



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

BIWEEKLY 2005-07

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

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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;			
Biweekly 2005-01			
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
Biweekly 2005-02			
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
Biweekly 2005-03			
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
Biweekly 2005-04			
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

AD No.	Information	Manufacturer	Applicability
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Info: E - Emergency; COR - Correction; S - Supersedes; R - Revision; - See AD for additional information;

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

BW 2005-07

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

2005-05-52 The Cessna Aircraft Company: Amendment 39-14022; Docket No. FAA-2005-20513; Directorate Identifier 2005-CE-07-AD.

When Does This AD Become Effective?

(a) This AD becomes effective on March 21, 2005, to all affected persons who did not receive emergency AD 2005-05-52, issued March 2, 2005. Emergency AD 2005-05-52 contained the requirements of this amendment and became effective immediately upon receipt.

Are Any Other ADs Affected by This Action?

- (b) This AD supersedes the following:
- (1) Emergency AD 2005-05-51, issued February 20, 2005; and
 - (2) AD 2000-23-01, Amendment 39-11971.

What Airplanes Are Affected by This AD?

- (c) This AD affects Model 402C and 414A airplanes, all serial numbers, that:
- (1) are certificated in any category; and
 - (2) do not incorporate a spar strap modification on each wing spar following the original release of (or a later FAA-approved revision to) Cessna Service Bulletin MEB02-5 and Cessna Service Kit SK402-47 (currently at MEB02-5 Revision 2 and SK402-47B).

What Is the Unsafe Condition Presented in This AD?

(d) This AD is the result of extensive cracks found on three wing spars of the affected airplanes. We are issuing this AD to detect and correct cracking in the wing spars before the cracks grow to failure. Such a wing failure could result in the wing separating from the airplane with consequent loss of control of the airplane.

What Must I Do to Address This Problem?

(e) Visual Inspections for all Model 402C airplanes With Fewer than 15,000 Hours Total Time-in-service (TIS): Initially inspect upon accumulating 10,000 hours TIS on the airplane or at the next inspection that would have been required by AD 2000-23-01 or emergency AD 2005-05-51, whichever occurs later. Repetitively inspect thereafter at intervals not to exceed 110 hours TIS until accumulating 15,000 hours TIS:

- (1) Perform both a visual external and internal inspection of the forward, aft, and auxiliary wing spars for cracks.

(2) Do these visual inspections following the Accomplishment Instructions section of Cessna Service Bulletin MEB99-3 (Model 402C), Revision 2, dated February 28, 2005.

(3) When doing the inspections, pay particular attention to the following areas:

(i) Just Outboard of the Engine Beam

(A) The main lower spar cap at Wing Station (WS) 114.

(B) The three rivets on both the inboard and outboard sides of WS 114 (total of six rivets) in the main lower spar cap as viewed from the access hole.

(C) The main spar web at WS 112.5.

(ii) Just Inboard of the Inboard Engine Beam

(A) The main lower spar cap between WS 80 and WS 89.

(B) The two attach bolts on the main spar just inboard of the WS 89.18 rib.

(f) Eddy Current and Visual Inspections: Perform eddy current inspections of the forward wing spars combined with visual inspections of the aft and auxiliary spars. Do these inspections following the Accomplishment Instructions section of Cessna Service Bulletin MEB99-3 (Model 402C) or Cessna Service Bulletin MEB00-7 (Model 414A), both at Revision 2 and both dated February 28, 2005.

