authorized by section 43.7 of the Federal Aviation Regulations (14 CFR 43.7), and must be entered into the aircraft records showing compliance with this AD in accordance with section 43.9 of the Federal Aviation Regulations (14 CFR 43.9).

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

(e) An alternative method of compliance or adjustment of the compliance times that provides an equivalent level of safety may be approved by the Manager, Chicago Aircraft Certification Office (ACO), 2300 East Devon Avenue, Des Plaines, Illinois 60018. The request shall be forwarded through an appropriate FAA Maintenance Inspector, who may add comments and then send it to the Manager, Chicago ACO.

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

(f) The service information referenced in this AD may be obtained from BF Goodrich Avionics Systems, Inc. 5353 52nd Street, Southeast, P.O. Box 873, Grand Rapids, Michigan 49588-0873. This document or other information related to this AD may be inspected at the FAA, Central Region, Office of the Regional Counsel, Room 1558, 601 E. 12th Street, Kansas City, Missouri.

(g) This amendment becomes effective on December 22, 1998.

FOR FURTHER INFORMATION CONTACT:

Brenda Ocker, Aerospace Engineer, FAA, Chicago Aircraft Certification Office, 2300 East Devon Avenue, Des Plaines, Illinois 60018; telephone: (847) 294-7126; facsimile: (847) 294-7834.

APPENDIX TO AD 98-25-02;
AMENDMENT 39-10924; DOCKET NO. 98-CE-107-AD.

POWER-UP PROCEDURES FOR SKYWATCH SKY497
INSTALLATIONS WITH A TOP-MOUNTED ANTENNA

The following power-up procedure must be accomplished each time the system is powered-up:

1. If a WX-1000 is installed with the SKYWATCH, ensure that the STORMSCOPE/CWS switch is in the CWS position.
2. At the SKYWATCH display, access the service menu by holding the left two buttons depressed and switch the system on. Hold the buttons until the Service Menu is displayed. The Service Menu is shown in figure 1.

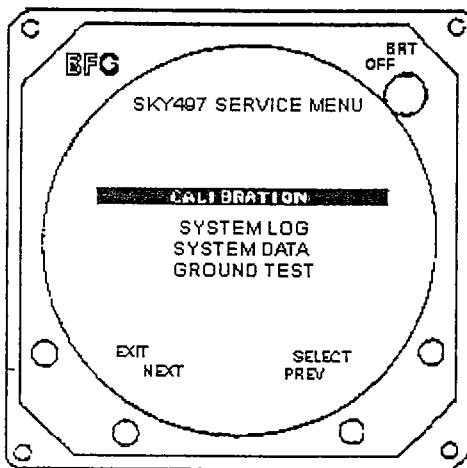


Figure 1.

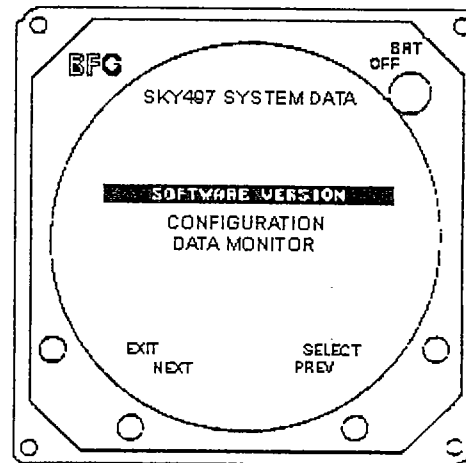


Figure 2.

3. Highlight SYSTEM DATA (press NEXT button two times) and then press SELECT. The SYSTEM DATA screen, as shown in figure 2 will be displayed.
4. Highlight CONFIGURATION by pressing the NEXT button and then press SELECT. The configuration display consists of 4 pages. Advance to Page 3 of 4 (see figure 3) by pressing the NEXT button two times.
5. Verify that the antenna position is configured for TOP mount (i.e., as shown in figure 3).

APPENDIX TO AD 98-25-02;
AMENDMENT 39-10924; DOCKET NO. 98-CE-107-AD.

POWER-UP PROCEDURES FOR SKYWATCH SKY497
INSTALLATIONS WITH A TOP-MOUNTED ANTENNA
(Continued)

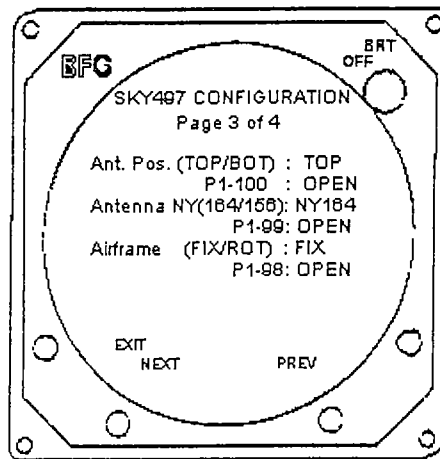


Figure 3.

6. If the antenna configuration is correct, press EXIT until the start-up screen (see figure 4) is displayed.

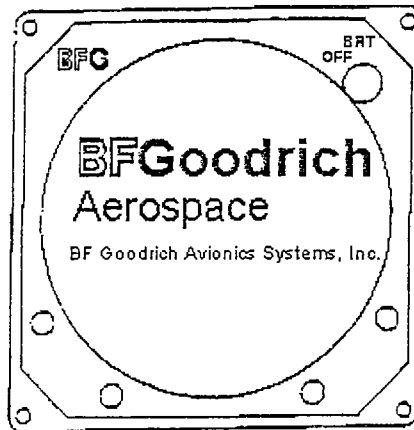


Figure 4.

