

Effective Date

(f) This amendment becomes effective on July 15, 2003.

Issued in Renton, Washington, on June 18, 2003.

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Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.

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DEPARTMENT OF TRANSPORTATION**Federal Aviation Administration****14 CFR Part 39**

[Docket No. 2003-CE-25-AD; Amendment 39-13208; AD 2003-13-08]

RIN 2120-AA64

Airworthiness Directives; Goodrich Avionics Systems, Inc. TAWS8000 Terrain Awareness Warning System

AGENCY: Federal Aviation Administration, DOT.

ACTION: Final rule; request for comments.

SUMMARY: This amendment adopts a new airworthiness directive (AD) that applies to all Goodrich Avionics Systems, Inc. (Goodrich) TAWS8000 terrain awareness warning systems (TAWS) that are installed on airplanes. This AD requires you to inspect the TAWS installation and remove any TAWS where both the TAWS and any other device are connected to the same baro set potentiometer. This AD also prohibits future installation of any TAWS8000 TAWS that incorporates hardware "Mod None", "Mod A", or "Mod B". This AD is the result of a test that showed that TAWS8000 TAWS cause altitude errors in other instruments. The actions specified by this AD are intended to prevent the loading of the baro set potentiometer, which could result in an unacceptable attitude error. Such a condition could cause the pilot to make flight decisions that put the airplane in unsafe flight conditions.

DATES: This AD becomes effective on July 21, 2003.

The Director of the Federal Register approved the incorporation by reference of certain publications listed in the regulation as of July 21, 2003.

The Federal Aviation Administration (FAA) must receive any comments on this rule on or before August 29, 2003.

ADDRESSES: Submit comments to FAA, Central Region, Office of the Regional Counsel, Attention: Rules Docket No. 2003-CE-25-AD, 901 Locust, Room

506, Kansas City, Missouri 64106. You may view any comments at this location between 8 a.m. and 4 p.m., Monday through Friday, except Federal holidays. You may also send comments electronically to the following address: 9-ACE-7-Docket@faa.gov. Comments sent electronically must contain "Docket No. 2003-CE-25-AD" in the subject line. If you send comments electronically as attached electronic files, the files must be formatted in Microsoft Word 97 for Windows or ASCII text.

You may get the service information referenced in this AD from Goodrich Avionics Systems, Inc., 5353 52nd Street, SE., Grand Rapids, Michigan 49512-9704; telephone: (616) 949-6600; facsimile: (616) 977-6898. You may view this information at FAA, Central Region, Office of the Regional Counsel, Attention: Rules Docket No. 2003-CE-25-AD, 901 Locust, Room 506, Kansas City, Missouri 64106; or at the Office of the Federal Register, 800 North Capitol Street, NW., suite 700, Washington, DC.

FOR FURTHER INFORMATION CONTACT:

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

SUPPLEMENTARY INFORMATION:**Discussion**

What events have caused this AD? The manufacturer has reported that the TAWS8000 TAWS causes altitude errors in other instruments when both the TAWS and any other device are connected to the same baro set potentiometer. The unsafe condition was discovered during the installation of a TAWS8000 TAWS in a Cessna 500 series airplane. The TAWS8000 TAWS was connected to the baro set potentiometer output of a Honeywell (Sperry) BA-141 altimeter that was also connected to a Honeywell AZ-241 Air Data Computer. The altimeter showed that the aircraft was 60 feet higher than the actual altitude. This unsafe condition was confirmed with the laboratory test of a TAWS8000 TAWS installation.

What are the consequences if the condition is not corrected? This condition, if not corrected, could cause the pilot to make flight decisions that put the airplane in unsafe flight conditions.

Is there service information that applies to this subject? Goodrich has issued Service Memo SM #134, dated May 2, 2003.

What are the provisions of this service information? The service memo specifies the following information:

- The TAWS8000 should not be connected to a baro set potentiometer if that potentiometer is also connected to any other device; and

- In existing installations where both the TAWS and any other device are connected to the same baro set potentiometer, the TAWS8000 should be removed from the aircraft.

The FAA's Determination and an Explanation of the Provisions of This AD

What has FAA decided? The FAA has reviewed all available information, including the service information referenced above; and determined that:

- The unsafe condition referenced in this document exists or could develop on type design airplanes equipped with a Goodrich TAWS8000 TAWS that incorporates hardware "Mod None", "Mod A", or "Mod B";

- Any airplane with one of these TAWS8000 TAWS units should have the actions specified in the above service memo incorporated; and

- AD action should be taken in order to correct this unsafe condition.

What does this AD require? This AD:

- Requires inspection of the TAWS8000 TAWS to determine if both the TAWS8000 TAWS and any other device are connected to the same baro set potentiometer;

- Requires removal of any TAWS8000 TAWS with such an installation configuration, which includes capping and stowing the connecting wires; and
- Prohibits the future installation of any TAWS8000 TAWS that incorporates hardware "Mod None", "Mod A", or "Mod B".

In preparation of this rule, we contacted type clubs and aircraft operators to obtain technical information and information on operational and economic impacts. We did not receive any information through these contacts. If received, we would have included, in the rulemaking docket, a discussion of any information that may have influenced this action.

How does the revision to 14 CFR part 39 affect this AD? On July 10, 2002, FAA published a new version of 14 CFR part 39 (67 FR 47997, July 22, 2002), which governs FAA's AD system. This regulation now includes material that relates to special flight permits, alternative methods of compliance, and altered products. This material previously was included in each individual AD. Since this material is included in 14 CFR part 39, we will not include it in future AD actions.

Will I have the opportunity to comment prior to the issuance of the rule? Because the unsafe condition