Affected airplanes	Eddy current and visual inspections	Repetitive Eddy current and visual inspection interval
(1) For Model 414A airplanes, serial numbers 414A001 through 414A0047 and 414A0049 through 414A0200.	At whichever of the following occurs later: <ul style="list-style-type: none"> • Upon accumulating 8,500 hours TIS on the airplanes; • At the next inspection that would have been required by emergency AD 2005-05-51 (required at intervals not to exceed 15 hours TIS); or • Within the next 2 days after the effective date of this AD (2 days after receipt for those who received emergency AD 200505-52). 	Thereafter at intervals not to exceed 100 hours TIS.
(2) For the following airplanes that have 15,000 hours or more TIS or upon accumulating 15,000 hours TIS: <ul style="list-style-type: none"> (i) All Model 402C airplanes. (ii) Model 414A airplanes, serial numbers 414A0201 through 414A1212. 	At whichever of the following occurs later: <ul style="list-style-type: none"> • Upon accumulating 15,000 hours TIS on the airplane; • At the next inspection that would have been required by emergency AD 2005-05-51 (required at intervals not to exceed 15 hours TIS); or • Within the next 2 days after effective date of this AD (2 days after receipt for those who received emergency AD 2005-05-52). 	Thereafter at intervals not to exceed 100 hours TIS.

Note: The Cessna service bulletins allow for either a visual inspection or eddy current inspection of the forward spars on all airplanes affected by this AD. Visual inspections of the forward spars do not satisfy the requirements of this AD for the airplanes referenced in paragraphs (f)(1) and (f)(2) of this AD. These airplanes must have the forward spars inspected using the eddy current methods specified in the Cessna service bulletins.

(g) Cracks Found: If you find any crack on any forward, aft, or auxiliary wing spar; or in surrounding structure such as spar webs or skins during any inspection required by this AD, before further flight do the following:

(1) Obtain an FAA-approved repair scheme from the Cessna Aircraft Company, P.O. Box 7706, Wichita, Kansas 67277; telephone: (316) 517-5800, facsimile: (316) 942-9006; and

(2) Incorporate this repair scheme.

(h) Reporting Requirement: As soon as possible, but no later than 24 hours after any inspection required by this AD and as defined below:

(1) Submit a report of inspection findings to the Manager, Wichita Aircraft Certification Office (ACO), by fax: (316) 946-4107.

(i) Include a report for "cracks found" or "no cracks found" on the initial inspection; and

(ii) Include a report only for "cracks found" on the repetitive inspections.

(2) The report must include your name and a contact phone number, the results of the findings, a description of any cracking found, the airplane serial number, and the total number of hours TIS on the airplane. The "Lower Wing Spars and Skin Inspection Report" included in Cessna Service Bulletin MEB99-3 and MEB00-7 may be utilized for this reporting requirement.

May I Request an Alternative Method of Compliance?

(i) 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.

(1) For information on any already approved alternative methods of compliance or for further information about this AD, contact Paul Nguyen, Aerospace Engineer, FAA, Wichita ACO, 1801 Airport Road, Mid-Continent Airport, Wichita, Kansas 67209; telephone: (316) 946-4125; facsimile: (316) 946-4107; e-mail: paul.nguyen@faa.gov.

(2) Alternative methods of compliance that were approved for AD 2000-23-01 or emergency AD 2005-05-51 are not approved for this emergency AD.

Does This AD Incorporate Any Material by Reference?

(j) You must do the actions required by this AD following the instructions in Cessna Service Bulletin MEB99-3 (Model 402C) or Cessna Service Bulletin MEB00-7 (Model 414A), both at Revision 2 and both dated February 28, 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 Cessna Aircraft Company, 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 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-2005-20513.

Issued in Kansas City, Missouri, on March 11, 2005.

Nancy C. Lane,

Acting Manager, Small Airplane Directorate, Aircraft Certification Service.

[FR Doc. 05-5382 Filed 3-18-05; 8:45 am]

BILLING CODE 4910-13-P

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

CORRECTION: There is a typo on pg. 13358, para. (b) of today's Federal Register, 3/21/2005, referencing the AD number. The AD number should read **AD 2005-05-53**. We will issue a correction to the FR in the future and have corrected this copy.

2005-05-53 R1 The Cessna Aircraft Company: Amendment 39-14021; Docket No. FAA-2005-200587; Directorate Identifier 2005-CE-10-AD.

When Does This AD Become Effective?

(a) This AD becomes effective on March 21, 2005, to all affected persons who did not receive emergency AD 2005-05-53 R1, issued March 5, 2005. Emergency AD 2005-05-53 R1 contained the requirements of this amendment and became effective immediately upon receipt.