7. If a WX-1000 is installed, position the STORMSCOPE/CWS switch to the STORMSCOPE position and exit the STORMSCOPE service menu by pressing the EXIT button.
8. If the antenna configuration is not correct (i.e., configured for BOTtom mount), turn SKYWATCH off and return the unit for service.

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LUFTDYKTIGHETSPÅBUD (LDP)

TILBEHØR

GOODRICH - 4
(Forts. av BFGoodrich)

Med hjemmel i lov av 11. juni 1993 nr. 101 om luftfart, kap. XV § 15-4 jf. kap. IV § 4-1 og Samferdselsdepartementets bemyndigelse av 25. mars 1994, fastsetter Luftfartsverket følgende forskrift om luftdyktighet.

2003-050 KONTROLL AV TAWS (Terrain Awareness Warning System) INSTALLASJON

Påbudet gjelder:

Goodrich Avionics Systems, Inc. TAWS8000 Terrain Awareness Warning System, som beskrevet i vedlagte kopi av FAA AD 2003-13-08.

Påbudet omfatter:

Utfør tiltak som beskrevet i vedlagte kopi av FAA AD 2003-13-08.

Tid for utførelse:

Til de tider som beskrevet i vedlagte kopi av FAA AD 2003-13-08.

Referanse:

FAA AD 2003-13-08.

Gyldighetsdato:

2003-08-18.

AIRWORTHINESS DIRECTIVE



Aircraft Certification Service
Washington, DC

U.S. Department
of Transportation
**Federal Aviation
Administration**

We post ADs on the internet at "www.faa.gov"

The following Airworthiness Directive issued by the Federal Aviation Administration in accordance with the provisions of Title 14 of the Code of Federal Regulations (14 CFR) part 39, applies to an aircraft model of which our records indicate you may be the registered owner. Airworthiness Directives affect aviation safety and are regulations which require immediate attention. You are cautioned that no person may operate an aircraft to which an Airworthiness Directive applies, except in accordance with the requirements of the Airworthiness Directive (reference 14 CFR part 39, subpart 39.3).

2003-13-08 Goodrich Avionics Systems, Inc.: Amendment 39-13208; Docket No. 2003-CE-25-AD.

(a) *What airplanes are affected by this AD?* Any Goodrich TAWS8000 terrain awareness warning system (TAWS), part number (P/N) 805-18000-001, that incorporates hardware "Mod None", "Mod A", or "Mod B", that is installed in, but not limited to, the following airplanes that are certificated in any category. Airplanes that are not in this list and have the TAWS installed through field approval or other methods are still affected by this AD:

Company	Models
Cessna Aircraft Company	421, 500, 501, 525, 525A, 550, 551, 650, and S550.
DASSAULT AVIATION	Mystere-Falcon 20 series.
Gulfstream Aerospace LP	1125 Westwind Astra.
Raytheon Aircraft Company	100, 200, 300, 400A, and F90.
Sabreliner Corporation	NA-265.
The New Piper Aircraft Inc	PA-42-1000.

(b) *Who must comply with this AD?* Anye who wishes to operate any airplane with one of the above referenced Goodrich TAWS installed must comply with this AD.

(c) *What problem does this AD address?* The actions specified by this AD are intended to prevent the loading of the baro set potentiometer, which could result in an unacceptable attitude error. Such a condition could cause the pilot to make flight decisions that put the airplane in unsafe flight conditions.

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

Actions	Compliance	Procedures
(1) Inspect the TAWS8000 TAWS (part number 805-18000-001 that incorporates hardware "Mod None", "Mod A", or "Mod B") installation to determine if both the TAWS8000 TAWS and any other device are connected to the same baro set potentiometer.	Within the next 5 hours time-in-service (TIS) after July 21, 2003 (the effective date of this AD), unless already accomplished.	In accordance with Goodrich Avionics Systems, Inc. Service Memo SM #134, dated May 2, 2003, and the applicable installation manual.

(2) If both the TAWS8000 TAWS and any other device are connected to the same baro set potentiometer, then remove the TAWS8000 TAWS and cap and stow the connecting wires.	Before further flight after the inspection required in paragraph (d)(1) of this AD.	In accordance with Goodrich Avionics Systems, Inc. Service Memo SM #134, dated May 2, 2003, and the applicable installation manual.
(3) Do not install any TAWS8000 TAWS (part number 805-18000-001 that incorporates hardware "Mod None", "Mod A", or "Mod B").	As of July 21, 2003 (the effective date of this AD).	Not Applicable.

(e) *Can I comply with this AD in any other way?* To use an alternative method of compliance or adjust the compliance time, follow the procedures in 14 CFR 39.19. Send these requests to the Manager, Chicago Aircraft Certification Office (ACO). For information on any already approved alternative methods of compliance, contact Brenda S. Ocker, Aerospace Engineer, FAA, Chicago ACO, 2300 East Devon Avenue, Des Plaines, Illinois 60018; telephone: (847) 294-7126; facsimile: (847) 294-7834.

(f) *Are any service bulletins incorporated into this AD by reference?* Actions required by this AD must be done in accordance with Goodrich Avionics Systems, Inc. Service Memo SM 134, dated May 2, 2003. The Director of the Federal Register approved this incorporation by reference under 5 U.S.C. 552(a) and 1 CFR part 51. You can get copies from Goodrich Avionics Systems, Inc., 5353 52nd Street, SE, Grand Rapids, Michigan 49512-9704; telephone: (616) 949-6600; facsimile: (616) 977-6898. You may view this information at FAA, Central Region, Office of the Regional Counsel, 901 Locust, Room 506, Kansas City, Missouri, or at the Office of the Federal Register, 800 North Capitol Street, NW., suite 700, Washington, DC.

