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LUFTDYKTIGHETSPÅBUD (LDP)

TILBEHØR

HONEYWELL-1

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.

99-012 MODIFIKASJON AV IC-600 "INTEGRATED AVIONICS COMPUTER"

Påbudet gjelder:

Honeywell IC-600 "Integrated avionics computer" med delnummer som beskrevet i vedlagte kopi av FAA AD 99-01-14.

Påbudet omfatter:

Utfør tiltak som beskrevet i vedlagte kopi av FAA AD 99-01-14.

Tid for utførelse:

Til de tider som beskrevet i vedlagte kopi av FAA AD 99-01-14, med virkning fra denne LDP`s gyldighetsdato.

Referanse:

FAA AD 99-01-14.

Gyldighetsdato:

1999-02-01.

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 LDPs nummer.

AIRWORTHINESS DIRECTIVE

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).

99-01-14 HONEYWELL: Amendment 39-10979. Docket 98-NM-142-AD.

Applicability: Honeywell IC-600 integrated avionics computers having part numbers 7017000-82401, -82402, -82403, -83401, -83402, and -83403, as installed in, but not limited to, EMBRAER Model EMB-145 series airplanes.

NOTE 1: This AD applies to Honeywell IC-600 integrated avionics computers having part numbers 7017000-82401, -82402, -82403, -83401, -83402, and -83403; as installed in any airplane, regardless of whether the airplane has been modified, altered, or repaired in the area subject to the requirements of this AD. For airplanes that have been modified, altered, or repaired so that the performance of the requirements of this AD is affected, the owner/operator must request approval for an alternative method of compliance in accordance with paragraph (c) of this AD. The request should include an assessment of the effect of the modification, alteration, or repair on the unsafe condition addressed by this AD; and, if the unsafe condition has not been eliminated, the request should include specific proposed actions to address it.

Compliance: Required as indicated, unless accomplished previously.

To prevent a "random reset" condition of the electronic flight instrument system, which could affect the pilot's ability to control the airplane, accomplish the following:

(a) Within 6 months after the effective date of this AD, modify the IC-600 integrated avionics computer, in accordance with Honeywell Service Bulletin 7017000-22-43, dated March 24, 1998.

(b) As of the effective date of this AD, no person shall install a Honeywell IC-600 integrated avionics computer having part number 7017000-82401, -82402, -82403, -83401, -83402, or -83403 on any airplane; unless it has been modified in accordance with Honeywell Service Bulletin 7017000-22-43, dated March 24, 1998.

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

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

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

(e) The modification shall be done in accordance with Honeywell Service Bulletin 7017000-22-43, dated March 24, 1998. This incorporation by reference was approved by the Director of the Federal Register in accordance with 5 U.S.C. 552(a) and 1 CFR part 51. Copies may be obtained from Honeywell Inc., Business and Commuter Aviation Systems, Box 29000, Phoenix, Arizona 85038. Copies may be inspected at the FAA, Transport Airplane Directorate, 1601 Lind Avenue, SW., Renton, Washington; or at the FAA, Transport Airplane Directorate, Los Angeles Aircraft Certification Office, 3960 Paramount Boulevard, Lakewood, California; or at the Office of the Federal Register, 800 North Capitol Street, NW., suite 700, Washington, DC.

(f) This amendment becomes effective on February 12, 1999.

FOR FURTHER INFORMATION CONTACT:
J. Kirk Baker, Aerospace Engineer, Systems and Equipment Branch, ANM-130L, FAA, Transport Airplane Directorate, Los Angeles Aircraft Certification Office, 3960 Paramount Boulevard, Lakewood, California 90712-4137; telephone (562) 627-5345; fax (562) 627-5210.

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LUFTDYKTIGHETSPÅBUD (LDP)

TILBEHØR

HONEYWELL-2

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.

2000-030 KONTROLL/MODIFIKASJON AV "AUTOPILOT SERVO ACTUATOR FASTENER"

Påbudet gjelder:

Honeywell KAP 140 eller KFC 225 som beskrevet i vedlagte kopi av FAA AD 2000-05-24.

Påbudet omfatter:

Utfør tiltak som beskrevet i vedlagte kopi av FAA AD 2000-05-24.

Tid for utførelse:

Til de tider som beskrevet i vedlagte kopi av FAA AD 2000-05-24, med virkning fra denne LDP`s gyldighetsdato.

Referanse:

FAA AD 2000-05-24.

Gyldighetsdato:

2000-05-15.

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 LDPs nummer.

AIRWORTHINESS DIRECTIVE

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

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

AD's are posted on the internet at http://av-info.faa.gov

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

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

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

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

Type Certificate Holder	Aircraft Models	Autopilot Installed
Cessna Aircraft Company	172R, 172S, 182S, 206H, and T206H airplanes	Model KAP 140
Commander Aircraft Company	114B and 114TC airplanes	Model KFC 225
Mooney Aircraft Corporation	M20R and M20S airplanes	Model KFC 225
The New Piper Aircraft, Inc.	PA-28-181 airplanes	Model KAP 140
The New Piper Aircraft, Inc.	PA-46-350P airplanes	Model KFC 225
Raytheon Aircraft Company	Beech A36 airplanes, S/N E3157, E3218 through E3293, E3295, and E3297 through E3301	Model KFC 225
Raytheon Aircraft Company	Beech B36TC airplanes, S/N EA611, EA620, EA629 through EA649, and EA651	Model KFC 225
Raytheon Aircraft Company	Beech 58 airplanes, S/N TH1841, TH1870, TH1884 through TH1932, and TH1934	Model KFC 225

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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LUFTDYKTIGHETSPÅBUD (LDP)

TILBEHØR

HONEYWELL-3

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.

