



**FEDERAL AVIATION ADMINISTRATION  
AIRWORTHINESS DIRECTIVES  
SMALL AIRCRAFT, ROTORCRAFT, GLIDERS,  
BALLOONS, & AIRSHIPS**

**BIWEEKLY 2005-21**

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## SMALL AIRCRAFT, ROTORCRAFT, GLIDERS, BALLOONS, & AIRSHIPS

AD No.	Information	Manufacturer	Applicability
Info: E - Emergency; COR - Correction; S - Supersedes; R - Revision; - See AD for additional information;			
<b>Biweekly 2005-01</b>			
2004-26-09		Rolls-Royce Corporation	Engine: 250-B17, -B17B, -B17C, -B17D, -B17E, 250-C20, -C20B, -C20F, -C20J, -C20S, and -C20W Series Turboprop and Turboshaft
2004-26-11 2005-01-04	S 98-15-13	Bell Helicopter Textron Canada Raytheon Aircraft Company	Rotorcraft: 222, 222B, 222U, 230, 430 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
2005-01-10 2005-01-11	S 74-06-01	The New Piper Aircraft, Inc Pilatus Aircraft Ltd.	PA-23-235, PA-23-250, and PA-E23-250 PC-12 and PC-12/45
<b>Biweekly 2005-02</b>			
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
2005-01-14 2005-01-17 2005-01-18	S 2002-21-16 S 98-03-14 S 93-25-07	Bombardier-Rotax GmbH EXTRA Flugzeugbau GmbH Raytheon Aircraft Company	Engine: 912 F, 912 S, and 914 F Series Reciprocating EA-300 and EA-300/S 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
2005-02-01		The Lancair Company	LC40-550FG and LC42-550FG
<b>Biweekly 2005-03</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, 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), B200CT, 300, B300C, and B300C
2005-02-11 2005-03-04	COR	Gippsland Aeronautics Pty. Ltd. Pacific Aerospace Corp., Ltd.	GA8 750XL
<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
2005-03-07 2005-03-08 2005-03-09		Bell Helicopter Textron Canada Eurocopter France Eurocopter France	Rotorcraft: 407 Rotorcraft: AS350B, BA, B1, B2, B3, C, D, D1, and EC130 B4 Rotorcraft: EC 155B, EC155B1, SA-360C, SA-365C, SA-365C1, SA-365C2, SA-365N, SA-365N1, AS-365N2, AS 365 N3, and SA-366G1
2005-03-10 2005-04-09	S 2002-08-54 S 2004-26-11	Bell Helicopter Textron Bell Helicopter Textron Canada	Rotorcraft: 222, 222B, 222U, and 230 Rotorcraft: 222, 222B, 222U, 230, and 430

## SMALL AIRCRAFT, ROTORCRAFT, GLIDERS, BALLOONS, & AIRSHIPS

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### Biweekly 2005-05

2005-04-08		Hartzell Propeller Inc.	Propeller: HC-B3TN-5( )/T10282( )
2005-04-10		General Electric Company	Engine: CT58-140-1, CT58-140-2, and surplus military T58-GE-5, -10, -100, and "402 turboshaft
2005-04-16		Pilatus Aircraft Ltd.	PC-12 and PC-12/45
2005-05-51	E	Cessna Aircraft Company	402C and 414A
2005-05-52	E, S 2005-05-51	Cessna Aircraft Company	402C and 414A
2005-05-53	E	Cessna Aircraft Company	172R, 172S, 182T, and T182T
2005-05-53 R1	E, R, S 2005-05-53	Cessna Aircraft Company	172R, 172S, 182T, and T182T

### Biweekly 2005-06

2005-05-14		Eagle Aircraft (Malaysia)	Eagle 150B
2005-05-15		Honeywell International Inc.	Engine: TFE731-2 and -2C series, and TFE731-3, -3A, -3AR, -3B, -3BR, and -3R series turbofan
2005-06-01		Eurocopter France	Rotorcraft: EC 155B and EC 155B1

### Biweekly 2005-07

2005-05-52	FR, S 2005-05-51 and 2000-23-01	Cessna	402C and 414A
2005-05-53 R1	R, 2005-05-53	Cessna	172R, 172S, 182T, and T182T
2005-06-13	S 99-0602	Fairchild Aircraft, Inc.	SA226-AT, SA226-TC, SA226-T, SA226-T(B), SA227-TT, SA227-TT(300), SA227-AC, SA227-AT, SA227-BC, and SA227-CC/DC
2005-07-01		Cessna	208 and 208B

### Biweekly 2005-08

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
2005-07-01	COR	Cessna	208 and 208B
2005-07-27	S 2000-18-04	Aviointeriors S.p.A.	Appliance: Model 312 Seats

### Biweekly 2005-09

2005-08-06		Centrair	Glider: 101, 101A, 101AP, and 101P
2005-08-07		Pilatus Aircraft Limited	Sailplane: B4-PC11, B4-PC11A, and B4-PC11AF
2005-08-12		Centrair	Glider: 101, 101A, 101AP, and 101P
2005-08-13		Glaser-Dirks Flugzeugbau GmbH	Sailplane: DG-800B
2005-08-14		LET a.s.	Sailplane: Blanik L-13 AC
2005-09-51	E	Turbomeca S.A.	Engine: Arrius 2F Turboshaft

### Biweekly 2005-10

2004-25-16 R1	R, 2004-25-16	Kelly Aerospace Power Systems	Appliance: Fuel regulator shutoff valve
2005-08-06	COR	Centrair	Glider: 101 Series
2005-09-05		Eurocopter France	Rotorcraft: EC120B
2005-09-06		Agusta S.p.A.	Rotorcraft: A119
2005-09-07		Agusta S.p.A.	Rotorcraft: A109E