(g) *When does this amendment become effective?* This amendment becomes effective on July 21, 2003.

Issued in Kansas City, Missouri, on June 18, 2003.

Michael K. Dahl,

Acting Manager, Small Airplane Directorate, Aircraft Certification Service.

[FR Doc. 03-15854 Filed 6-27-03; 8:45 am]

BILLING CODE 4910-13-P

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LUFTDYKTIGHETSPÅBUD (LDP)

TILBEHØR

GOODRICH - 5
(Forts. av BFGoodrich)

Med hjemmel i lov av 11. juni 1993 nr. 101 om luftfart, kap. XV § 15-4 jf. kap. IV § 4-1 og Samferdselsdepartementets
bemyndigelse av 25. mars 1994, fastsetter Luftfartsverket følgende forskrift om luftdyktighet.

2004-031 KONTROLL AV TAWS (Terrain Awareness Warning System) INSTALLASJON

Påbudet gjelder:

Goodrich Avionics Systems, Inc. TAWS8000 Terrain Awareness Warning System, som beskrevet i vedlagte kopi av FAA AD 2004-08-15.

Påbudet omfatter:

Utfør tiltak som beskrevet i vedlagte kopi av FAA AD 2004-08-15.

Anm.: Denne LDP erstatter og opphever LDP 2003-050.

Tid for utførelse:

Til de tider som beskrevet i vedlagte kopi av FAA AD 2004-08-15.

Referanse:

FAA AD 2004-08-15.

Gyldighetsdato:

2004-06-28.

AIRWORTHINESS DIRECTIVE



Aircraft Certification Service
Washington, DC

U.S. Department
of Transportation
**Federal Aviation
Administration**

We post ADs on the internet at "www.faa.gov"

The following Airworthiness Directive issued by the Federal Aviation Administration in accordance with the provisions of Title 14 of the Code of Federal Regulations (14 CFR) part 39, applies to an aircraft model of which our records indicate you may be the registered owner. Airworthiness Directives affect aviation safety and are regulations which require immediate attention. You are cautioned that no person may operate an aircraft to which an Airworthiness Directive applies, except in accordance with the requirements of the Airworthiness Directive (reference 14 CFR part 39, subpart 39.3).

CORRECTION: [*Federal Register: May 25, 2004 (Volume 69, Number 101); Page 29651;*
www.access.gpo.gov/su_docs/aces/aces140.html]

2004-08-15 Goodrich Avionics Systems, Inc.: Amendment 39-13584; Docket No. 2003-CE-47-AD;
Supersedes AD 2003-13-08, Amendment 39-13208.

When Does This AD Become Effective?

- (a) This AD becomes effective on June 7, 2004.

What Other ADs Are Affected By This Action?

- (b) This AD supersedes AD 2003-13-08.

What Airplanes Are Affected by This AD?

(c) This AD affects all airplane models and serial numbers, certificated in any category, that incorporate a Goodrich TAWS8000 terrain awareness warning system (TAWS), part number (P/N) 805-18000-001, with "Mod None", "Mod A", or "Mod B" hardware installed. This list of airplanes that have the TAWS8000 TWAS installed includes, but is not limited to, the following airplanes. Airplanes that are not in this list and have the TAWS installed through field approval or other methods are still affected by this AD:

Company	Models
Cessna Aircraft Company	421, 500, 501, 525, 525A, 550, 551, 650, and S550
DASSAULT AVIATION	Mystere-Falcon 20 series
Gulfstream Aerospace LP	1125 Westwind Astra
Raytheon Aircraft Company	100, 200, 300, 400A, and F90
Sabreliner Corporation	NA-265
The New Piper Aircraft Inc	PA-42-1000

What Is the Unsafe Condition Presented in This AD?

(d) The actions specified by this AD are intended to prevent the loading of the baro set potentiometer, which could result in an unacceptable altitude error. This condition could cause the pilot to make flight decisions that put the airplane in unsafe flight conditions.

What Must I Do To Address This Problem?

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

Actions	Compliance	Procedures
(1) Inspect the TAWS8000 TAWS (part number 805-18000-001 that incorporates hardware "Mod None", "Mod A", or "Mod B") installation to determine if both the TAWS8000 TAWS and any other device are connected to the same baro set potentiometer.	Within the next 5 hours time-in-service (TIS) after July 21, 2003 (the effective date of AD 2003-13-08), unless already done.	Follow Goodrich Avionics Systems, Inc. Service Memo SM #134, dated May 2, 2003, or Goodrich Avionics Systems, Inc. Service Memo SM #134, revised July 9, 2003, and the applicable installation manual.
(2) If both the TAWS8000 TAWS and any other device are connected to the same baro set potentiometer, remove the TAWS8000 TAWS and cap and stow the connecting wires or replace the TAWS8000 TAWS unit with a unit that incorporates hardware "Mod C".	Before further flight after the inspection required in paragraph (e)(1) of this AD.	For removing the TAWS8000 TAWS, follow Goodrich Avionics Systems, Inc. Service Memo SM #134, dated May 2, 2003, or Goodrich Avionics Systems, Inc. Service Memo SM #134, revised July 9, 2003, and the applicable installation manual. For replacing the TAWS8000 TAWS, follow Goodrich Avionics Systems, Inc. Alert Service Bulletin SB #A117, dated July 9, 2003.
(3) Do not install or reconfigure any TAWS8000 TAWS (part number 805-18000-001) that does not incorporate hardware "Mod C".	As of June 7, 2004 (the effective date of this AD).	Not Applicable.