2001-038 "AUTOMATIC FLIGHT CONTROL SYSTEM"

Påbudet gjelder:

Honeywell Automatic Flight Control Systems (AFCS) som beskrevet i vedlagte kopi av FAA AD 2001-10-09.

Påbudet omfatter:

Utfør tiltak som beskrevet i vedlagte kopi av FAA AD 2001-10-09.

Tid for utførelse:

Til de tider som beskrevet i vedlagte kopi av FAA AD 2001-10-09, med virkning fra denne LDP`s gyldighetsdato.

Referanse:

FAA AD 2001-10-09.

Gyldighetsdato:

2001-07-10.

AIRWORTHINESS DIRECTIVE

Aircraft Certification Service
Washington, DC

U.S. Department
of Transportation
Federal Aviation
Administration

We post ADs on the internet at "av-info.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).

2001-10-09 HONEYWELL: Amendment 39-12235; Docket No. 2001-CE-08-AD.

(a) What airplanes are affected by this AD? This AD affects the following Honeywell automatic flight control systems (AFCS) that are installed in, but not limited to, the airplanes listed below:

(1) Affected KC 225 AFCS:

Unit	Part Number	Applicable to Serial Number
KC-225	065-00183-0101	All units
	065-00183-0201	
	065-00183-0301	
	065-00183-0401	
	065-00183-0501	
	065-00183-0601	
	065-00183-2501	
	065-00183-2601	
	065-00183-2701	
	065-00183-2801	
	065-00183-2901	
	065-00183-3001	

(2) List of airplanes where the affected AFCS could be installed. This is not a comprehensive list and airplanes not on this list that have an affected AFCS installed through field approval or other methods are still affected by this AD:

Manufacturer	Airplane Models
Aerostar Aircraft Corporation	PA-60-700P (Aerostar 700P)
The Cessna Aircraft Company	208 and 208B
Commander Aircraft Corporation	114B and 114TC
Mooney Aircraft Corporation	M20M and M20R
The New Piper Aircraft, Inc.	PA-34-220T and PA-46-350P
Raytheon Aircraft Company (Beech)	58, 95-55, 95-C55, A36, B36TC, D55, and E55
SOCATA - Groupe Aerospatiale	TB20 and TB21

(b) Who must comply with this AD? Anyone who wishes to operate any airplane that incorporates one of the affected Honeywell automatic flight control systems must comply with this AD.

(c) What problem does this AD address? The actions specified by this AD are intended to prevent an undesirable autotrim command that the autopilot cannot detect in the required time. The airplane could then deviate from the selected altitude or the autopilot could disconnect without warning, which could result in heavy loads at the control column. Such loads in the pitch axis could result in loss of control of the airplane.

(d) What must I do to address this problem? To address this problem, you must do the following actions, unless already done:

Action	Compliance Time	Procedures
(1) Inspect the KC 225 automatic flight control system (AFCS) (Part Number 065-)0183-0101, -0201, -0301, -0401, -0501, -0601, -2501, -2601, -2701, -2801, -2901, or -3001) to determine the currently installed computer modifications (Mods). These modifications are indicated on the AFCS serial number tag.	Within the next 10 hours time-in-service (TIS) after June 15, 2001 (the effective date of this AD).	Do this following the Honeywell Installation Bulletin No. 472 Alert, Revision 1, dated January 2001.
(2) If only Mods 1 and/or 2 are incorporated, accomplish the following: (i) Deactivate the KC 225 AFCS by pulling and banding the autopilot circuit breaker(s) to prevent operation of the KC 225 AFCS in flight; and (ii) Fabricate a placard that indicates the KC 225 AFCS is inoperative, and install this placard on the instrument panel within the pilot's clear view. The placard should use letters of at least 0.10-inch in height and contain the following words: "KC 225 AFCS INOPERATIVE."	Prior to further flight after the inspection required by paragraph (d)(1) of this AD.	Accomplish the deactivation in accordance with Honeywell Installation Bulletin No. 472 Alert, Revision 1, dated January 2001. 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 accomplish the placard requirements of paragraph (d)(2)(ii) of this AD. Make an entry into the aircraft records showing compliance with this portion of the AD in accordance with section 43.9 of the Federal Aviation Regulations (14 CFR 43.9).