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<b>Biweekly 2005-11</b>			
2005-09-51	FR	Turbomeca S.A.	Engine: Arrius 2F turboshaft
2005-10-12		Schweizer Aircraft Corporation	Rotorcraft: 269C, C-1, and D
2005-10-13		Rolls-Royce Corporation	Engine: 250-B17B, -B17C, -B17D, -B17E, -C20, -C20B, -C20F, -C20J, -C20S, and -C20W turboprop and turboshaft
2005-10-14	S 2004-01-51	Eurocopter France	Rotorcraft: AS355E, F, F1, F2, and N
2005-10-23		DG Flugzeugbau GmbH and Glaser-Dirks Flugzeugbau GmbH	Glider: DG-500MB and DG-800B
2005-10-24	S 2003-14-20	AeroSpace Technologies of Australia Pty. Ltd.	N22B, N22S and N24A
2005-11-01		Turbomeca S.A.	Engine: Arrius 1A turboshaft
<b>Biweekly 2005-12</b>			
2005-11-05		Precise Flight, Inc.	Appliance: Standby vacuum system (SVS)
2005-11-06		Pilatus Aircraft Ltd.	PC-12 and PC-12/45
2005-11-07		Extra Flugzeugproduktions-Und Vertriebs-GmbH	EA-300, EA-300S, ES-300L, and EA-300/200
2005-11-08		GROB-WERKE	G120A
2005-12-01		Agusta S.p.A.	Rotorcraft: A109E
2005-12-02	S 98-10-12	Revo, Incorporated	Colonial C-2, Lake LA-4, Lake LA-4A, Lake LA-4P, and Lake LA-4-200
2005-12-51	E	Rockwell International and Autair Ltd.	AT-6 (SNJ-2), AT-6A (SNJ-3), AT-6B, AT-6C (SNJ-4), AT-6D (SNJ-5), AT-6F (SNJ-6), BC-1A, Harvard (Army AT-16), SNJ-7, and T-6G
<b>Biweekly 2005-13</b>			
2005-12-03		Sikorsky Aircraft Corporation	Rotorcraft: S-92A
2005-12-06	S 96-12-07	Teledyne Continental Motors	Appliance: S-20, S-1200, D-2000, and D-3000 Series Magnetos
2005-12-08		Turbomeca S.A.	Engine: Arrius 2 B1, 2 B1A, 2 B1A-1, and 2 B2 turboshaft
2005-12-09		Grob-Werke	G120A
2005-12-12	S 79-10-15	Cessna Aircraft Company	401, 401A, 401B, 402, 402A, 402B, 411, and 411A
2005-12-13	S 2005-05-52	Cessna Aircraft Company	402C and 414A
2005-12-20		The Lancair Company	LC41-550FG
2005-12-51	FR	Rockwell International	AT-6 (SNJ-2), AT-6A (SNJ-3), AT-6B, AT-6C (SNJ-4), AT-6D (SNJ-5), AT-6F (SNJ-6), BC-1A, Harvard (Army AT-16), SNJ-7, and T-6G
2005-13-01	S 2004-18-01	Hoffmann Propeller GmbH & Co KG	Propeller: HO-V343 and HO-V343K
2005-13-07		Honeywell International Inc.	Engine: TFE731-2 and -3 series turbofan
2005-13-09		GROB-WERKE	G120A
2005-13-10		Cessna Aircraft Company	172R, 172S, 182T, T182T, 206H, T206H
2005-13-11		General Electric Company	Engine: CT64-820-4 turboprop
2005-13-12		Air Tractor, Inc.	AT-300, AT-301, AT-302, AT-400, and AT-400A, AT-401/AT-402, AT-602, AT-802 and AT-802A
2005-13-13		Sikorsky Aircraft Corporation	Rotorcraft: S-92A
2005-13-16	S 93-24-14	The New Piper Aircraft, Inc.	PA-34-200, PA-34-200T, and PA-34-220T
2005-13-17		Agusta. S.p.A.	Rotorcraft: AB412 Series
2005-13-23	S 2003-18-03	Eurocopter France	Rotorcraft: EC 155B, EC155B1, SA-365N, SA-365N1, AS-365N2, and AS 365 N3
2005-13-25		Turbomeca S.A.	Engine: Arriel 2B
<b>Biweekly 2005-14</b>			
2005-12-12	COR	Cessna	401, 401A, 401B, 402, 402A, 402B, 411, and 411A
2005-12-20	COR	Lancair Company	LC41-550FG

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<b>Biweekly 2005-15</b>			
2005-12-51	COR	Rockwell International	AT-6 (SNJ-2), AT-6A (SNJ-3), AT-6B, AT-6C (SNJ-4), AT-6D (SNJ-5), AT-6F (SNJ-6), BC-1A, Harvard (Army AT-16), SNJ-7, and T-6G
2005-14-11		Hartzell Propeller, Inc., McCauley Propeller, Sensenich Propeller	Propeller: See AD
2005-14-12		Hartzell Propeller	Propeller: HC-B3TN-2, HC-B3TN-3, HC-B3TN-5, HC-B3MN-3, HC-B4TN-3, HC-B4TN-5, HC-B4MN-5, HC-B4MP-3, HC-B4MP-5, and HC-B5MP-3
<b>Biweekly 2005-16</b>			
2005-15-10		New Piper Aircraft	PA-34-200T, PA-34-220T, PA-44-180, and PA-44-180T
<b>Biweekly 2005-17</b>			
2004-14-02	COR	Rolls-Royce Corporation	Engine: 250-C28, -C28B, and -C28C turboshaft
2005-16-04		Bell Helicopter Textron	Rotorcraft: 206A and 206B
2005-16-05		Robinson Helicopter Company	Rotorcraft: R-22 Series
2005-17-01		Pilatus Aircraft Ltd.	PC-6, PC-6-H1, PC-6-H2, PC-6/350, PC-6/350-H1, PC-6/350-H2, PC-6/A, PC-6/A-H1, PC-6/A-H2, PC-6/B-H2, PC-6/B1-H2, PC-6/B2-H2, PC-6/B2-H4, PC-6/C-H2, PC-6/C1-H2
<b>Biweekly 2005-18</b>			
95-19-15 R1	R 95-19-15	Tiger Aircraft LLC	AA-5, AA-5A, AA-5B, AG-5B
2005-13-09	COR	GROB-WERKE	G120A
2005-17-06		Turbomeca	Engine: Artouste III B, B1, and D turboshaft
2005-17-11		Cessna	525, 525A, and 525B
2005-17-15		Turbomeca S.A.	Engine: Arrius 2F turboshaft
2005-17-17		Turbomeca S.A.	Engine: Arrius 2F turboshaft
2005-17-19		Cirrus Design Corporation	SR20 and SR22
<b>Biweekly 2005-19</b>			
2005-18-12		Hartzell Propeller Inc. Propellers	Propeller: HC-92W, BHC-92W, HC-92Z, BHC-92Z, HC-B3P, HC-B3R, HC-B3W, BHC-B3W, HA-B3Z, HC-B3Z Hub Model Series
2005-18-20		Goodrich De-icing and Specialty Systems	Appliance: P4E1188 series, P4E1601 series, P4E2200 series, P4E2271-10, P4E2575-7, P4E2575-10, P4E2598-10, P5855BSW, P6199SW, P6592SW, P6662SW, and P6975-11
2005-18-21		Raytheon Aircraft Company	1900, 1900C, 1900C (C-12J), 1900D
2005-18-22		Raytheon Aircraft Company	390
2005-19-07		Raytheon Aircraft Company	390
2005-19-10		Turbomeca	Engine: Arrius 2 F turboshaft
2005-19-11		Lycoming Engines	Engine: AEIO-360, IO-360, O-360, LIO-360, LO-360, AEIO-540, IO-540, O-540, and TIO-540 series
<b>Biweekly 2005-20</b>			
2005-19-17		PZL-Swidnik S.A.	Gliders: PW-5 "Smyk", PW-6U
2005-19-20		The New Piper Aircraft, Inc.	PA-28-160, PA-28-161, PA-28-180, and PA-28-181
2005-20-04		Teledyne Continental Motors	Engine: GTSIO-520 series reciprocating

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**Biweekly 2005-21**

2003-19-14 R2	R 2003-19-14 R1	BURKHART GROB LUFT- UND RAUMFAHRT GmbH & CO KG	Glider: G103 TWIN ASTIR, G103A TWIN II ACRO (aerobatic category), G103C TWIN III ACRO (aerobatic category)
2005-20-11		Rolls-Royce Corporation	Engine: 250-C28, -C28B, and -C28C turboshaft
2005-20-12	S 2004-13-01	Dowty Aerospace Propellers	Propeller: R321/4-82-F/8, R324/4-82-F/9, R333/4-82-F/12, and R334/4-82-F/13
2005-20-24		Socata-Groupe Aerospatiale	TBM 700
2005-20-25		Cessna Aircraft Company	401, 401A, 401B, 402, 402A, 402B, 402C, 404, 411, 411A, 414, 414A, 421, 421A, 421B, 421C, 425, 441
2005-20-26		Aviointeriors S.p.A.	Appliance: 312 box mounted seats
2005-20-38		Bell Helicopter Textron	Rotorcraft: 212, 412, and 412EP

**BW 2005-21**

**BURKHART GROB LUFT-UND RAUMFAHRT GmbH & CO KG  
AIRWORTHINESS DIRECTIVE  
GLIDER  
REVISION  
SMALL AIRCRAFT, ROTORCRAFT, GLIDERS, BALLOONS, & AIRSHIPS**

**2003-19-14 R2 BURKHART GROB LUFT-UND RAUMFAHRT GmbH & CO KG:**  
Amendment 39-14322; Docket No. FAA-2005-20441; Directorate Identifier 2003-CE-35-AD;  
Revises AD 2003-19-14 R1, Amendment 39-13676.