May I Request an Alternative Method of Compliance?

(f) You may request a different method of compliance or a different compliance time for this AD by following the procedures in 14 CFR 39.19.

(1) Unless FAA authorizes otherwise, send your request to your principal inspector. The principal inspector may add comments and will send your request to the Manager, Chicago Aircraft Certification Office (ACO), FAA. For information on any already approved alternative methods of compliance, contact Brenda S. Ocker, Aerospace Engineer, FAA, Chicago Aircraft Certification Office, 2300 East Devon Avenue, Des Plaines, Illinois 60018; telephone: (847) 294-7126; facsimile: (847) 294-7834.

(2) Alternative methods of compliance approved under AD 2003-13-08, which is superseded by this AD, are approved as alternative methods of compliance with this AD.

Does This AD Incorporate Any Material by Reference?

(g) You must do the actions required by this AD following the instructions in Goodrich Avionics Systems, Inc. Service Memo SM 134, dated May 2, 2003; Goodrich Avionics Systems, Inc. Service Memo SM 134, revised July 9, 2003; and Goodrich Avionics Systems, Inc. Alert Service Bulletin SB A117, dated July 9, 2003.

(1) On July 21, 2003 (68 FR 38586, June 30, 2003), and in accordance with 5 U.S.C. 552(a) and 1 CFR part 51, the Director of the Federal Register approved the incorporation by reference of Goodrich Avionics Systems, Inc. Service Memo SM 134, dated May 2, 2003.

(2) As of June 7, 2004, and in accordance with 5 U.S.C. 552(a) and 1 CFR part 51, the Director of the Federal Register approved the incorporation by reference of Goodrich Avionics Systems, Inc. Service Memo SM 134, revised July 9, 2003; and Goodrich Avionics Systems, Inc. Alert Service Bulletin SB A117, dated July 9, 2003.

(3) You may get a copy from Goodrich Avionics Systems, Inc., 5353 52nd Street, SE., Grand Rapids, Michigan 49512-9704; telephone: (616) 949-6600; facsimile: (616) 977-6898. You may review copies at FAA, Central Region, Office of the Regional Counsel, 901 Locust, Room 506, Kansas City, Missouri 64106; or at the Office of the Federal Register, 800 North Capitol Street, NW., suite 700, Washington, DC.

Issued in Kansas City, Missouri, on April 13, 2004.

James E. Jackson,

Acting Manager, Small Airplane Directorate, Aircraft Certification Service.

[FR Doc. 04-8792 Filed 4-20-04; 8:45 am]

BILLING CODE 4910-13-P

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Telefax : 23 31 79 95
e-post: postmottak@caa.dep.no

LUFTDYKTIGHETSPÅBUD (LDP)

TILBEHØR

GOODRICH - 6
(Forts. av BFGoodrich)

Med hjemmel i lov av 11. juni 1993 nr. 101 om luftfart, kap. XV § 15-4 jf. kap. IV § 4-1 og Samferdselsdepartementets
bemyndigelse av 25. mars 1994, fastsetter Luftfartsverket følgende forskrift om luftdyktighet.

2005-055 VISUELLE INSPEKSJONER AV "FAST PROP PROPELLER DE-ICERS"

Påbudet gjelder:

"Goodrich De-icing and Specialty Systems "FAST prop" propeller deicers" med "part numbers", som beskrevet i vedlagte kopi av FAA AD 2005-18-20.

Påbudet omfatter:

Utfør tiltak som beskrevet i vedlagte kopi av FAA AD AD 2005-18-20.

Tid for utførelse:

Til de tider og intervaller som beskrevet i vedlagte kopi av FAA AD AD 2005-18-20, med virkning fra denne LDP's gyldighetsdato.

Referanse:

FAA AD AD 2005-18-20.

Gyldighetsdato:

2005-11-01.

AIRWORTHINESS DIRECTIVE



Aircraft Certification Service
Washington, DC

U.S. Department
of Transportation
**Federal Aviation
Administration**

We post ADs on the internet at www.faa.gov/aircraft/safety/alerts/

The following Airworthiness Directive issued by the Federal Aviation Administration in accordance with the provisions of Title 14 of the Code of Federal Regulations (14 CFR) part 39, applies to an aircraft model of which our records indicate you may be the registered owner. Airworthiness Directives affect aviation safety and are regulations which require immediate attention. You are cautioned that no person may operate an aircraft to which an Airworthiness Directive applies, except in accordance with the requirements of the Airworthiness Directive (reference 14 CFR part 39, subpart 39.3).

2005-18-20 Goodrich De-icing and Specialty Systems: Amendment 39-14261. Docket No. FAA-2005-20847; Directorate Identifier. 2004-NE-35-AD.

Effective Date

- (a) This airworthiness directive (AD) becomes effective October 14, 2005.

Affected ADs

- (b) None.

Applicability

(c) This AD applies to Goodrich De-icing and Specialty Systems "FASTprop" propeller de-icers, part numbers (P/Ns) P4E1188 series, P4E1601 series, P4E2200 series, P4E2271-10, P4E2575-7, P4E2575-10, P4E2598-10, P5855BSW, P6199SW, P6592SW, P6662SW, and P6975-11, installed. These propeller de-icers are installed on, but not limited to, the airplanes listed in Table 1 of this AD.