Action	Compliance Time	Procedures
(3) As an alternative method of compliance to paragraphs (d)(2)(i) and (d)(2)(ii) of this AD for the KC 225 AFCS with only Mods 1 and/or 2 installed, accomplish either of the following to return the KC 225 AFCS to operation: (i) Return the AFCS to the Honeywell Service Center for modification to install Mod 1, 2, and 3 (or higher) levels and then incorporate this AFCS on the airplane; or (ii) Contact Honeywell Product Support for a warranty replacement KC 225 AFCS that contains Mod 1, 2, and 3 (or higher) levels and then incorporate this AFCS on the airplane.	At any time as terminating action for all other requirements of this AD.	Do this following the Honeywell Installation Bulletin No. 472 Alert, Revision 1, dated January 2001.
(4) If no Mods are installed or at least Mods 1, 2, and 3 are installed, ensure that the aircraft records identify Mod status. No further action is required by this AD.	Prior to further flight after the inspection required by paragraph (d)(1) of this AD.	Do this following the Honeywell Installation Bulletin No. 472 Alert, Revision 1, dated January 2001.

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

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

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

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

(f) Where can I get information about any already-approved alternative methods of compliance? Contact Clyde Erwin, Aerospace Engineer, FAA, Wichita Aircraft Certification Office, 1801 Airport Road, Room 100, Wichita, Kansas 67209; telephone: (316) 946-4149; facsimile: (329) 946-4407.

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

(h) Are any service bulletins incorporated into this AD by reference? Actions required by this AD must be done in accordance with Honeywell Installation Bulletin No. 472 Alert, Revision 1, dated January 2001. The Director of the Federal Register approved this incorporation by reference under 5 U.S.C. 552(a) and 1 CFR part 51. You can get copies from Honeywell, Business & General Aviation, One Technology Center, 23500 W. 105th Street, Olathe, Kansas 66061. You can look at copies at FAA, Central Region, Office of the Regional Counsel, 901 Locust, Room 506, Kansas City, Missouri, or at the Office of the Federal Register, 800 North Capitol Street, NW, suite 700, Washington, DC.

(i) When does this amendment become effective? This amendment becomes effective on June 15, 2001.

FOR FURTHER INFORMATION CONTACT: Clyde Erwin, Aerospace Engineer, FAA, Wichita Aircraft Certification Office, 1801 Airport Road, Room 100, Wichita, Kansas 67209; telephone: (316) 946-4149; facsimile: (329) 946-4407.

Issued in Kansas City, Missouri, on May 14, 2001.
Melvin D. Taylor, Acting Manager, Small Airplane Directorate, Aircraft Certification Service.

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LUFTDYKTIGHETSPÅBUD (LDP)

TILBEHØR

HONEYWELL-4

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.

2002-057 KONTROLL/UTSKIFTING AV INERTIAL REFERENCE UNIT (IRU)

Påbudet gjelder:

Honeywell Inc. Inertial Reference Units (IRU) som beskrevet i vedlagte kopi av FAA AD 2002-13-07.

Påbudet omfatter:

Utfør tiltak som beskrevet i vedlagte kopi av FAA AD 2002-13-07.

Tid for utførelse:

Til de tider som beskrevet i vedlagte kopi av FAA AD 2002-13-07.

Referanse:

FAA AD 2002-13-07.

Gyldighetsdato:

2002-07-19.

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 LDPs nummer.

AIRWORTHINESS DIRECTIVE

Aircraft Certification Service
Washington, DC

U.S. Department
of Transportation
Federal Aviation Administration

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

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).

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

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

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

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

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

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

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

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

Actions	Compliance	Procedures
(1) Inspect any affected IRU for proper function	Within the next 50 hours time-in-service (TIS) after August 9, 2002 (the effective date of this AD).	In accordance with the instructions in Honeywell Alert Service Bulletin HG1075AB–34–A0013, dated May 21, 2001; or Honeywell Alert Service Bulletin HG1075GB–34–A0005, dated May 21, 2001, as applicable.

(2) Remove any affected IRU from the airplane.	If found to not function properly during the inspection required by paragraph (d)(1) of this AD, remove prior to further flight after the inspection. If found to function properly, remove within 200 hours time-in-service (TIS) after the inspection required by paragraph (d)(1) of this AD..	In accordance with the instructions in Honeywell Alert Service Bulletin HG1075AB–34–A0013, dated May 21, 2001; or Honeywell Alert Service Bulletin HG1075GB–34–A0005, dated May 21, 2001, as applicable.
(3) Do not install, on any aircraft, one of the IRU's identified in paragraphs (a)(1) and (a)(2) of this AD, unless it has been modified at Honeywell, Inc. and updated to one of the following: (i) IRU P/N HG1075AB05 IRU Mod 7; or (ii) IRU P/N HG1075GB05 IRU Mod 6..	As of August 9, 2002 (the effective date of this AD).	Not Applicable.

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

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

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

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

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

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

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

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

Issued in Kansas City, Missouri, on June 20, 2002.
Michael Gallagher,
Manager, Small Airplane Directorate, Aircraft Certification Service.
[FR Doc. 02-16307 Filed 6-28-02; 8:45 am]
BILLING CODE 4910-13-P

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LUFTDYKTIGHETSPÅBUD (LDP)

TILBEHØR

HONEYWELL-5

Med hjemmel i lov av 11. juni 1993 nr. 101 om luftfart, § 15-4 jf. § 4-1 og det vedtak om delegering av myndighet til Luftfartstilsynet av 10. desember 1999 nr. 1273

2006-008 "INCORPORATION OF SERVICE BULLETINS"

RETTELSE: LDP 2006-008 er flyttet fra gruppe MOTORDREVNE LUFTFARTØY til gruppe TILBEHØR.