Are Any Other ADs Affected By This Action?

(b) This AD revises emergency AD 2005-05-53.

What Airplanes Are Affected by This AD?

(c) This AD affects the following airplanes that are certificated in any category:

Model	Serial numbers
172R	17281234 through 17281236.
172S.	172S9774 through 172S9776, 172S9778 through 172S9781, 172S9783,172S9784, 172S9786, 172S9788 through 172S9791, and 172S9793.
182T	18281522 through 18281525, and 18281537.
T182T	T18208353 through T18208365, T18208367 through T18208369, T18208371, and T18208372.

What Is the Unsafe Condition Presented in This AD?

(d) This AD is the result of flight control system problems found on airplanes within Cessna's control that could also exist on airplanes produced and delivered within a certain time period. We are issuing this AD to prevent loss of airplane control due to incorrect or inadequate rigging of critical flight systems. Airplanes affected by this AD may have additional flight control issues beyond those listed in "What events caused this AD action?"

What Must I Do To Address This Problem?

(e) The following specifies action you must do per this AD and other pertinent information to address this problem:

Actions	Compliance	Procedures
(1) Do a one-time detailed inspection of the flight control system, correct installations that do not conform to type design, and repair any damage.	Prior to further flight after March 21, 2005 (the effective date of this AD), except for those who received emergency AD 2005–05–53 R1, issued March 5, 2005. Emergency AD 2005–05–53 R1 contained the requirements of this amendment and became effective immediately upon receipt.	Follow Chapter 5 TIME LIMITS/MAINTENANCE CHECKS of whichever of the following applies: <ul style="list-style-type: none"> • Model 172 Maintenance Manual using the List of Effective Pages, dated June 7, 2004. • Model 182/T182 Maintenance Manual using the List of Effective Pages, dated March 1, 2004.
(2) Special special flight permits or positioning flights are not permitted for this AD.	Not applicable	14 CFR 39.19 allows special flight permits for all ADs, unless specifically prohibited in a specific AD. This emergency AD prohibits such flight permits. If an aircraft is in a location where necessary services are not available to perform the inspections identified above, contact Cessna ProductSupport at (316) 517–5800.

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. You may submit your request through your Flight Standards District Office (FSDO) Principal Inspector, who may add comments and then send your request to the Manager, Wichita Aircraft Certification Office (ACO), FAA. For information on any already approved alternative methods of compliance or for further information about this AD, contact Chris B. Morgan, Aerospace Engineer, FAA, Wichita ACO, 1801 Airport Road, Mid-Continent Airport, Wichita, Kansas 67209; telephone: (316) 946-4154; facsimile: (316) 946-4107; e-mail: chris.b.morgan@faa.gov.

Does This AD Incorporate Any Material by Reference?

(g) You must do the actions required by this AD following the instructions in Chapter 5 TIME LIMITS/ MAINTENANCE CHECKS of the Model 172 Maintenance Manual using the List of Effective Pages, dated June 7, 2004; or the Model 182/T182 Maintenance Manual using the List of Effective Pages, dated March 1, 2004. The Director of the Federal Register approved the incorporation by reference of this documents in accordance with 5 U.S.C. 552(a) and 1 CFR part 51. To get a copy of this service information, contact Cessna Aircraft Company, 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 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-2005-20587.

Issued in Kansas City, Missouri, on March 11, 2005.

Nancy C. Lane,

Acting Manager, Small Airplane Directorate, Aircraft Certification Service.

[FR Doc. 05-5385 Filed 3-18-05; 8:45 am]

BILLING CODE 4910-13-P

BW 2005-07

**FAIRCHILD AIRCRAFT, INC.
AIRWORTHINESS DIRECTIVE
SMALL AIRCRAFT, ROTORCRAFT, GLIDERS, BALLOONS, & AIRSHIPS**

CORRECTION: We inadvertently dropped a line of text during the formatting of AD 2005-06-13. We have corrected this copy and marked the pdf with a revision mark, pg. 6 of the pdf copy.