**When Does This AD Become Effective?**

(a) This AD becomes effective on November 30, 2005.

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

(b) This AD revises AD 2003-19-14 R1, Amendment 39-13676.

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

(c) This AD affects the following sailplane models and serial numbers that are certificated in any category:

<b>Model</b>	<b>Serial numbers</b>
G103 TWIN ASTIR	All serial numbers.
G103A TWIN II ACRO (aerobatic category)	All serial numbers with suffix "K".
G103C TWIN III ACRO (aerobatic category)	All serial numbers.

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

(d) This AD is the result of mandatory continuing airworthiness information (MCAI) issued by the airworthiness authority for Germany. The actions specified in this AD are intended to prevent damage to the fuselage during limit load flight, which could result in reduced structural integrity. This condition could lead to loss of control of the sailplane.

**What Must I Do To Address This Problem?**

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

**Actions**

**Compliance**

**Procedures**

(1) For G103 TWIN ASTIR sailplanes:

- (i) Re-set the airspeed indicator to the new placard limitations;
- (ii) Install the following placard:

<b>Maximum flying weight</b>				
<b>Without Waterballast:</b>		<b>650 kg / 1435lbs</b>		
<b>With Waterballast:</b>		<b>650 kg / 1435 lbs</b>		
<b>Maximum airspeeds:</b>		<b>km/h</b>	<b>kts</b>	<b>mph</b>
In calm air:	V <sub>NE</sub>	250	135	155
In rough air:	V <sub>B</sub>	170	92	106
Aerotow:	V <sub>T</sub>	170	92	106
Winch or auto launch:	V <sub>W</sub>	120	65	75
Airbrakes open:	V <sub>DF</sub>	250	135	155
Maneuvering speed:	V <sub>A</sub>	170	92	106

Within the next 25 hours time-in-service (TIS) after November 30, 2005 (the effective date of this AD), unless already done.

Following GROB Service Bulletin No. MSB315-64/3, dated September 14, 2004.

- (iii) You may perform simple aerobatic flight (looping, steep turns, lazy eights, and chandelles) following the flight manual; and (iv) Revise the flight and maintenance manuals.

(2) For G103A TWIN II ACRO (acrobatic category) and G103C TWIN III ACRO (acrobatic category) sailplanes:

- (i) Re-set the airspeed indicator to the new placard limitations; and
- (ii) Install the following placards on Model G103A TWIN II ACRO (aerobatic category) sailplanes:

“Simple Aerobatic” maneuvers (spins, lazy eights, chandelles, stall turns, steep turns, and positive loops) are permitted.

Within the next 25 hours time-in-service (TIS) after August 12, 2004 (the effective date AD 2003-19-14 R1), unless already done.

Follow Grob Service Bulletin No. MSB315-65, dated September 15, 2003.

<b>Maximum flying weight</b>		<b>580 kg / 1280 lbs</b>		
<b>Maximum airspeeds:</b>		<b>km/h</b>	<b>kts</b>	<b>mph</b>
In calm air:	V <sub>NE</sub>	250	135	155
In rough air:	V <sub>B</sub>	170	92	106
Aerotow:	V <sub>T</sub>	170	92	106
Winch or auto tow:	V <sub>W</sub>	120	65	75
Airbrakes extended:	V <sub>FE</sub>	250	135	155
Maneuvering speed:	V <sub>A</sub>	170	92	106

Actions	Compliance	Procedures
(iii) Install the following placards on Model G103C TWIN III ACRO (aerobatic category) sailplanes:		

All aerobatic maneuvers and cloud flying are prohibited

Maximum flying weight		580 kg / 1280 lbs		
Maximum airspeeds:		km/h	kts	mph
In calm air:	$V_{NE}$	250	135	155
In rough air:	$V_{RA}$	170	92	106
Aerotow:	$V_T$	170	92	106
Winch or auto tow:	$V_W$	120	65	75
Airbrakes extended:	$V_{FE}$	250	135	155
Maneuvering speed:	$V_A$	170	92	106

(3) For G103A TWIN II ACRO (acrobatic category) and G103C TWIN III ACRO (acrobatic category) sailplanes: as an alternative to the flight restrictions in paragraph (e)(2) of this AD, you may install additional stringers in the rear fuselage section. Installing additional stringers terminates the flight restrictions in paragraph (e)(2) of this AD.

At any time after August 12, 2004 (the effective date AD 2003-19-14 R1).

Follow Grob Service Bulletin No. OSB 315-66, dated October 16, 2003, and Work Instruction for OSB 315-66, dated October 16, 2003.

(4) For G103A TWIN II ACRO (acrobatic category) and G103C TWIN III ACRO (acrobatic category) sailplanes: only if you installed the additional stringers specified in paragraph (e)(3) of this AD, do the following:

- (i) Remove the placard prohibiting all aerobatic maneuvers;
- (ii) Install the following flight limitation placard on Model G103A TWIN II ACRO (aerobatic category) sailplanes:

Prior to further flight after doing the actions in paragraph (e)(3) of this AD.

Follow Grob Service Bulletin No. OSB 315-66, dated October 16, 2003.

Maximum flying weight		580 kg / 1280 lbs		
Maximum airspeeds:		km/h	kts	mph
In calm air:	$V_{NE}$	250	135	155
In rough air:	$V_{RA}$	180	97	112
Aerotow:	$V_T$	170	92	106
Winch or auto tow:	$V_W$	120	65	75
Airbrakes extended:	$V_{FE}$	250	135	155
Maneuvering speed:	$V_A$	180	97	112

Actions	Compliance	Procedures
(iii) Install the following flight limitation placard on Model G103C TWIN III ACRO (aerobatic category) sailplanes:		

Maximum flying weight		600 kg / 1323 lbs		
Maximum airspeeds:		km/h	kts	mph
In calm air:	$V_{NE}$	280	151	174
In rough air:	$V_B$	200	108	124
Aerotow:	$V_T$	185	100	115
Winch or auto tow:	$V_W$	140	76	87
Airbrakes extended:	$V_{FE}$	280	151	174
Maneuvering speed:	$V_A$	185	100	115

**Note:** The placard information in this AD is different from the information in the applicable service bulletins. This AD takes precedence over the service bulletins. You should update your placards to reflect the information presented in this AD.