Påbudet gjelder:

Honeywell RCZ-83() and RCZ-85() som nærmere beskrevet i vedlagte kopi av EASA AD No: 2005-0021.

Påbudet omfatter:

Utfør tiltak som beskrevet i vedlagte kopi av EASA AD No: 2005-0021.

Tid for utførelse:

Til de tider som beskrevet i vedlagte kopi av EASA AD No: 2005-0021.

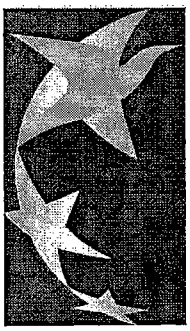
Innføringen av tekst i AFM som angitt i AD skal gjøres senest 5 dager etter denne LDP's gyldighetsdato.

Referanse:

EASA AD No: 2005-0021.

Gyldighetsdato:

2006-03-31.

EASA	AIRWORTHINESS DIRECTIVE
	AD No : 2005-0021 **Issued/Date:** 01/08/2005

No person may operate an aircraft to which an Airworthiness Directive applies, except in accordance with the requirements of that Airworthiness Directive unless otherwise agreed with the Authority of the State of Registry.

Type Approval Holder's Name	Applicable, but not limited, to the following aircraft fitted with Honeywell RCZ-83() and RCZ-85() Communication Units Type/Model designation(s):
Honeywell International	Embraer RJ 145 Embraer RJ 135 Falcon Jet 900 British Aerospace HS 125-800 British Aerospace HS 125-1000 Hawker Series 125-800 Hawker Series 125-1000 Bombardier BD-700 Cessna Citation CJ 1 Cessna Citation CJ 2 Cessna Citation 550 Cessna Citation 560 Cessna Citation 650 Learjet 45 Lockheed C130 British Aerospace Jetstream 41 Falcon Jet 2000 Lockheed L382G

ETSOA Number: EASA.21O.012
Foreign AD No.: none
Supersedure:

	ATA 23 - Honeywell RCZ-83() and RCZ-85() Communication Units -

Manufacturer(s):	Honeywell, 5353 W.Bell Road, Glendale, AZ. 850308-9000, USA
Applicability:	Applicable to aircraft fitted with Honeywell RCZ-83() and RCZ-85() Communication Units Affected P/N´s of the equipment are: 7510700-725, -763, -765, -813, -815, -825, -863, -875
Reason:	A design deficiency causes the transponder to revert to standby mode if a change of the 4096 ATC code (also referred to as the Mode A code) is not

	completed within 5 seconds. As a consequence, the SSR radar symbol and label associated with the aircraft's position will no longer be shown on the ATC ground radar display. Also, aircraft collision avoidance systems (ACAS) on board own and other aircraft will be comprimised. Current operational procedures, typically, do not require the crew to recheck the transponder status after changing the 4096 ATC Code. This type of failure will increase ATC workload and will result in improper functioning of ACAS.
Effective Date:	01 August 2005
Compliance:	Compliance is required not later than 9 months from the date of this Airworthiness Directive. To comply with this Airworthiness Directive, Honeywell Service Bulletins A21-3851-005 or A24-3851-002 must be incorporated into the applicable units. Incorporation of either of these service bulletins, into the affected unit(s), will cancel the applicability of this Airworthiness Directive. Until either of these service bulletins are incorporated, the following statement must be included in the AFM under "Normal Procedures, not later than 5 days from the effective date of this Airworthiness Directive (this can be achieved by inserting a copy of this AD in the AFM Normal Procedures Section). "After completion of any 4096 ATC Code change (also referred to as Mode A Code), check the status of the transponder. If the transponder indicates that it is in standby mode, re-select the desired mode (i.e. the transponder should be in the active mode).
Ref. Publications:	Honeywell Technical Newsletter A23-1146-004 Honeywell Service Bulletin A21-3851-005 Honeywell Service Bulletin A24-3851-002
Remarks:	For further information regarding this AD contact the Certification Unit Parts & Appliances Unit, Ottoplatz 1, 50679 Köln, Germany, Phone +49-221-89990-4050, Fax +49-221-89990-4550, Email: kevin.hallworth@easa.eu.int . For questions concerning the technical contents of this AD, contact Honeywell, address as listed above.

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LUFTDYKTIGHETSPÅBUD (LDP)

TILBEHØR

HONEYWELL-6

Med hjemmel i lov av 11. juni 1993 nr. 101 om luftfart, § 15-4 jf. § 4-1 og det vedtak om delegering av myndighet til Luftfartstilsynet av 10. desember 1999 nr. 1273

2006-056 "TRANSPONDER ERRONEOUSLY GOING INTO STANDBYMODE"

Påbudet gjelder:

Honeywell Communication (COM) enheter og Mode S transponder enheter som nærmere beskrevet i vedlagte kopi av FAA AD 2006-19-04.

Påbudet omfatter:

Utfør tiltak som beskrevet i vedlagte kopi av FAA AD 2006-19-04.