2005-06-13 Fairchild Aircraft, Inc.: Amendment 39-14023; Docket No. 99-CE-12-AD; Supersedes AD 99-06-02, Amendment 39-11066.

When Does This AD Become Effective?

(a) This AD becomes effective on May 2, 2005.

What Other ADs Are Affected by This Action?

(b) This AD supersedes AD 99-06-02, Amendment 39-11066.

What Airplanes Are Affected by This AD?

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

Model	Serial Nos.
(1) SA226-AT	AT001 through AT074.
(2) SA226-TC	TC201 through TC419.
(3) SA226-T	T201 through T291.
(4) SA226-T(B)	T(B)276 and T(B)292 through T(B)417.
(5) SA227-TT	TT421 through TT541.
(6) SA227-TT(300)	TT(300)447, TT(300)465, TT(300)471, TT(300)483, TT(300)512, TT(300)518, TT(300)521, TT(300)527, TT(300)529, and TT(300)536.
(7) SA227-AC	AC406, AC415, AC416, and AC420 through AC785.
(8) SA227-AT	AT423 through AT631 and AT695.
(9) SA227-BC	BC762, BC764, BC766, and BC770 through BC789.
(10) SA227-CC/DC	CC/DC784, and CC/DC790 through CC/DC896.

What Is the Unsafe Condition Presented in This AD?

(d) This AD is the result of reports of cracks in the wing spar center web cutout caused by fatigue due to airplane maneuvering and wind gusts. The actions specified in this AD are intended to detect and correct fatigue cracking of the wing spar center web cutout area, which could result in structural failure of the wing spar. This could lead to loss of control of the airplane.

What Must I Do To Address This Problem?

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

Actions	Compliance	Procedures
(1) Inspect each wing spar center web cutout for cracks between Wing Station (WS) 8 and WS 17.5.	Initially inspect upon accumulating 6,500 hours time-in-service (TIS) on each wing spar; within the next 2,000 hours TIS after the last inspection done following the applicable Airworthiness Limitations Manual (the last inspection done following AD 99-06-02); or within the next 500 hours TIS after May 2, 2005 the effective date of this AD, whichever occurs later. Repetitively inspect thereafter at intervals not to exceed 2,000 hours TIS.	<i>For Models SA227-TT, SA227-AT, SAA227-AC, and SA227-BC airplanes:</i> Follow Fairchild Airframe Airworthiness Limitations Manual ST-UN-M001, Rev. No. C-6, dated April 7, 1998; or Fairchild Airframe Airworthiness Limitations Manual ST-UN-M001, SA227 Series, Reissue C dated January 18, 1991, at the revision levels stated on page iii and page iv (page iii dated August 16, 1995, and page iv dated March 8, 2004); <i>For Models SA226-T, SA226-T(B), SA226-AT, and SA226-TC airplanes:</i> Follow Fairchild Airframe Inspection Manual ST-UN-M002, Rev. No. A-6, dated December 8, 1997; or Fairchild Airframe Inspection Manual ST-Un-M002, Reissue A, SA226 Series, dated December 9, 1986, at the revision levels stated on page iii and page iv (page iii dated April 7, 1998 and page iv dated March 8, 2004); and <i>For Models SA227-CC and SA227-DC airplanes:</i> Follow Fairchild Airframe Airworthiness Limitations Manual ST-UN-M003, Rev. No. 5, dated April 7, 1998; or Fairchild Airframe Airworthiness Limitations Manual ST-UN-M003, SA227 Commuter Category, Initial issue dated December 6, 1991, at the revision levels stated on page iii and page iv (page iii dated July 29, 2003, and page iv dated March 8, 2004).
(2) If any crack(s) is/are found during any inspection required by paragraph (e)(1) of this AD, repair the crack(s). This repair eliminates the repetitive inspections required in paragraph (e)(1) of this AD for that particular wing spar.	Before further flight	<i>For Models SA226-T, SA226-T(B), SA226-AT, SA226-TC, SA227-TT, SA227-AT, SA227-AC, and SA227-BC airplanes:</i> Follow Fairchild SA226/227 Series Structural Repair Manual, part number (P/N) 27-10054-079, pages 57 through 90; Initial Issue: March 1, 1983; Revision 28, dated June 24, 1998; and <i>For Models SA227-CC and SA227-DC airplanes:</i> Follow Fairchild SA227 Series Structural Repair Manual, P/N 27-10054-127, pages 47 through 60; Initial Issue: December 1, 1991; Revision 7, dated June 24, 1998.