TABLE 1.—GOODRICH "FASTPROP" PROPELLER DE-ICERS

De-icer P/N	Installed on, but not limited to
P4E1188-2	<i>Metal propellers operated up to 2,900 rpm on:</i> Cessna 210E, 210F, 210G, 210H, 210J, 210K, 210L, T210F, T210G, T210H, T210J, T210K, and T210L. With Supplemental Type Certificate (STC) SA1-502 on Raytheon (Beech) D18C, D18S, E18S, G18S, H18, C45G, C45H, TC45G, and TC45H.
P4E1188-3	<i>Metal propellers operated up to 2,900 rpm on:</i> Raytheon (Beech) D18C, D18S, E18S, E18S-9700, G18S, H18, C-45G, C-45H, C-45J, TC-45G, TC-45H, TC-45J (SNB-5), and JRB-6. With STC SA1-503 on Raytheon (Beech), E50, F50, G50, H50, J50, and 65. With STC SA15EA on Raytheon (Beech) E50, F50, G50, H50, J50, 65, and 65-80. Raytheon (Beech) 55, B55, D55, D55A, E55, 95-C55, 95-C55A, 58, 95-55, 95-A55, 95-B55, 56TC, 60, 65, 65-80, 65-90, 65-A90, B90, C90, 99, 99A, A99, A99A, 100, and A100. With STC SA1-506 on Cessna 310. With McCauley props on Cessna 310, 320, 340, 401, 402, 411, 414, and 421.

De-icer P/N	Installed on, but not limited to
P4E1188-3 (continued)	<p>With STC SA2424WE on Cessna 402.</p> <p>With STC SA132EA on Twin Commander (Gulfstream) 560A, 560E, 680, 680E, and 720.</p> <p>With STC SA179EA on Twin Commander (Gulfstream) 560F, 680FL, 680FL(P), and 680-F.</p> <p>With STC SA1-520 on Twin Commander (Gulfstream) 560A, 560E 680, 680E, and 720.</p> <p>On the following models equipped with 90-amp generator: Twin Commander (Gulfstream) 500B, 500S, and 500U.</p> <p>With STC SA1-607 on Twin Commander (Gulfstream) 500A. With STC SA2478SW on Twin Commander (Gulfstream) 500.</p> <p>With STC SA2891WE or STC SA2691WE on Twin Commander (Gulfstream) 680F, 680FP, and 680FL(P). Twin Commander (Gulfstream) 680V, 680T, 680W, and 681. Mitsubishi Heavy Industries MU-2 series.</p> <p>With STC SA195EA on Piper PA-23-250, E23-250 (serial number (SN) 27-2505 up).</p> <p>Piper PA-31 (SN 31-5 up), PA-31-300 (SN 31-5 up), PA-31-325 (SN31-5 up), and PA-31-350 (SN 31-5001 up).</p>
P4E1188-4	<p><i>Metal propellers operated up to 2,900 rpm on:</i></p> <p>B-N Group Ltd. (Britten Norman) BN-2, BN-2A, and BN-2A Mark III series, Vulcanair (Partenavia) P-68, Piper Aerostar 600, 601, and 601P.</p> <p>On the following models equipped with 3-blade props: Short Brothers SC7 series 3, M7 Aerospace (Fairchild) SA26-T, SA26-AT, SA226-T, SA226-AT, and SA226-TC.</p> <p>The following models equipped with 70-amp alternators and Hartzell HC-A3XK props: Twin Commander (Gulfstream) 500B, 500S, and 500U.</p> <p>The following models equipped with 70-amp alternator and Hartzell HC-C3YR-2 props: Twin Commander (Gulfstream) 500S and 500U.</p> <p>The following model with 70- or 100-amp alternators and Hartzell HC-C3YR-R props: Twin Commander (Gulfstream) 500S (SN 3115 up).</p> <p>With STC SA2478SW on model Twin Commander (Gulfstream) 500.</p> <p>With STC SA2691WE or SA2891WE on the following models: Twin Commander (Gulfstream) 680F, 680FL, and 680FLP.</p>
P4E1188-5	<p><i>Metal propellers operated up to 2,900 rpm on:</i></p> <p>With Hartzell HC-B3TN-3 props on Raytheon (Beech) D18C, D18S, E18S, E18S-9700, G18S, H18, C45G, C45H, TC45G, TC45H, C45J, TC45J (SN B-5), JRB-6, 99, 99A, A99, A99A, 99B, B99, 100, A100, A100A, A100C, and B100.</p> <p>With Hartzell HC-B3TN-3 props on Raytheon (Beech) 65-90, 65-A90, 65-A90-1, 65-A90-2, 65-A90-3, 65-A90-4, B90, C90, E90, and H90.</p> <p>With Hartzell HC-B3TN-3 props on Bombardier (deHavilland) DHC-6-300, Israel Aircraft Industries 101 Arava, Mitsubishi Heavy Industries MU-2B-10, -15, -20, -25, -26, -30, -35, -36, MU-2 Series, Pilatus PC-6, Piper PA-31T (SN 31T-7400002 up), and PA31T1.</p> <p>With STC SA2293SW on British Aerospace (Scotland) Handley Page Jetstream 137 Mark I.</p> <p>AeroSpace Technologies of Australia (Government Aircraft Factories) N22B.</p> <p>Short Brothers SC7 series 3 equipped with 4-blade props.</p>