Tid for utførelse:

Til de tider som beskrevet i vedlagte kopi av FAA AD 2006-19-04 med virkning fra denne LDP's gyldighetsdato.

Referanse:

FAA AD 2006-19-04.

Gyldighetsdato:

2006-11-27.

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 LDPs nummer.

2006-19-04 Honeywell International, Inc.: Amendment 39-14761. Docket No. FAA-2006-24639; Directorate Identifier 2005-NM-171-AD.

Effective Date

(a) This AD becomes effective October 17, 2006.

Affected ADs

(b) None.

Applicability

(c) This AD applies to the Honeywell parts identified in paragraphs (c)(1) and (c)(2) of this AD, approved under Technical Standard Order TSO-C112, installed on but not limited to Bombardier Model BD-700-1A10 and BD-700-1A11 airplanes; Cessna Model 550 and 560 airplanes; Cessna Model 650 airplanes; Dassault Model Falcon 900EX airplanes, serial number (S/N) 97 and S/Ns 120 and subsequent; Dassault Model Falcon 2000EX airplanes, S/N 6 and S/Ns 28 and subsequent; EMBRAER Model EMB-135BJ, -135ER, -135KE, -135KL, and -135LR airplanes; EMBRAER Model EMB-145, -145ER, -145MR, -145LR, -145XR, -145MP, and -145EP airplanes; Learjet Model 45 airplanes; Lockheed Model 282-44A-05 (C-130B) airplanes; Lockheed Model 382G series airplanes; Raytheon Model Hawker 800 (including variant U-125A), 800XP, and 1000 airplanes; certificated in any category.

(1) Communication (COM) unit RCZ-833J part numbers (P/Ns) 7510700-763 and -863; RCZ-833K P/Ns 7510700-765 and -875; RCZ-851J P/N 7510700-813; RCZ-851K P/N 7510700-815; and RCZ-854J P/Ns 7510700-725 and -825.

(2) Mode S transponder XS-856A P/Ns 7517400-865 and -885; XS-856B P/Ns 7517400-866 and -886; and XS-857A P/Ns 7517400-876 and -896.

Unsafe Condition

(d) This AD results from the transponder erroneously going into standby mode if the flightcrew takes longer than five seconds when using the rotary knob of the radio management unit to change the air traffic control code. We are issuing this AD to prevent the transponder of the COM unit from going into standby mode, which could increase the workload on the flightcrew and result in improper functioning of the traffic alert and collision avoidance system.

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.

Airplane Flight Manual (AFM) Revision

(f) For all airplanes: Within 14 days after the effective date of this AD, revise the Normal Procedures section of the applicable AFM to include the following statement:

"After completion of any 4096 ATC Code change (also referred to as Mode A Code), check the status of the transponder. If the transponder indicates that it is in standby mode, re-select the desired mode (i.e., the transponder should be in the active mode)."

This may be done by inserting a copy of this AD in the AFM. Accomplishing the actions specified in paragraph (h) or (j), as applicable, of this AD terminates the requirement of this paragraph.

Replacement of Identification Plates for Certain COM Units

(g) For airplanes equipped with any COM unit identified in paragraph (c)(1) of this AD: Within 18 months after the effective date of this AD, replace the product signature plate, identification plate, and MOD plate of the COM unit with new plates and test the COM unit, in accordance with the Accomplishment Instructions of Honeywell Alert Service Bulletin 7510700-23-A0048, dated January 27, 2006. If the COM unit fails the test, before further flight, reinstall MOD V into the transponder of the COM unit in accordance with Honeywell Alert Service Bulletin 7517400-23-A6015, Revision 001, dated July 29, 2005.

Replacement of Certain Transponders

(h) For airplanes equipped with any COM unit identified in paragraph (c)(1) of this AD: Before or concurrently with the actions required by paragraph (g) of this AD, replace the XS-852E/F mode S transponder of the COM unit with a new or modified XS-852E/F mode S transponder that has MOD V installed, in accordance with Honeywell Alert Service Bulletin 7510700-23-A0047, Revision 001, dated July 29, 2005. After accomplishing the replacement required by this paragraph, the AFM revision required by paragraph (f) of this AD may be removed from the AFM.

Note 1: Honeywell Alert Service Bulletin 7510700-23-A0047, Revision 001, dated July 29, 2005, refers to Honeywell Alert Service Bulletin 7517400-23-A6015, Revision 001, dated July 29, 2005, as an additional source of service information for installing MOD V into an XS-852E/F mode S transponder.

Replacement of Identification Plate for Certain Transponders

(i) For airplanes equipped with any transponder identified in paragraph (c)(2) of this AD: Within 18 months after the effective date of this AD, replace the modification plate of the transponder with a new plate and test the transponder, in accordance with the Accomplishment Instructions of Honeywell Alert Service Bulletin 7517400-23-A0017, dated January 23, 2006. If the transponder fails the test, before further flight, reinstall MOD Y into the transponder as specified in paragraph (j) of this AD.