(3) The repetitive inspections required in paragraph (e)(1) of this AD may be terminated if the wing spar center web repair specified in paragraph (e)(2) of this AD has been done on both the left and right wing spar. If one wing spar center web has been repaired, then repetitive inspections are still required on the other one until the repair is done.	Not applicable	Not applicable.
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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, Fort Worth Aircraft Certification Office (ACO), FAA. For information on any already approved alternative methods of compliance, contact Mr. Hung Viet Nguyen, Fort Worth ACO, FAA, 2601 Meacham Boulevard, Fort Worth, Texas 76193-0150; telephone: (817) 222-5155; facsimile: (817) 222-5960.

(2) Alternative methods of compliance approved for AD 99-06-02 are considered approved as alternative methods of compliance for this AD.

Does This AD Incorporate Any Material by Reference?

(g) You must do the inspections required by this AD following the instructions in Fairchild Airframe Airworthiness Limitations Manual ST-UN-M001, Rev. No. C-6, dated April 7, 1998; Fairchild Airframe Airworthiness Limitations Manual ST-UN-M001, Rev. No. C-8, dated March 8, 2004; Fairchild Airframe Inspection Manual ST-UN-M002, Rev. No. A-6, dated December 8, 1997; Fairchild Airframe Inspection Manual ST-UN-M002, Rev. No. A-9, dated March 8, 2004; Fairchild Airframe Airworthiness Limitations Manual ST-UN-M003, Rev. No. 5, dated April 7, 1998; or Fairchild Airframe Airworthiness Limitations Manual ST-UN-M003, Rev. No. 7, dated March 8, 2004, as applicable. You must do the repairs required by this AD following the instructions in Fairchild SA226/227 Series Structural Repair Manual, part number (P/N) 27-10054-079, pages 57 through 90; Initial Issue: March 1, 1983; Revision 28, dated June 24, 1998; or Fairchild SA227 Series Structural Repair Manual, P/N 27-10054-127, pages 47 through 60; Initial Issue: December 1, 1991; Revision 7, dated June 24, 1998, as applicable.

(1) On April 16, 1999 (64 FR 11761, March 10, 1999), 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 Fairchild Airframe Airworthiness Limitations Manual ST-UN-M001, Rev. No. C-6, dated April 7, 1998; Fairchild Airframe Inspection Manual ST-UN-M002, Rev. No. A-6, dated December 8, 1997; Fairchild Airframe Airworthiness Limitations Manual ST-UN-M003, Rev. No. 5, dated April 7, 1998; Fairchild SA226/227 Series Structural Repair Manual, part number (P/N) 27-10054-079, pages 57 through 90; Initial Issue: March 1, 1983; Revision 28, dated June 24, 1998; and Fairchild SA227 Series Structural Repair Manual, P/N 27-10054-127, pages 47 through 60; Initial Issue: December 1, 1991; Revision 7, dated June 24, 1998.

(2) As of May 2, 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 Fairchild Airframe Airworthiness Limitations Manual ST-UN-M001, SA227 Series, Reissue C dated January 18, 1991, at the revision levels stated on page iii and page iv (page iii dated August 16, 1995, and page iv dated March 8, 2004); Fairchild Airframe Inspection Manual ST-UN-M002, Reissue A, SA226 Series, dated December 9, 1986, at the revision levels stated on page iii and page iv (page iii dated April 7, 1998, and page iv dated March 8, 2004); and Fairchild Airframe Airworthiness Limitations Manual ST-UN-M003, SA227 Commuter Category, Initial issue dated December 6, 1991, at the revision levels stated on page iii and page iv (page iii dated July 29, 2003, and page iv dated March 8, 2004).