De-icer P/N	Installed on, but not limited to
P4E1188-6	<i>Metal propellers operated up to 2,900 rpm on:</i> With Hartzell HC-B3TN-5() props on Cessna 425 and 441. Embraer EMB-110P1 and 110P2. Short Brothers SC7 series 3 equipped with 3-blade props. M7 Aerospace (Fairchild) SA226-T, SA226-AT, and SA226-TC.
P4E1188-7	<i>Metal propellers operated up to 2,900 rpm on:</i> Mitsubishi Heavy Industries MU-2B, MU-2B-26A, MU-2B-36A, MU-2B-40, and MU-2B-60.
P4E1601-3	<i>Metal propellers operated up to 2,900 rpm on:</i> Piper PA31 (SN 5 up), PA31-300 (SN 5 up), PA31-325 (SN 5up), PA31P (SN 31P-3 up), and PA31-350 (SN 31-5001 up).
P4E1601-4	<i>Metal propellers operated up to 2,900 rpm on:</i> Raytheon (Beech) 65-88.
P4E1601-5	<i>Metal propellers operated up to 2,900 rpm on:</i> Casa C212CB. Twin Commander (Gulfstream) 690 and 690A.
P4E1601-7	<i>Metal propellers operated up to 2,900 rpm on:</i> Raytheon (Beech) B55, E55, 56TC, 58P, and 60. With STC SA2369SW on Nord 262A. The following models equipped with 70- or 100-amp alternator and Hartzell HC-C3YR-2 props: Twin Commander (Gulfstream) 500S (SN 3115 up) and Twin Commander (Gulfstream) 685. Short Brothers SD3-30.
P4E1601-10	<i>Metal propellers operated up to 2,900 rpm on:</i> Raytheon (Beech) B55, E55, 56TC, 58P, and 60. Twin Commander (Gulfstream) 690C and 695. M7 Aerospace (Fairchild) SA-226-TB, SA227-AC, SA227-TT, and SA227-AT.
P4E2200-2	<i>Metal propellers operated up to 2,900 rpm on:</i> With STC SA00719LA on Raytheon (Beech) A36. With STC SA00718LA on Raytheon (Beech) B36TC. Raytheon (Beech) V35 equipped with 2- or 3-blade McCauley props.
P4E2200-3	<i>Metal propellers operated up to 2,900 rpm on:</i> Raytheon (Beech) E50, F50, G50, H50, and J50. Cessna E310J, T310P, 310, 310E, 310J, 310K, 310L, 310N, 320, 320D, 320F, 40, 402A, 402B, 411, 411A, 414, 421, 421A, and 421B. Piper PA23-250.
P4E2200-4	<i>Metal propellers operated up to 2,900 rpm on:</i> B-N Group Ltd. (Britten Norman) BN-2A Mark III, BN-2, BN-2A. Piper 600, 601, 601P.
P4E2200-10	<i>Metal propellers operated up to 2,900 rpm on:</i> With Volpar Turboliner conversion on the following models: Raytheon (Beech) D18C and D18S. Raytheon (Beech) 56TC, A56TC, 65-90, 65-A90, B90, C90, E90, H90, 99, A99, 99A, B99, 99B, 100, A100, A100A, A100C, B100, and 200. Embraer EMB 110P1 and 110P2. Mitsubishi Heavy Industries MU-2B, MU-2B-10, MU-2B-15, MU-2B-20, MU-2B-25, MU-2B-30, and MU-2B-35.

De-icer P/N	Installed on, but not limited to
P4E2200-10 (continued)	Pilatus PC-6. Piper PA31-350 (SN 5001 up) and PA31P (SN 31P-3 up). M7 Aerospace (Fairchild) SA26-T, SA26-AT, SA226-T, SA226TC, and SA226AT. Twin Commander (Gulfstream) 500B, 500U, 560F, 680F, 680FP, 680FL, and 680FLP.
P4E2200-21	<i>Metal propellers operated up to 2,900 rpm with STC SA812NE on the following models:</i> Raytheon (Beech) 65-90 series, B90, C90, E90, F90, H90, 99 A99 series, C99, 100, A100 series, B100, and 200. Embraer EMB110 series. M7 Aerospace (Fairchild) SA226-AT, SA226-T, and SA-226TC. Mitsubishi Heavy Industries MU-2B, MU-2B-10, MU-2B-15, MU-2B-20, MU-2B-25, MU-2B-26, MU-2B-30, MU-2B-35, and MU-2B-36. Pilatus PC-6, PC-6B-H2, PC-6B1-H2, PC-6C-H2, PC-6C1-H2, and PC-7. Piper PA-31T, PA-31T1, PA-31T1A, PA-31T2A, PA-31T3, and PA-31T-1040.
P4E2271-10	<i>Metal propellers operated up to 2,900 rpm on:</i> B-N Group Ltd. (Britten-Norman) BN-2, BN-2A series, and BN-2A Mark III. With Volpar Turboliner conversion on the following models: Raytheon (Beech) D18C, and D18S. The following models equipped with 2- or 3-blade props: S35, V35, V35A, V35B, 35-C33A, F33A, F33C, and A36. Raytheon (Beech) E50, F50, G50, H50, J50, E55, E55A, 56TC, A56TC, 58, 58A, 60, A60, B60, 65-90, 65-A90, B90, C90, E90, H90, 95-B55, 95-B55A, 99, A99, A99A, 99A, 100, A100, A100A, A100C, B100, and 200. With STC SA00966CH on Raytheon (Beech) C90B With STC SA3593NM on Raytheon (Beech) E90. With STC SA4131NM on Raytheon (Beech) F90. With STC SA2698NM on the following models: Raytheon (Beech) 200 and B200. Cessna 310, 310J, 310K, 310L, 310N, E310J, T310P, 320D, 320E, 320F, 340, 401A, 401B, 402A, 402B, 411, 411A, 414A, 414B, 421A, and 421B. With STC SA3532NM on Bombardier (deHavilland) DHC-6. With STC SA2369SW on Nord 262A. Mitsubishi Heavy Industries MU-2B-10, MU-2B-15, MU-2B-20, MU-2B-25, MU-2B-26A, MU-2B-30, MU-2B-35, MU-2B-36A, MU-2B-40, and MU-2B-60. Piper PA23, PA23-160, PA23-250, PA-E23-250 (SN 27-2505 UP), PA31 (SN 31-5 up), PA31-300 (SN 31-5 up), PA31-325 (SN 31-5 up), PA31-350 (SN 5001 up) PA34-200, PA34-200T, PA600, PA601, and PA601P. Pilatus PC-6. Short Brothers SD-3-30. M7 Aerospace (Fairchild) SA26-T, SA26-AT, SA226-T, SA226-AT, SA226TB, and SA226-TC. Twin Commander (Gulfstream) 500B, and 500U.
P4E2575-7	Metal propellers operated up to 1,700 rpm on Raytheon (Beech) 300.
P4E2575-10	Metal propellers operated up to 1,700 rpm on Raytheon (Beech) 300.
P4E2598-10	<i>Metal propellers operated up to 1,591 rpm on:</i> AvCraft (Dornier) 228, M7 Aerospace (Fairchild) SA227-TT (SN 421-541), SA227-AT (SN 423-549), and SA227-AC (SN 420-545).