#### May I Request an Alternative Method of Compliance?

(f) You may request a different method of compliance or a different compliance time for this AD by following the procedures in 14 CFR 39.19. Unless FAA authorizes otherwise, send your request to your principal inspector. The principal inspector may add comments and will send your request to the Manager, Standards Office, Small Airplane Directorate, FAA. For information on any already approved alternative methods of compliance, contact Gregory A. Davison, Aerospace Engineer, FAA, Small Airplane Directorate, 901 Locust, Room 301, Kansas City, Missouri 64106; telephone: (816) 329-4130; facsimile: (816) 329-4090.

#### Is There Other Information That Relates to This Subject?

(g) German AD D-2003-231R3, dated November 9, 2004, also addresses the subject of this AD.

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

(h) You must do the actions required by this AD following the instructions in GROB Service Bulletin No. MSB315-64/3, dated September 14, 2004; Grob Service Bulletin No. MSB315-65, dated September 15, 2003; Grob Service Bulletin No. OSB 315-66, dated October 16, 2003; and Work Instruction for OSB 315-66, dated October 16, 2003.

(1) On August 12, 2004 (69 FR 34258, June 21, 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 Grob Service Bulletin No. MSB315-65, dated September 15, 2003; Grob Service Bulletin No. OSB 315-66, dated October 16, 2003; and Work Instruction for OSB 315-66, dated October 16, 2003.

(2) As of November 30, 2005, 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 GROB Service Bulletin No. MSB315-64/3, dated September 14, 2004.

(3) To get a copy of this service information, contact GROB Luft-und Raumfahrt, Lettenbachstrasse 9, D-86874 Tussenhausen-Mattsies, Germany; telephone: 011 49 8268 998139; facsimile: 011 49 8268 998200; e-mail: productsupport@grob-aerospace.de. To review copies of this service information, go to the National Archives and Records Administration (NARA). For information on the availability of this material at NARA, go to: [http://www.archives.gov/federal\\_register/code\\_of\\_federal\\_regulations/ibr\\_locations.html](http://www.archives.gov/federal_register/code_of_federal_regulations/ibr_locations.html) or call (202) 741-6030. To view the AD docket, go to the Docket Management Facility; U.S. Department of Transportation, 400 Seventh Street, SW., Nassif Building, Room PL-401, Washington, DC 20590-001 or on the Internet at <http://dms.dot.gov>. The docket number is FAA-2005-20441; Directorate Identifier 2003-CE-35-AD.

Issued in Kansas City, Missouri, on September 28, 2005.

David R. Showers,

Acting Manager, Small Airplane Directorate, Aircraft Certification Service.

[FR Doc. 05-19929 Filed 10-11-05; 8:45 am]

BILLING CODE 4910-13-P

**BW 2005-21**

**ROLLS-ROYCE CORPORATION  
AIRWORTHINESS DIRECTIVE  
ENGINE**

**SMALL AIRCRAFT, ROTORCRAFT, GLIDERS, BALLOONS, & AIRSHIPS**

**2005-20-11 Rolls-Royce Corporation (formerly Allison Engine Company, Allison Gas Turbine Division, and Detroit Diesel Allison):** Amendment 39-14305. Docket No. FAA-2005-22534; Directorate Identifier 2005-NE-27-AD.

**Effective Date**

(a) This airworthiness directive (AD) becomes effective October 18, 2005.

**Affected ADs**

(b) None.

**Applicability**

(c) This AD applies to Rolls-Royce Corporation (RRC) (formerly Allison Engine Company, Allison Gas Turbine Division, and Detroit Diesel Allison) models 250-C28, -C28B, and -C28C turboshaft engines. These engines are installed on, but not limited to, Bell Helicopter Textron 206L-1; Eurocopter Deutschland BO 105 LS A-1; and Eurocopter Canada BO 105 LS A-3 helicopters.

**Unsafe Condition**

(d) This AD results from reports of three failed third-stage turbine wheels and from the manufacturer's analysis of those failures. We are issuing this AD to prevent loss of power and uncommanded engine shutdown due to failure of the third-stage turbine wheel.

**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 Visual Inspection**

(f) For third-stage turbine wheels, part number (P/N) 6899383, with fewer than 3,000 hours time-since-new (TSN), inspect the next time the third-stage turbine wheel is directly available for removal, at the next turbine overhaul, or by April 30, 2007, whichever occurs sooner.

(g) For third-stage turbine wheels, P/N 6899383, with 3,000 hours or more TSN, inspect within 300 hours or by April 30, 2007, whichever occurs sooner.

(h) Remove the third-stage turbine wheel and perform a onetime visual inspection of the seal joint in each passage between airfoils at the hub and shroud. Seal joint evidence must not be present within blade fillet radii. See Figure 1 of this AD for reference.

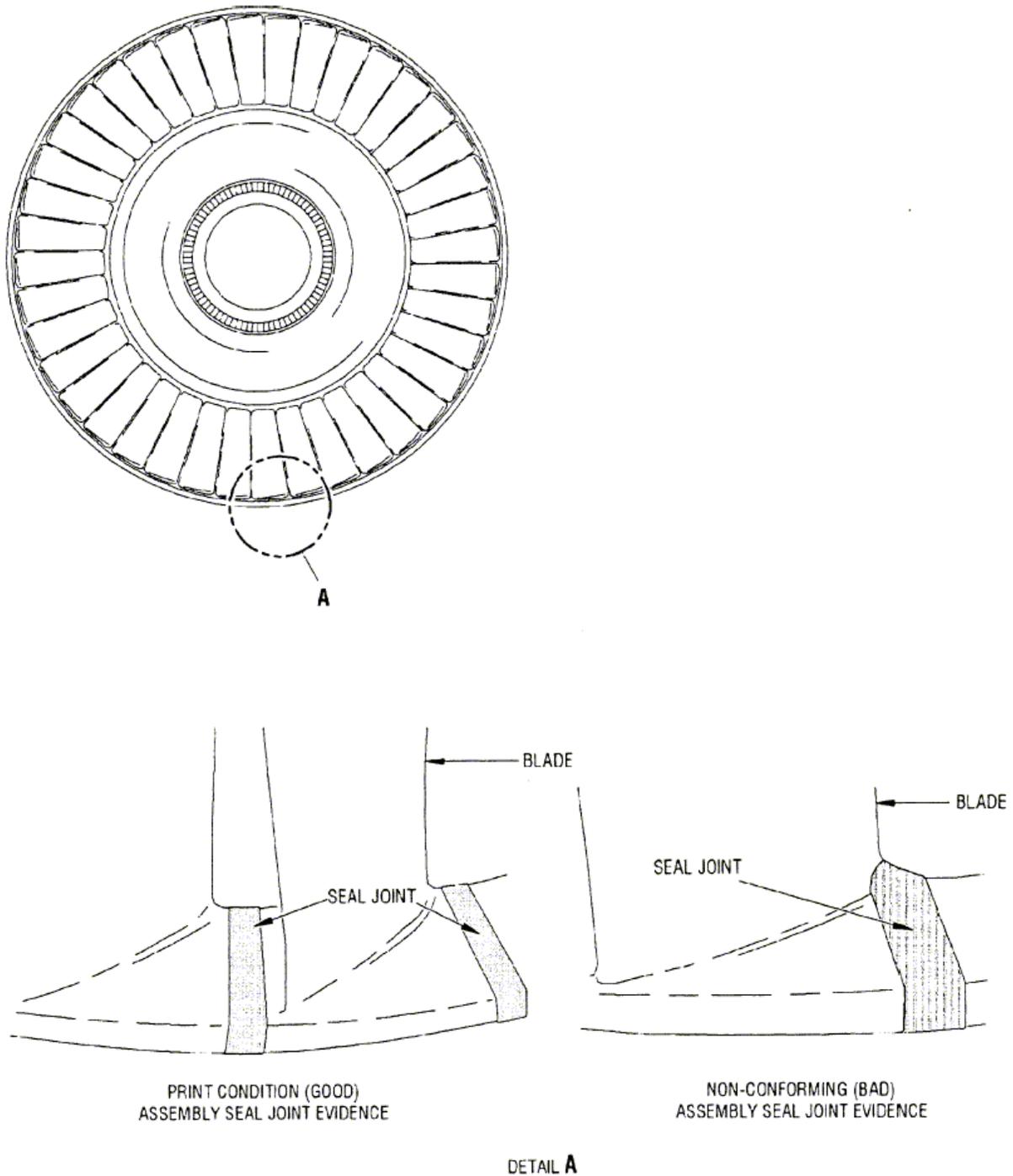


Figure 1.