Installation of MOD Y Into Certain Transponders

(j) For airplanes equipped with any transponder identified in paragraph (c)(2) of this AD: Before or concurrently with the actions required by paragraph (i) of this AD, install MOD Y into the applicable mode S transponder, in accordance with the Accomplishment Instructions of Honeywell Alert Service Bulletin 7517400-23-A6016, dated August 30, 2005. After accomplishing the

replacement required by this paragraph, the AFM revision required by paragraph (f) of this AD may be removed from the AFM.

Parts Installation

(k) For all airplanes: As of the effective date of this AD, no person may install any part identified in paragraph (c)(1) or (c)(2) on any airplane, unless the applicable software modification has been installed in the transponder in accordance with paragraph (h) or (j) of this AD, as applicable.

No Reporting Requirement

(l) Although the service bulletins referenced in this AD specify to submit certain information to the manufacturer, this AD does not include that requirement.

Alternative Methods of Compliance (AMOCs)

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

(2) Before using any AMOC approved in accordance with § 39.19 on any airplane to which the AMOC applies, notify the appropriate principal inspector in the FAA Flight Standards Certificate Holding District Office.

Material Incorporated by Reference

(n) You must use the service information identified in Table 1 of this AD to perform the actions that are required by this AD, unless the AD specifies otherwise.

Table 1 – Material Incorporated by Reference

Service Bulletin	Revision Level	Date
Honeywell Alert Service Bulletin 7510700-23-A0047	001	July 29, 2005
Honeywell Alert Service Bulletin 7510700-23-A0048	Original	January 27, 2006
Honeywell Alert Service Bulletin 7517400-23-A6015	001	July 29, 2005
Honeywell Alert Service Bulletin 7517400-23-A6016	Original	August 30, 2005
Honeywell Alert Service Bulletin 7517400-23-A0017	Original	January 23, 2006

(Only the first and second pages of Honeywell Alert Service Bulletin 7510700-23-A0047 and Honeywell Alert Service Bulletin 7517400-23-A6015 contains the revision level of the document.) The Director of the Federal Register approved the incorporation by reference of these documents in accordance with 5 U.S.C. 552(a) and 1 CFR part 51. Go to *https://pubs.cas.honeywell.com/* or contact Honeywell International, Inc., Commercial Electronic Systems, 21111 North 19th Avenue, Phoenix, Arizona 85027-2708, for a copy of this service information. You may review copies at the Docket Management Facility, U.S. Department of Transportation, 400 Seventh Street, SW., Room PL-401, Nassif Building, Washington, DC; on the Internet at *http://dms.dot.gov*; or at the National Archives

and Records Administration (NARA). For information on the availability of this material at the NARA, call (202) 741-6030, or go to *http://www.archives.gov/federal_register/code_of_federal_regulations/ibr_locations.html.*

Issued in Renton, Washington, on August 31, 2006.
Kalene C. Yanamura,
Acting Manager,Transport Airplane Directorate,Aircraft Certification Service.
[FR Doc. E6-14940 Filed 9-11-06; 8:45 am]

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LUFTDYKTIGHETSPÅBUD (LDP)

TILBEHØR

HONEYWELL-7

Med hjemmel i lov av 11. juni 1993 nr. 101 om luftfart, § 15-4 jf. § 4-1 og det vedtak om delegering av myndighet til Luftfartstilsynet av 10. desember 1999 nr. 1273

2006-071 "MODE S TRANSPONDER - MODIFICATION"

Påbudet gjelder:

Honeywell, MST 67A Mode "S" Transponder som nærmere beskrevet i vedlagte kopi av EASA AD 2006 – 0269.

Påbudet omfatter:

Utfør tiltak som beskrevet i vedlagte kopi av EASA AD 2006 – 0269.

Tid for utførelse:

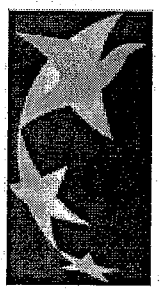
Til den tid som er beskrevet i vedlagte kopi av EASA AD 2006 – 0269 med virkning fra denne LDP's gyldighetsdato.

Referanse:

EASA AD 2006 – 0269.

Gyldighetsdato:

2006-11-27.

EASA	AIRWORTHINESS DIRECTIVE
	**AD No.: 2006 - 0269** **Date: 04 September 2006**

No person may operate an aircraft to which an Airworthiness Directive applies, except in accordance with the requirements of that Airworthiness Directive unless otherwise agreed with the Authority of the State of Registry.

Type Approval Holder's Name:	**Type/Model designations:**
Honeywell International Inc.	MST 67A Mode 'S' transponder

ETSOA Number: None

Foreign AD: None.

Supersedes: CAA United Kingdom Additional AD 001-01-2003 and any corresponding EU Member State ADs that were issued in response to that AD.