De-icer P/N	Installed on, but not limited to
P5855BSW	<p><i>Metal propellers on:</i> Cessna T310Q, T310R, 340, 340A, 402B, 402C, 414, 414A, 421A, and 421B.</p>
P6199SW	<p><i>Metal propellers operated up to 2,900 rpm on:</i> The following models equipped with McCauley D3A34C401 or D3A34C402 props: Cessna 210L, 210M, 210N, P210N, T210L, T210M, and T210N.</p>
P6592SW	<p><i>Metal propellers operated up to 2,900 rpm on:</i> Various aircraft models equipped with McCauley 3AF32C504, 3AF32C505, 3AF32C506, or 3AF32C507 props.</p>
P6662SW	<p><i>Metal propellers operated up to 2,900 rpm on:</i> Various aircraft models equipped with McCauley 3AF32C512/G-82NEA-5, 3AF32C511/G-82NEA-4, or 4HFR34C7 props.</p>
P6975-11	<p><i>Metal propellers operated up to 2,900 rpm on:</i> With STC SA812EA and equipped with Hartzell HC-B3TN-3D, HC-B3TN-5C, or HC-B3TN-5M props: Air Tractor, AT-302 and AT-400. With STC SA812EA and equipped with Hartzell HC-B3TN-3C or HC-B3TN-3D props: Quality Aerospace (Ayres) S2R-T11. With STC SA2204WE and equipped with Hartzell HC-B3TN-5C props: Raytheon (Beech) D18C, D18S, E18S-9700, C45G, C45H, TC-45G, TC-45H, and TC-45J. Raytheon (Beech) T-34C equipped with Hartzell HC-B3TN-3H props. The following models equipped with Hartzell HC-B3TN-2B, HC-B3TN-3B, or HC-B3TN-3M props: Raytheon (Beech) 65-90, 65-A-90, 65-A90-1, 65-A90-2, 65-A90-3, and 65-A90-4. The following models equipped with Hartzell HC-B3TN-3B or HC-B3TN-3M props: Raytheon (Beech) B90, C90, E90, and H90. Raytheon (Beech) F90 equipped with Hartzell HC-B4TN-3A or HC-B4TN-3B props. The following models equipped with Hartzell HC-B3TN-3B props: Raytheon (Beech) 99, 99A, A99, and A99A. The following models equipped with Hartzell HC-B3TN-3B or HC-B3TN-3M props: Raytheon (Beech) C99, and 100. The following models equipped with Hartzell HC-B4TN-3 or HC-4TN-3A props: Raytheon (Beech) A100, A100A, and A100-1. Raytheon (Beech) B100 equipped with Hartzell HC-B4TN-5C or HC-B4TN-5F props. The following models equipped with Hartzell HC-B3TN-3G or HC-B3TN-3N props: Raytheon (Beech) 200, 200C, 200CT, 200T, A200, A200C, A200CT, B200, B200C, B200CT, and B200T. Raytheon (Beech) JRB-6 with STC SA1171WE equipped with Hartzell HC-B3TN-5C props. British Aerospace HP.137MK.1 with STC SA2293WE equipped with Hartzell HC-B3TN-3D props. CASA C212-100 Aviocar equipped with Hartzell HC-B4TN-5EL props. Cessna 441 equipped with Hartzell HC-B3TN-5E or HC-B3TN-5M props. Bombardier (deHavilland) DHC-2MK.III equipped with HC-B3TN-3, HC-B3TN-3B, or HC-B3TN-3BY props. Bombardier (deHavilland) DHC-6-300 equipped with Hartzell HC-B3TN-3(D)(Y) props.</p>