(i) Remove from service any turbine wheel that has seal joint evidence present within blade fillet radii.

### **Alternative Methods of Compliance**

(j) 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.

### **Related Information**

(k) RRC Alert Service Bulletin No. CEB-A-72-2205, dated April 26, 2005, pertains to the subject of this AD.

Issued in Burlington, Massachusetts, on September 26, 2005.

Francis A. Favara,

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

[FR Doc. 05-19693 Filed 9-30-05; 8:45 am]

BILLING CODE 4910-13-P

**BW 2005-21**

**DOWTY AEROSPACE PROPELLERS  
AIRWORTHINESS DIRECTIVE  
PROPELLER  
SMALL AIRCRAFT, ROTORCRAFT, GLIDERS, BALLOONS, & AIRSHIPS**

**2005-20-12 Dowty Aerospace Propellers:** Amendment 39-14306. Docket No. 2001-NE-50-AD.

**Effective Date**

(a) This airworthiness directive (AD) becomes effective October 28, 2005.

**Affected ADs**

(b) This AD supersedes AD 2004-13-01, Amendment 39-13681.

**Applicability**

(c) This AD applies to Dowty Aerospace Propellers Type R321/4-82-F/8, R324/4-82-F/9, R333/4-82-F/12, and R334/4-82-F/13 propeller assemblies with propeller hubs part number (P/N) 660709201. These propeller assemblies are installed on, but not limited to, Construcciones Aeronauticas, S.A. (CASA) 212, British Aerospace Regional Aircraft Jetstream Models 3101 and 3201, Fairchild Aircraft, Inc., Merlin IIIC, and Merlin IVC/Metro III airplanes.

**Unsafe Condition**

(d) This AD results from a report of a hub separation on a CASA 212 airplane. We are issuing this AD to prevent propeller hub failure due to cracks in the hub, which could result in loss of control of the airplane.

**Compliance**

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

**Initial Ultrasonic Inspections**

(f) Perform an initial ultrasonic inspection of the rear wall of the rear half of the propeller hub for cracks within the compliance time specified in the following Table 1. Use Appendix A of the applicable Dowty Mandatory Service Bulletin (MSB) listed in Table 1 of this AD.

**TABLE 1.—APPLICABLE MSB FOR PROPELLER TYPE**

<b>Propeller assembly type</b>	<b>Initial inspection within the earlier of . . .</b>	<b>Repeat inspection within . . .</b>	<b>Applicable MSB</b>
(1) R334/4-82-F/13	10 flight hours (FH) time-in-service (TIS) or 20 days after the effective date of this AD.	300 FH time-since-last-inspection (TSLI).	Alert MSB No. 61-1119, Revision 4, dated September 14, 2005.
(2) R321/4-82-F/8	50 FH TIS or 60 days after the effective date of this AD.	1,000 FH TSLI	MSB No. 61-1125, Revision 1, dated October 9, 2002.
(3) R324/4-82-F/9	50 FH TIS or 60 days after the effective date of this AD.	1,000 FH TSLI	MSB No. 61-1126, Revision 1, dated October 9, 2002.
(4) R333/4-82-F/12	50 FH TIS or 60 days after the effective date of this AD.	1,000 FH TSLI	MSB No. 61-1124, Revision 1, dated October 8, 2002.

(g) For hubs and propellers in storage, perform an initial ultrasonic inspection of the rear wall of the rear half of the propeller hub for cracks, before placing in service. Use Appendix A of the applicable Dowty MSB listed in Table 1 of this AD.

(h) Propeller hubs, P/N 660709201, already inspected using a Dowty MSB listed in Table 1 or earlier issue of those MSBs, comply with paragraph (f) of this AD.

### **Repetitive Ultrasonic Inspections**

(i) Thereafter, perform a repetitive ultrasonic inspection of the rear wall of the rear half of the propeller hub for cracks within the compliance time specified in Table 1 of this AD. Use Appendix A of the applicable Dowty Mandatory Service Bulletin (MSB) listed in Table 1 of this AD.

### **Inspection Reporting Requirements**

(j) Within 10 days after each inspection, record the inspection data on a copy of Appendix B of the applicable MSB listed in Table 1 of this AD. Report the findings to the Manager, Boston Aircraft Certification Office, FAA, Engine and Propeller Directorate, 12 New England Executive Park, Burlington, MA 01803-5299. The Office of Management and Budget (OMB) approved the reporting requirements and assigned OMB control number 2120-0056.

### **Alternative Methods of Compliance**

(k) The Manager, Boston 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**

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

## Documents That Have Been Incorporated by Reference

(m) You must use the service information specified in Table 2 to perform the inspections required by this AD. The Director of the Federal Register approved the incorporation by reference of Dowty Alert Mandatory Service Bulletin (MSB) No. 61-1119, Revision 4, Dated September 14, 2005, listed in Table 2 of this AD, in accordance with 5 U.S.C. 552(a) and 1 CFR part 51. The Director of the Federal Register previously approved the incorporation by reference of MSB No. 61-1124, Revision 1, Dated October 8, 2002, and MSB No. 61-1125, Revision 1, Dated October 9, 2002, and MSB 61-1126, Revision 1, Dated October 9, 2002 (69 FR 34560, June 22, 2004). Contact Dowty Propellers, Anson Business Park, Cheltenham Road East, Gloucester GL 29QN, UK; telephone 44 (0) 1452 716000; fax 44 (0) 1452 716001 for a copy of this service information. You may review copies at the FAA, New England Region, Office of the Regional Counsel, 12 New England Executive Park, Burlington, MA; 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/cfr/ibr-locations.html>.