(3) You may get a copy from Field Support Engineering, Fairchild Aircraft, Inc., P.O. Box 790490, San Antonio, Texas 78279-0490. You may review copies at FAA, Central Region, Office of the Regional Counsel, 901 Locust, Room 506, Kansas City, Missouri 64106; 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 Kansas City, Missouri, on March 14, 2005.

David R. Showers,

Acting Manager, Small Airplane Directorate, Aircraft Certification Service.

[FR Doc. 05-5383 Filed 3-18-05; 8:45 am]

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BW 2005-07

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

CORRECTION: In today's Federal Register, March 25, 2005, all references to the aircraft models of AD 2005-07-01 are *incorrect*. The correct models should be Cessna **208 and 208B**. We've corrected this copy, notated the corrections with revision marks in the pdf version, and will issue a correction to the FR in the near future.

2005-07-01 The Cessna Aircraft Company: Amendment 39-14025; Docket No. FAA-2005-20514; Directorate Identifier 2005-CE-08-AD.

When Does This AD Become Effective?

(a) This AD becomes effective on March 29, 2005.

Are Any Other ADs Affected by This Action?

(b) None.

What Airplanes Are Affected by This AD?

(c) This AD affects Models 208 and 208B, all serial numbers, that are certificated in any category.

What Is the Unsafe Condition Presented in This AD?

(d) This AD results from several accidents/incidents of problems with the affected airplanes during operations in icing condition, including six accidents in the previous two icing seasons and nine events in the past few months. We are issuing this AD to assure that the pilot has enough information to prevent loss of control of the airplane while in-flight during icing conditions.

What Must I Do To Address This Problem?

(e) No later than April 1, 2005 (3 days after March 29, 2005, which is the effective date of this AD), incorporate the following revisions into the Airplane Flight Manual:

Affected airplanes	Incorporate the following AFM revision document	Revise the Performance Section (Section 5) of the AFM Supplement by inserting the following text (this may be done by inserting a copy of this AD in the AFM Supplement)
(1) Cessna Model 208 airplanes and Model 208B airplanes, all serial numbers.	<i>Section 2: Limitations and Section 4: Normal Procedures:</i> Temporary Revision 208PHTR04, dated March 2, 2005, to the Pilots Operating Handbook (POH) and FAA-approved Airplane Flight Manual (AFM), except replace the Limitations (Section 2) of the Temporary Revision 208PHTR04 to the POH/FAA-approved AFM with the Appendix to this AD. (This may be done by inserting a copy of this AD into the POH/AFM.).	None.
(2) Cessna Model 208 airplanes with a Pratt & Whitney of Canada Ltd., PT6A-114A turboprop engine installed (675 SHP) or FAA-approved engine of equivalent horsepower installed, except airplanes modified by Supplemental Type Certificate SA0892WI.	<i>Section 9: Optional Systems Description and Operating Procedures:</i> Revision 5 of the 208 (675 SHP) POH/FAA-approved AFM Supplement S1 “Known Icing Equipment” Cessna document D1352-S1-05, dated March 2, 2005.	WARNING: The stall warning system has not been tested in all icing conditions and should not be relied upon in icing conditions.
(3) Cessna Model 208 airplanes with a Pratt & Whitney of Canada Ltd., PT6A-114 turboprop engine installed (600 SHP) or FAA-approved engine of equivalent horsepower installed, except airplanes modified by Supplemental Type Certificate SA00892WI.	<i>Section 9: Optional Systems Description and Operating Procedures</i> Revision 5 of the Cessna Model 208 (600 SHP) POH/FAA-approved AFM Supplement S1 “Known Icing Equipment”, Cessna document D1307-S1-05, dated March 2, 2005, except incorporate the Appendix to this AD into paragraphs “PREFLIGHT” and “VISUAL/TACTILE CHECK” of the Limitations Section of the POH/FAA-approved AFM Supplement S1 “Known Icing Equipment”.	WARNING: The stall warning system has not been tested in all icing conditions and should not be relied upon in icing conditions.
(4) Cessna Model 208B airplanes with a Pratt & Whitney of Canada Ltd., PT6A-114A turboprop engine installed (675 SHP) or FAA-approved engine of equivalent horsepower installed, except airplanes modified by Supplemental Type Certificate SA00892WI.	<i>Section 9: Optional Systems Description and Operating Procedures</i> Revision 6 of the 208B (675 SHP) POH/FAA-approved AFM Supplement S1 “Known Icing Equipment”, Cessna document D1329-S1-06, dated March 2, 2005.	WARNING: The stall warning system has not been tested in all icing conditions and should not be relied upon in icing conditions.