De-icer P/N	Installed on, but not limited to
P6975-11 (continued)	Embraer EMB-110P1/2 equipped with Hartzell HC-B3TN-3C or HC-B3TN-3D props.
	The following models equipped with Hartzell HC-B3TN-5() props: M7 Aerospace (Fairchild) SA226-AT, and SA226T.
	M7 Aerospace (Fairchild) SA226-TC equipped with Hartzell HC-B4TN-5() props.
	M7 Aerospace (Fairchild) SA226-TC with STC SA344GL equipped with Hartzell HC-B3TN-5() props.
	M7 Aerospace (Fairchild) SA226-TC with STC SA344G1.
	The following models equipped with Hartzell HC-A3VF-7 or HC-3VH-7B props: AeroSpace Technologies of Australia (Government Aircraft Factories) N22B and N24A.
	The following models equipped with Hartzell HC-B3TN-3D props: IAI Arava 101 and 101B.
	The following models equipped with Hartzell HC-B3TN-3DY props: McKinnon (Grumman) G-21E and G-21G.
	The following models equipped with HC-B3TN-5() props: Mitsubishi Heavy Industries MU-2B, and MU-2B-10.
	The following models equipped with Hartzell HC-B3TN-5 props: Mitsubishi Heavy Industries MU-2B-15, MU-2B-20, MU-2B-25, MU-2B-26, MU-2B-30, MU-2B-35, and MU-2B-36.
	The following models equipped with Hartzell HC-B3TN-3C props: Pilatus PC-6, PC-6/B-H2, PC-6/B1-H2, PC-6/C-H2, PC-6/C1-H2.
	The following models equipped with Hartzell HC-B3TN-3B props: Piper PA-31T and PA31T1.
	The following models equipped with Hartzell HC-B3TN-3B or HC-B3TN-3K props: Piper PA42 and PA42-720.
	The following model equipped with Hartzell HC-B3TN-5() props: Short Brothers SC-7 series 3 Variant 200.
	With STC SA02059AK on the following model equipped with HC-B4TN-5 props: Short Brothers SC-7 series 3 Variant 200.
	The following models equipped with Hartzell HC-B3TN-5() props: Twin Commander (Gulfstream) 690, 690A, and 690B.

Unsafe Condition

(d) This AD results from reports of Goodrich "FASTprop" propeller de-icers becoming loose or debonded, and detaching from propeller blades during operation. We are issuing this AD to prevent Goodrich "FASTprop" propeller de-icers from detaching from the propeller blade, resulting in damage to the airplane, and possible injury to passengers and crewmembers.

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.

(f) Properly certificated maintenance personnel must perform the initial inspection required in this AD. Thereafter, the pilot or properly certificated maintenance personnel may perform the repetitive visual check.

Initial Visual Inspection of "FASTprop" Propeller De-Icers

(g) Within 10 hours after the effective date of this AD, inspect the "FASTprop" propeller de-icers. If any "FASTprop" propeller de-icer fails the inspection, then the "FASTprop" de-icer must be repaired or replaced as necessary before the next flight. Use paragraphs 2.A(3) through (5) of the Accomplishment Instructions of Goodrich De-icing and Specialty Systems Alert Service Bulletin (ASB) No. 30-60-00-1, dated November 15, 2004 to do these actions.

Repetitive Visual Inspections of "FASTprop" Propeller De-Icers

(h) After the initial inspection, visually check the "FASTprop" propeller de-icer once per day either during the pilot's first preflight inspection of the day or when maintenance personnel are available. If any "FASTprop" propeller de-icer fails the visual check, then the "FASTprop" de-icer must be inspected, repaired, or replaced as necessary before the next flight. Terminating action is accomplished when the "FASTprop" propeller de-icer is removed and replaced with an approved propeller de-icer. Use paragraph 2.A(2) of the Accomplishment Instructions of Goodrich De-icing and Specialty Systems Alert Service Bulletin (ASB) No. 30-60-00-1, dated November 15, 2004 to do these actions.

Alternative Methods of Compliance

(i) The Manager, Chicago Aircraft 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.

Special Flight Permits

(j) Under 14 CFR part 39.23, we are limiting the special flight permits for this AD by requiring that any propeller found with a loose or debonded "FASTprop" de-icer must have all propeller blade de-icers removed before the flight, to maintain a balanced propeller. Information on removing de-icers can be found in paragraph 1.K.(1) of Goodrich De-icing and Specialty Systems ASB No. 30-60-00-1, dated November 15, 2004.

Related Information

(k) None.

Material Incorporated by Reference

(l) You must use Goodrich De-icing and Specialty Systems Alert Service Bulletin No. 30-60-00-1, dated November 15, 2004, to perform the inspections, repairs, and replacements required by this AD. The Director of the Federal Register approved the incorporation by reference of this service bulletin in accordance with 5 U.S.C. 552(a) and 1 CFR part 51. Contact Goodrich De-icing and Specialty Systems, 1555 Corporate Woods Parkway, Uniontown, Ohio 44685, telephone (330) 374-3743, for a copy of this service information. You may review copies at the Docket Management

Facility; U.S. Department of Transportation, 400 Seventh Street, SW., Nassif Building, Room PL-401, Washington, DC 20590-0001, on the Internet at <http://dms.dot.gov>, or at the National Archives and Records Administration (NARA). For information on the availability of this material at NARA, call (202) 741-6030, or go to:

http://www.archives.gov/federal_register/code_of_federal_regulations/ibr_locations.html.

Issued in Burlington, Massachusetts, on September 1, 2005.

Peter A. White,

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

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