**TABLE 2.—INCORPORATION BY REFERENCE**

<b>Service Bulletin No.</b>	<b>Page</b>	<b>Revision</b>	<b>Date</b>
Alert MSB No. 61-1119	All	4	September 14, 2005.
Appendix A	1	1	November 27, 2001.
	2	Original	November 1, 2001.
	3-6	1	November 27, 2001.
Appendix B	1	Original	November 1, 2001.
Appendix C	All	Original	November 27, 2001.
Appendix D	All	Original	December 6, 2001.
Total pages	30		
MSB No. 61-1124	1	1	October 8, 2002.
	2-3	Original	May 7, 2002.
Appendix A	All	Original	May 7, 2002.
Appendix B	All	Original	May 7, 2002.
Appendix C	All	Original	May 7, 2002.
Appendix D	All	Original	May 7, 2002.
Total pages	30		
MSB No. 61-1125	1	1	October 9, 2002.
	2-3	Original	May 7, 2002.
Appendix A	All	Original	May 7, 2002.
Appendix B	All	Original	May 7, 2002.
Appendix C	All	Original	May 7, 2002.
Appendix D	All	Original	May 7, 2002.
Total pages	30		
MSB No. 61-1126	1	1	October 9, 2002.
	2-3	Original	May 7, 2002.
Appendix A	All	Original	May 7, 2002.
Appendix B	All	Original	May 7, 2002.
Appendix C	All	Original	May 7, 2002.
Appendix D	All	Original	May 7, 2002.
Total pages	30		

## **Related Information**

(n) United Kingdom (U.K.) Civil Aviation Authority (CAA) airworthiness directives No. G-2006-0027, dated September 8, 2005; CAA UK AD No. 009-05-2002, dated April 15, 2003; CAA UK AD No. 010-05-2002, dated April 15, 2003; and CAA UK AD No. 011-05-2002, dated April 15, 2003, also addresses the subject of this AD.

Issued in Burlington, Massachusetts, on September 26, 2005.

Francis A. Favara,

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

[FR Doc. 05-20170 Filed 10-12-05; 8:45 am]

BILLING CODE 4910-13-P

**BW 2005-21**

**SOCATA–GROUPE AEROSPATIALE  
AIRWORTHINESS DIRECTIVE  
SMALL AIRCRAFT, ROTORCRAFT, GLIDERS, BALLOONS, & AIRSHIPS**

**2005-20-24 Socata–Groupe Aerospatiale:** Amendment 39-14320; Docket No. FAA-2005-21464; Directorate Identifier 2005-CE-32-AD.

**When Does This AD Become Effective?**

- (a) This AD becomes effective on November 9, 2005.

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

- (b) None.

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

(c) This AD affects the following Model TBM 700 airplanes, serial numbers 1 through 255; 257 through 267; and 270, that are:

- (1) equipped with a VHF1 antenna mounted under the fuselage between frame C12 and C13 or C13 and C13bis; and
- (2) certificated in any category.

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

(d) This AD is the result of mandatory continuing airworthiness information (MCAI) issued by the airworthiness authority for France. The actions specified in this AD are intended to detect and correct cracks in the fuselage skin, which could result in loss of aircraft pressurization. Loss of aircraft pressurization could lead to flight crew incapacitation.

**What Must I Do To Address This Problem?**

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

Note: The EADS SOCATA Mandatory Service Bulletin TBM Aircraft, SB 70-103, Amendment 1, ATA No. 53, dated September 2003, allows the pilot to perform the visual inspection of the fuselage skin in the VHF1 antenna mount area for cracks and loose rivets. The Federal Aviation Regulations (14 CFR 43.3) only allow the pilot to perform preventive maintenance as described in 14 CFR part 43, App. A, paragraph (c). These visual inspections are not considered preventive maintenance under 14 CFR part 43, App. A, paragraph (c). Therefore, an appropriately-rated mechanic must perform all actions of this AD.

Actions	Compliance	Procedures
(1) Inspect the fuselage skin in the VHF1 antenna mount area between frame C12 and C13 or C13 and C13bis for cracks and loose rivets.	Within the next 50 hours time-in-service (TIS) after November 9, 2005, (the effective date of this AD). Repetitively inspect thereafter at intervals not to exceed 50 hours TIS until the modification in paragraph (e)(2) of this AD is done. Modifying the VHF1 antenna bracket and interface area terminates the repetitive inspection requirement of this AD.	Follow EADS SOCATA Mandatory Service Bulletin TBM Aircraft, SB 70-103, Amendment 1, ATA No. 53, dated September 2003.
(2) Modify the VHF1 antenna bracket and the antenna/fuselage interface.	At whichever of the following that occurs first: (i) Before further flight anytime a crack or loose rivet is found during any inspection required in paragraph (e)(1) of this AD. (ii) Within 100 hours TIS or 12 months after November 9, 2005 (the effective date of this AD), whichever occurs later.	Follow EADS SOCATA Recommended Service Bulletin TBM Aircraft, SB 70-111, ATA No. 53, dated October 2003, and the applicable maintenance manual.

### May I Request an Alternative Method of Compliance?

(f) You may request a different method of compliance or a different compliance time for this AD by following the procedures in 14 CFR 39.19. Unless FAA authorizes otherwise, send your request to your principal inspector. The principal inspector may add comments and will send your request to the Manager, Standards Office, Small Airplane Directorate, FAA. For information on any already approved alternative methods of compliance, contact Peter L. Rouse, Aerospace Engineer, FAA, Small Airplane Directorate, 901 Locust, Room 301, Kansas City, Missouri 64106; telephone: (816) 329-4135; facsimile: (816) 329-4090.

### Is There Other Information That Relates to This Subject?

(g) French AD Number F-2003-367 R1, Distribution A, Issue date: February 4, 2004, also addresses the subject of this AD.

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

(h) You must do the actions required by this AD following the instructions in EADS SOCATA Mandatory Service Bulletin TBM Aircraft, SB 70-103, Amendment 1, ATA No. 53, dated September 2003, and EADS SOCATA Recommended Service Bulletin TBM Aircraft, SB 70-111, ATA No. 53, dated October 2003. The Director of the Federal Register approved the incorporation by reference of this service bulletin in accordance with 5 U.S.C. 552(a) and 1 CFR part 51. To get a copy of this service information, contact EADS SOCATA Tarbes, Direction des Services, 65921 Tarbes Cedex 9, France; telephone: 33 (0)5 62.41.73.00; facsimile: 33 (0)5 62.41.76.54; or SOCATA AIRCRAFT, North Perry Airport, 7501 Pembroke Road, Pembroke Pines, Florida 33023. To review copies of this service information, go to the National Archives and Records Administration (NARA). For information on the availability of this material at NARA, go to: [http://www.archives.gov/federal\\_register/code\\_of\\_federal\\_regulations/ibr\\_locations.html](http://www.archives.gov/federal_register/code_of_federal_regulations/ibr_locations.html) or call (202) 741-6030. To view the AD docket, go to the Docket Management Facility; U.S. Department of Transportation, 400 Seventh Street, SW., Nassif Building, Room PL-401, Washington, DC 20590-001 or on the Internet at <http://dms.dot.gov>. The docket number is FAA-2005-21464; Directorate Identifier 2005-CE-32-AD.

Issued in Kansas City, Missouri, on September 28, 2005.

David R. Showers,

Acting Manager, Small Airplane Directorate, Aircraft Certification Service.

[FR Doc. 05-19930 Filed 10-11-05; 8:45 am]

BILLING CODE 4910-13-P

**BW 2005-21**

**CESSNA AIRCRAFT COMPANY  
AIRWORTHINESS DIRECTIVE  
SMALL AIRCRAFT, ROTORCRAFT, GLIDERS, BALLOONS, & AIRSHIPS**

**2005-20-25 The Cessna Aircraft Company:** Amendment 39-14321; Docket No. FAA-2005-21173; Directorate Identifier 2005-CE-22-AD.

**When Does This AD Become Effective?**

(a) This AD becomes effective on November 9, 2005.

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

(b) None.