ATA 34	**Navigation Systems – Mode S Transponder - Modification**

Manufacturer	Honeywell International Inc.
Applicability	Honeywell MST 67A Mode 'S' transponders having Part Numbers (P/N) 066-01143-1101, 066-01143-1201 and 066-01143-1301, Serial Nos 1141 and below, and P/N 066-01143-1602, Serial Nos 1503 and below. This equipment is known to be installed in, but not limited to, Learjet Inc. (Gates) 31A, Raytheon Aircraft Company (Beech) 200 series, Sabreliner Corporation (North American) NA-265 series and SAAB SF340A and 340B aircraft.
Reason:	When the aircraft is interrogated by a ground radar system, the transponder does not reply correctly. This results in the ground radar system discarding the reply and not displaying the aircraft on the radar screen. To eliminate corruption in the PI field in Mode 'S', this directive requires the affected units to be modified so that a correct response to a Mode 'S' all call is produced.
Effective Date:	14 September 2006
Compliance:	Required as indicated, unless previously accomplished in accordance with the requirements of CAA United Kingdom Additional AD 001-01-2003 or any corresponding EU Member State ADs that were issued in response to that AD. Within the next 15 days after the effective date of this directive, modify the MST 67A Mode 'S' transponder in accordance with the instruction contained in Honeywell Software Bulletin SWB MST 67A–SW2.

Ref. Publications:	Honeywell Software Bulletin SWB MST 67A–SW2
Remarks:	1. If requested and appropriately substantiated the responsible EASA manager for the related product has the authority to accept Alternative Methods of Compliance (AMOCs) for this AD. 2. This AD was posted as PAD 06-171 for consultation on 05 July 2006 with a comment period until 24 July 2006. No comments were received during the consultation period. 3. Enquiries regarding this AD should be addressed to the AD Focal Point, Certification Directorate, EASA; E-mail: ADs@easa.europa.eu 4. For any questions concerning the technical content of the requirements in this AD, please contact Honeywell International Inc. One Technology Center 23500 W.105th St -MS 37 Olathe Kansas 66061 USA

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LUFTDYKTIGHETSPÅBUD (LDP)

TILBEHØR

HONEYWELL - 8

Med hjemmel i lov av 11. juni 1993 nr. 101 om luftfart, § 15-4 jf. § 4-1 og det vedtak om delegering av myndighet til Luftfartstilsynet av 10. desember 1999 nr. 1273

2007-057 **"COMMUNICATION - COMM UNITS & TRANSPONDERS - MODIFICATION / REPLACEMENT"**

Påbudet gjelder:

Honeywell International, avionikk enheter som nærmere beskrevet i vedlagte kopi av EASA AD No: 2007-0156.

Påbudet omfatter:

Utfør tiltak som beskrevet i vedlagte kopi av EASA AD No: 2007-0156.

Anm.: Denne LDP erstatter og opphever LDP 2006-008 som var basert på EASA AD 2005-0021

Tid for utførelse:

Til de tider som er beskrevet i vedlagte kopi av EASA AD No: 2007-0156.

For pkt. (2)(a) under "Compliance" i EASA AD No: 2007-0156 gjelder at dersom ikke tekst er innført i AFM som angitt i LDP 2006-008, må dette gjøres innen 5 dager etter denne LDPs gyldighetsdato.

Referanse:

EASA AD No: 2007-0156.

Gyldighetsdato:

2007-10-24.

EASA	AIRWORTHINESS DIRECTIVE
	**AD No : 2007-0156** **[Corrected: 14 June 2007]** **Issued: 31 May 2007**

No person may operate an aircraft to which an Airworthiness Directive applies, except in accordance with the requirements of that Airworthiness Directive unless otherwise agreed with the Authority of the State of Registry.

Type Approval Holder's Name :	**Type/Model designation(s) :**
Honeywell International, Inc.	Comm Units and Mode S Transponders

ETSO Authorization Number: Various, including EASA.21O.006 (for XS-857A) and EASA.21O.012 (for RCZ-8XX).

Foreign AD : United States FAA 2006-19-04

Supersedure: This AD supersedes and cancels EASA AD 2005-0021.

ATA 23	**Communication – Comm Units & Transponders – Modification / Replacement**
Manufacturer(s):	Honeywell International, Inc. [and any predecessor company]
Applicability:	This Airworthiness Directive (AD) applies to : (1) RCZ-833J part numbers (P/Ns) 7510700-763 and -863; RCZ-833K P/Ns 7510700-765 and -875; RCZ-851J P/N 7510700-813; RCZ-851K P/N 7510700-815; and RCZ-854J P/Ns 7510700-725 and -825 Communication Units; and (2) XS-856A P/Ns 7517400-865 and -885; XS-856B P/Ns 7517400-866 and -886; and XS-857A P/Ns 7517400-876 and -896 Mode S Transponder Units. The referenced equipment is known to be installed on, **but not limited to** the following aeroplanes: BAE Systems (Operations) Ltd. Jetstream 4100 series; Bombardier BD-700-1A10 and BD-700-1A11; Cessna Model 525, 550, 560 and 650 series; Dassault Model Falcon 900EX and Falcon 2000EX series; EMBRAER Model EMB-135 and -145 series; Learjet Model 45; Lockheed Model 382G series; Raytheon Model Hawker 800, Hawker 800XP, and Hawker 1000 series.