(5) Cessna Model 208B airplanes with a Pratt & Whitney of Canada Ltd., PT6A-114A turboprop engine installed (600 SHP) or FAA-approved engine of equivalent horsepower installed, except airplanes modified by Supplemental Type Certificate SA00892WI.	<i>Section 9: Optional Systems Description and Operating Procedures</i> Revision 5 of the 208B (600 SHP) POH/FAA-approved AFM Supplement S1 “Known Icing Equipment”, Cessna document D1309-S1-05, dated March 2, 2005.	WARNING: The stall warning system has not been tested in all icing conditions and should not be relied upon in icing conditions.
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(f) The owner/operator holding at least a private pilot certificate as authorized by section 43.7 of the Federal Aviation Regulations (14 CFR 43.7) may do the flight manual changes requirement of this AD. Make an entry in the aircraft records showing compliance with this portion of the AD following section 43.9 of the Federal Aviation Regulations (14 CFR 43.9).

May I Request an Alternative Method of Compliance?

(g) 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 Staff, Small Airplane Directorate, FAA, c/o Paul Pellicano, Aerospace Engineer (Icing), FAA, Small Airplane Directorate, c/o Atlanta Aircraft Certification Office (ACO), One Crown Center, 1895 Phoenix Boulevard, Suite 450, Atlanta, GA 30349; telephone: (770) 703-6064; facsimile: (770) 703-6097. For information on any already approved alternative methods of compliance, contact Paul Pellicano at the address and phone number above.

May I Get Copies of the Document Referenced in this AD?

(h) You may obtain the service information referenced in this AD from The Cessna Aircraft Company, Product Support, PO Box 7706, Wichita, Kansas 67277-7706; telephone: (316) 517-5800; facsimile: (316) 942-9006. 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, or on the Internet at <http://dms.dot.gov>. This is docket number FAA-2005-20048; Directorate Identifier 2005-CE-08-AD.

Appendix to AD 2005-07-01, Amendment 39-14025

[Docket No. FAA-2005-20514; Directorate Identifier 2005-CE-08-AD]

Preflight

Takeoff is prohibited with any frost, ice, snow, or slush adhering to the wings, horizontal stabilizer, control surfaces, propeller blades, and engine inlets.

Warning

Even small amounts of frost, ice, and snow, or slush on the wing may adversely change lift and drag. Failure to remove these contaminants will degrade airplane performance and may prevent a safe takeoff and climbout.

Visual/Tactile Check

In addition to a visual check, a tactile check of the wing leading edge, wing upper surface (up to two feet behind the deicing boot at on-span location as a minimum), horizontal tail leading edge, and propeller blades is required if the outside air temperature (OAT) is below 5° C (41° F) and visible moisture (rain, drizzle, sleet, snow, fog etc.) is present or the airplane was exposed to visible moisture (rain, drizzle, sleet, snow, fog etc.) since the previous landing; or the airplane experienced in-flight ice accretion since the previous takeoff; or the difference between the dew point temperature and the OAT is 3° C (5° F) or less; or water is present on the wing. Reference the preflight procedures in Section 4 of the basic Pilot's Operating Handbook.

Issued in Kansas City, Missouri, on March 21, 2005.

David R. Showers,

Acting Manager, Small Airplane Directorate, Aircraft Certification Service.

[FR Doc. 05-5915 Filed 3-24-05; 8:45 am]

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