

**When Is the Last Date I Can Submit Comments on This Proposed AD?**

(a) We must receive comments on this proposed airworthiness directive (AD) by February 2, 2004.

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

(b) This AD supersedes AD 2003–13–08, Amendment 39–13208.

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

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

(1) Are certificated in any category; and

(2) Incorporate any Goodrich TAWS8000 terrain awareness warning system (TAWS), part number (P/N) 805–18000–001, that incorporates hardware “Mod None”, “Mod A”, or “Mod B”, and is installed in, but not limited to, the following airplanes. Airplanes that are not in this list and have the TAWS installed through field approval or other methods are still affected by this AD:

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

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

(d) The actions specified by this AD are intended to prevent the loading of the baro

set potentiometer, which could result in an unacceptable altitude error. This condition could cause the pilot to make flight decisions that put the airplane in unsafe flight conditions.

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

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

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

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

(f) You may request a different method of compliance or a different compliance time for this AD by following the procedures in 14 CFR 39.13.

(1) Send your request to the Manager, Chicago Aircraft Certification Office (ACO), FAA. For information on any already approved alternative methods of compliance, contact Brenda S. Ocker, Aerospace Engineer, FAA, Chicago Aircraft Certification Office, 2300 East Devon Avenue, Des Plaines, Illinois 60018; telephone: (847) 294–7126; facsimile: (847) 294–7834.

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

**May I Get Copies of the Documents Referenced in This AD?**

(g) You may get copies of the documents 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 these documents at

FAA, Central Region, Office of the Regional Counsel, 901 Locust, Room 506, Kansas City, Missouri 64106.

Issued in Kansas City, Missouri, on November 25, 2003.

**Michael Gallagher,**

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

**[Docket No. 2002–NM–178–AD]**

**RIN 2120–AA64**

**Airworthiness Directives; Empresa Brasileira de Aeronautica S.A. (EMBRAER) Model EMB–135 and –145 Series Airplanes**

**AGENCY:** Federal Aviation Administration, DOT.

**ACTION:** Notice of proposed rulemaking (NPRM).

**SUMMARY:** This document proposes the superseding of an existing airworthiness directive (AD), which is applicable to all Model EMB–135 and –145 series airplanes. That AD currently requires repetitive inspections to detect discrepancies of both vertical-to-horizontal stabilizer bonding jumpers