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

(c) This AD affects the following airplane models and serial numbers that are:

- (1) Equipped with an avionics bus circuit breaker switch, part number (P/N) CM3589-50, 593-250-101, 593-250-102, W31-X2M5A-50, or W31-X1000-50; and
- (2) certificated in any category:

<b>Model</b>	<b>Serial numbers</b>
401	655 and 401-0001 through 401-0322.
401A	655 and 401A0001 through 401A0132.
401B	401B0001 through 401B0221.
402	402-0001 through 402-0322.
402A	402A0001 through 402A0129.
402B	402B0001 through 402B0122, 402B0201 through 402B0249, 402B0301 through 402B0455, 402B0501 through 402B0640, 402B0801 through 402B0935, 402B1001 through 402B1100, 402B1201 through 402B1250, and 402B1301 through 402B1384.
402C	689, 402C0001 through 402C0125, 402C0201 through 402C0355, 402C0401 through 402C0528, 402C0601 through 402C0653, 402C0801 through 402C0807, and 402C0808 through 402C1020.
404	682, 404-0001 through 404-0136, 404-0201 through 404-0246, 404-0401 through 404-0460, 404-0601 through 404-0695, and 404-0801 through 404-0859.
411	642 and 411-0001 through 411-0250.
411A	411-0251 through 411-0300.
414	667, 414-0001 through 414-0099, 414-0151 through 414-0175, 414-0251 through 414-0280, 414-0351 through 414-0437, 414-0451 through 414-0550, 414-0601 through 414-0655, 414-0801 through 414-0855, and 414-0901 through 414-0965.

<b>Model</b>	<b>Serial numbers</b>
414A	414A0001 through 414A0121, 414A0201 through 414A0340, 414A0401 through 414A0535, 414A0601 through 414A0680, 414A0801 through 414A0858, and 414A1001 through 414A1212.
421	693 and 421-0001 through 421-0200.
421A	421A0001 through 421A0158.
421B	421B0001 through 421B0056, 421B0101 through 421B0147, 421B0201 through 421B0275, 421B0301 through 421B0486, 421B0501 through 421B0665, and 421B0801 through 421B0970.
421C	421C0001 through 421C0171, 421C0201 through 421C0350, 421C0401 through 421C0525, 421C0601 through 421C0715, 421C0801 through 421C0910, 421C1001 through 421C1115, 421C1201 through 421C1257, 421C1401 through 421C1413, and 421C1801 through 421C1807.
425	425-0001 through 425-0236.
441	698 and 441-0001 through 441-0362.

### **What is the Unsafe Condition Presented in This AD?**

(d) This AD is the result of reports of smoke and a burning smell in the cockpit. The actions specified in this AD are intended to prevent failure of the avionics bus circuit breaker switch, which could result in smoke and a burning smell in the cockpit. This failure could lead to reduced ability to control the airplane.

### **What Must I do to Address This Problem?**

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

<b>Actions</b>	<b>Compliance</b>	<b>Procedures</b>
(1) Inspect the avionics bus circuit breaker switch to determine the part number (P/N) and date code. (i) If the P/N is CM3589-50, 593-250-101, 593-250-102, W31-X2M5A-50, or W31-X1000-50; and (ii) The date code is 0434 or later; then (iii) No further action is required.	Within the next 200 hours time-in-service (TIS), the next 12 months, or at the next scheduled inspection, after November 9, 2005 (the effective date of this AD), whichever occurs first.	<i>For Models 425 and 441 airplanes,</i> follow the procedures in Cessna Conquest Service Bulletin CQB05-2, dated February 21, 2005, and the applicable maintenance manual. <i>For all other affected airplane models,</i> follow the procedures in Cessna Multi-engine Service Bulletin MEB05-1 dated February 21, 2005, and the applicable maintenance manual.
(2) If the P/N is CM3589-50, 593-250-101, 593-250-102, W31-X2M5A-50, or W31-X1000-50 and there is no date code, replace the avionics bus circuit breaker switch with a P/N CM3589-50 that has a date code of 0434 or later.	Before further flight after the inspection required in paragraph (e)(1) of this AD.	<i>For Models 425 and 441 airplanes,</i> follow the procedures in Cessna Conquest Service Bulletin CQB05-2, dated February 21, 2005, and the applicable maintenance manual. <i>For all other affected airplane models,</i> follow the procedures in Cessna Multi-engine Service Bulletin MEB05-1, dated February 21, 2005, and the applicable maintenance manual.

Actions	Compliance	Procedures
(3) If the P/N is CM3589-50, 593-250-101, 593-250-102, W31-X2M5A-50, or W31-X1000-50, or W31-X1000-50 and the date code is earlier than 0434, the part has a safe life limit of 1,000 hours TIS and must be replaced within the 1,000-hour time limit with a P/N CM3589-50 that has a date code of 0434 or later.	Within the 1,000-hour TIS safe life limit	<i>For Models 425 and 441 airplanes,</i> follow the procedures in Cessna Conquest Service Bulletin CQB05-2, dated February 21, 2005, and the applicable maintenance manual. <i>For all other affected airplane models,</i> follow the procedures in Cessna Multi-engine Service Bulletin MEB05-1, dated February 21, 2005, and the applicable maintenance manual.
(4) Do not install a P/N CM3589-50, 593-250-101, 593-250-102, W31-X2M5A-50, or W31-X1000-50 that does not have a date code or has a date code earlier than 0434.	As of November 9, 2005 (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. 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, Wichita Aircraft Certification Office (ACO), FAA. For information on any already approved alternative methods of compliance, contact Gerald Pilj, Aerospace Engineer, FAA Wichita ACO, 1801 Airport Road, Mid-Continent Airport, Wichita, Kansas 67209; telephone: (316) 946-4151; facsimile: (316) 946-4107.

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

(g) You must do the actions required by this AD following the instructions in Cessna Conquest Service Bulletin CQB05-2, dated February 21, 2005, and Cessna Multi-engine Service Bulletin MEB05-1, dated February 21, 2005. The Director of the Federal Register approved the incorporation by reference of this service bulletin in accordance with 5 U.S.C. 552(a) and 1 CFR part 51. To get a copy of this service information, contact The Cessna Aircraft Company, Citation Marketing Division, Product Support P.O. Box 7706, Wichita, Kansas 67277; telephone: (316) 517-5800; facsimile: (316) 942-9006. To review copies of this service information, go to the National Archives and Records Administration (NARA). For information on the availability of this material at NARA, go to: [http://www.archives.gov/federal\\_register/code\\_of\\_federal\\_regulations/ibr\\_locations.html](http://www.archives.gov/federal_register/code_of_federal_regulations/ibr_locations.html) or call (202) 741-6030. To view the AD docket, go to the Docket Management Facility; U.S. Department of Transportation, 400 Seventh Street, SW., Nassif Building, Room PL-401, Washington, DC 20590-001 or on the Internet at <http://dms.dot.gov>. The docket number is FAA-2005-21173; Directorate Identifier 2005-CE-22-AD.

Issued in Kansas City, Missouri, on September 28, 2005.

David R. Showers,  
Acting Manager, Small Airplane Directorate, Aircraft Certification Service.  
[FR Doc. 05-19928 Filed 10-11-05; 8:45 am]  
BILLING CODE 4910-13-P

**BW 2005-21**

**AVIOINTERIORS S.P.A.  
AIRWORTHINESS DIRECTIVE  
APPLIANCE**

**SMALL AIRCRAFT, ROTORCRAFT, GLIDERS, BALLOONS, & AIRSHIPS**

**CORRECTION:** There is a typo in the AD number reference in the Federal Register (FR), page 59243, 3rd column, October 12, 2005 of this AD. The correct AD number should read "2005-20-26". We've corrected this copy and will issue a correction to the FR.