Reason:	A design deficiency causes the transponder to revert to standby mode if a change of the 4096 ATC code (also referred to as the Mode A code) is not completed within 5 seconds. As a consequence, the SSR radar symbol and label associated with the aircraft's position will no longer be shown on the ATC ground radar display. Also, aircraft collision avoidance systems (ACAS) on board own and other aircraft will be compromised. Current operational procedures, typically, do not require the crew to recheck the transponder status after changing the 4096 ATC Code. This type of failure will increase ATC workload and will result in improper functioning of ACAS. EASA AD 2005-0021 was issued to require modification within 9 months of P/N 7510700-725, -763, -765, -813, -815, -825, -863 and -875 Communication units, or replacement thereof with modified units. This AD takes over this requirement for those P/N's and adds the P/N 7517400-865, -866, -876, -885, -886 and -896 Mode S Transponder Units now addressed by FAA AD 2006-19-04. This AD is republished to correct some typographical errors in referenced ASB numbers and to clarify that some ASB numbers refer to the same actual document(s).
Effective Date:	14 June 2007
Compliance:	Unless accomplished previously in accordance with either EASA AD 2005-0021 or FAA AD 2006-19-04, compliance is required as follows: (1) **For aeroplanes equipped with Honeywell RCZ-833J, RCZ-833K, RCZ-851J, RCZ-851K or RCZ-854J Communication Units**, P/N's as listed in part (1) of the applicability section of this directive: (a) Within 5 days after 01 August 2005 [the effective date of EASA AD 2005-0021], amend the applicable Airplane Flight Manual, Normal Procedures Section, to include the following statement: "After completion of any 4096 ATC Code change (also referred to as Mode A Code), check the status of the transponder. If the transponder indicates that it is in standby mode, re-select the desired mode (i.e. the transponder should be in the active mode)." (b) Within 9 months after 01 August 2005 [the effective date of EASA AD 2005-0021], modify the affected Communications Units in accordance with the instructions contained in Honeywell Alert Service Bulletin (ASB) A24-3851-002 or ASB A21-3851-005, as applicable; **Note 1:** Accomplishment of the modification or replacement with a modified unit in accordance with the instructions contained in Honeywell ASB 7510700-23-A0048 and, as necessary, ASB 7517400-23-A6015 Revision 001 is an acceptable alternative to the requirements of paragraph (1)(b) of this directive. (c) Concurrently with the modification or replacement as required by paragraph (1)(b) of this directive, but not later than 9 months after the effective date of this directive, replace the XS-852E/F mode S transponder of the COM unit with a new or modified XS-852E/F mode S transponder that has MOD V installed, in accordance with Honeywell Alert Service Bulletin 7510700-23-A0047 Revision 001, dated July 29, 2005. (2) **For all airplanes**, unless already accomplished in accordance with paragraph (1)(a) of this directive: (a) Within 5 days after the effective date of this directive, amend the applicable Airplane Flight Manual, Normal Procedures Section, to include the following statement:

	"After completion of any 4096 ATC Code change (also referred to as Mode A Code), check the status of the transponder. If the transponder indicates that it is in standby mode, re-select the desired mode (i.e. the transponder should be in the active mode)." (3) **For aircraft equipped with Honeywell XS-856A, XS-856B or XS-857A Mode S Transponder Units**, P/N's as listed in part (2) of the applicability section of this directive: (a) Unless already accomplished in accordance with the requirements of FAA AD 2006-19-04, within 9 months after the effective date of this directive, replace the modification plate of the transponder with a new plate and test the transponder, in accordance with the Accomplishment Instructions of Honeywell Alert Service Bulletin 7517400-23-A0017, dated January 23, 2006. If the transponder fails the test, before further flight, reinstall MOD Y into the transponder as specified in paragraph (3)(b) of this directive. (b) Before or concurrently with the actions required by paragraph (3)(a) of this directive, install MOD Y into the applicable mode S transponder, in accordance with the Accomplishment Instructions of Honeywell Alert Service Bulletin 7517400-23-A6016, dated August 30, 2005. (4) After accomplishing the replacements or modifications required by paragraph (1)(b) and/or (2)(b) and (3) of this directive, as applicable, the AFM amendment required by paragraph (1)(a) and/or (2)(a) of this directive may be removed from the AFM.
Ref. Publications:	Honeywell Technical Newsletter A23-1146-004; Honeywell Alert Service Bulletin (ASB) A24-3851-002 [7510700-23-A6046]; Honeywell ASB A21-3851-005 [7510700-23-A0047]; Honeywell ASB 7510700-23-A0047 Rev.1; Honeywell ASB 7510700-23-A0048; Honeywell ASB 7517400-23-A0017; Honeywell ASB 7517400-23-A6015 Rev.1; Honeywell ASB 7517400-23-A6016; or later approved revisions thereof.
Remarks :	1. If requested and appropriately substantiated the responsible EASA manager for the related product has the authority to accept Alternative Methods of Compliance (AMOCs) for this AD. 2. This AD was posted on 14 May 2007 as PAD 07-085 for consultation until 28 May 2007. No comments were received during the consultation period. 3. Enquiries regarding this AD should be referred to the AD Focal Point - Certification Directorate, EASA. E-mail ads@easa.europa.eu. 4. For any question concerning the technical content of the requirements in this AD, please contact: Honeywell International, Inc., Customer Service Technical Operations Center, 21111 N. 19th Avenue, Phoenix, Arizona 85027-2708, United States of America; telephone (USA and Canada) 1-800-601-3099 or (International) 1-602-365-3099.