**2005-20-26 Aviointeriors S.p.A. (formerly ALVEN):** Amendment 39-14323. Docket No. FAA-2005-20848; Directorate Identifier 2005-NE-02-AD.

**Effective Date**

(a) This airworthiness directive (AD) becomes effective November 16, 2005.

**Affected ADs**

(b) None.

**Applicability**

(c) This AD applies to Aviointeriors S.p.A. (formerly ALVEN), series 312 box mounted seats, part number (P/N) 312( )27-( ) ( ) ( ) ( ) and P/N 312( )36-( ) ( ) ( ) ( ). These seats are installed in, but not limited to, Fokker Model F27 Mark 050, Mark 500, and Mark 600 airplanes.

(d) The parentheses appearing in the seat P/N indicate the presence or absence of an additional letter(s), or number(s), that varies the basic seat configuration. This AD still applies regardless of whether these letters, or numbers, are present or absent in the seat P/N designation.

**Unsafe Condition**

(e) This AD results from 10 reports of cracked attachments of series 312 box mounted seats. We are issuing this AD to prevent series 312 box mounted seats from detaching from the passenger compartment floor, which could result in injury to the occupant of the seat, and prevent evacuation of passengers in the event of an emergency.

**Compliance**

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

**Attachments That Have Already Accumulated 8,000 Hours Time-In-Service (TIS) or More**

(g) For attachments that have already accumulated 8,000 hours TIS or more on the effective date of this AD, do the following:

(1) Within 90 days after the effective date of this AD, replace attachments with new attachments of the same P/N, using Section 2., Replacement Procedure, Steps 2.4 through 2.6 of Aviointeriors Service Bulletin No. 312/912-05, Revision 1, dated August 24, 2001.

(2) Perform repetitive visual inspections as specified in paragraph (i) of this AD.

### **Initial Visual Inspection**

(h) Perform an initial visual inspection of the seat outboard and inboard attachments for cracks, within 90 days after the effective date of this AD, as follows:

(1) Inspect seat outboard attachment, part number (P/N) DM03313-1, and seat inboard attachment, P/N DM03314-1, using Section 2., Inspection Procedure, Steps 2.1 through 2.5 of Aviointeriors Service Bulletin (SB) No. 312/912-05, Revision 1, dated August 24, 2001.

(2) Replace any cracked attachment with a new attachment of the same P/N, using Section 2., Replacement Procedure, Steps 2.4 through 2.6 of Aviointeriors SB No. 312/912-05, Revision 1, dated August 24, 2001.

(3) Replace attachments when they have accumulated 8,000 hours time-in-service (TIS), with new attachments of the same P/N, using Section 2., Replacement Procedure, Steps 2.4 through 2.6 of Aviointeriors SB No. 312/912-05, Revision 1, dated August 24, 2001.

### **Repetitive Visual Inspections**

(i) Within 650 hours TIS after the last inspection, or within 650 hours TIS after attachment was replaced, and whenever the seat is being installed or removed, perform repetitive visual inspections for cracks, and replace cracked seat outboard and inboard attachments. Use paragraphs (h)(1) through (h)(3) of this AD to inspect and disposition the attachments.

### **Alternative Methods of Compliance**

(j) The Manager, Boston 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.

### **Related Information**

(k) Ente Nazionale per l'Aviazione Civile airworthiness directive AD 2001-479, dated November 12, 2001, also addresses the subject of this AD.

### **Material Incorporated by Reference**

(l) You must use Aviointeriors Service Bulletin No. 312/912-05, Revision 1, dated August 24, 2001, to perform the actions 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 Aviointeriors S.p.A., Via Appia Km. 66.4-04013 Latina, Italy; telephone: 39-0773-6891; fax: 39-0773-631546, 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/cfr/ibr-locations.html>.

Issued in Burlington, Massachusetts, on September 30, 2005.

Francis A. Favara,

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

[FR Doc. 05-19941 Filed 10-11-05; 8:45 am]

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**BW 2005-21**

**BELL HELICOPTER TEXTRON  
AIRWORTHINESS DIRECTIVE  
ROTORCRAFT  
SMALL AIRCRAFT, ROTORCRAFT, GLIDERS, BALLOONS, & AIRSHIPS**

**2005-20-38 Bell Helicopter Textron:** Amendment 39-14335. Docket No. FAA-2005-22634; Directorate Identifier 2005-SW-12-AD.

**Applicability**

Model 212, 412, and 412EP helicopters modified with Aeronautical Accessories, Inc. (AAI), Supplemental Type Certificate (STC) SH2820SO; or with AAI Parts Manufacturer Approval (PMA) reservoir assembly, part number (P/N) 212-372-050; or with adapter, P/N 212-371-002, installed, certificated in any category.

**Compliance**

Required as indicated, unless accomplished previously.

To prevent rupture of an adapter, uncontrolled jetting of pressurized gas from the nitrogen bottle, and subsequent injury to occupants or damage to the helicopter, accomplish the following:

(a) Within the next 24 hours time-in-service (TIS) or before the next emergency floatation supply bottle nitrogen charging, whichever occurs first, do the following:

(1) Vent the nitrogen from the reservoir assembly by following the Accomplishment Instructions, Part II–Floatation System Discharging, of AAI Alert Service Bulletin ASB No. AA-05005, Revision A, dated June 27, 2005 (ASB).

(2) Remove the valve assembly and air line from the adapter, and inspect the counter bore depth (dimension D) as shown in Figure 1 of the ASB.

(i) If dimension D, as depicted in Figure 1 of the ASB, does not exceed .860 inch, recharge the floatation system by following the Accomplishment Instructions, Part III–Floatation System Charging, and referring to Figures 2 and 3 of the ASB.

(ii) If dimension D, as depicted in Figure 1 of the ASB, exceeds .860 inch, replace the reservoir assembly and the adapter with airworthy parts before further flight.

(b) To request a different method of compliance or a different compliance time for this AD, follow the procedures in 14 CFR 39.19. Contact the Rotorcraft Certification Office, FAA, for information about previously approved alternative methods of compliance.

(c) Discharging and recharging the floatation system and inspecting the counter bore depth dimension of the adapter shall be done in accordance with the specified portions of Aeronautical Accessories, Inc. Alert Service Bulletin No. AA-05005, Revision A, dated June 27, 2005. The

Director of the Federal Register approved this incorporation by reference in accordance with 5 U.S.C. 552(a) and 1 CFR part 51. Copies may be obtained from Aeronautical Accessories, Inc., P. O. Box 3689, Bristol, Tennessee 37625-3689. Copies may be inspected at the National Archives and Records Administration (NARA). For information on the availability of this material at NARA, call 202-741-6030, or go to:

*[http://www.archives.gov/federal\\_register/code\\_of\\_federal\\_regulations/ibr\\_locations.html](http://www.archives.gov/federal_register/code_of_federal_regulations/ibr_locations.html)*.

(d) This amendment becomes effective on October 28, 2005.

Issued in Fort Worth, Texas, on September 30, 2005.

Scott A. Horn,  
Acting Manager, Rotorcraft Directorate, Aircraft Certification Service.  
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