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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. 2003–NM–41–AD; Amendment 39–13054; AD 2003–04–06]

RIN 2120–AA64

Airworthiness Directives; Various Aircraft Equipped With Honeywell Primus II RNZ–850/–851 Integrated Navigation Units

AGENCY: Federal Aviation Administration, DOT.

ACTION: Final rule; request for comments.

SUMMARY: This amendment adopts a new airworthiness directive (AD) that is applicable to various aircraft equipped with a certain Honeywell Primus II RNZ–850/–851 Integrated Navigation Unit. As one alternative for compliance, this action provides for a one-time inspection to determine whether a certain modification has been installed on the Honeywell Primus II NV850 Navigation Receiver Module, which is part of the Integrated Navigation Unit. In lieu of accomplishing this inspection, and for aircraft found to have an affected navigation receiver module, this action provides for revising the aircraft flight manual to include new limitations for instrument landing system (ILS) approaches. This action is necessary to ensure that the flightcrew has an accurate glideslope deviation indication. An erroneous glideslope deviation indication could lead to the aircraft making an approach off the glideslope, which could result in impact with an obstacle or terrain. This action is intended to address the identified unsafe condition.

DATES: Effective March 11, 2003.

Comments for inclusion in the Rules Docket must be received on or before April 25, 2003.

ADDRESSES: Submit comments in triplicate to the Federal Aviation Administration (FAA), Transport Airplane Directorate, ANM–114, Attention: Rules Docket No. 2003–NM–41–AD, 1601 Lind Avenue, SW., Renton, Washington 98055–4056. Comments may be inspected at this location between 9 a.m. and 3 p.m., Monday through Friday, except Federal holidays. Comments may be submitted via fax to (425) 227–1232. Comments may also be sent via the Internet using the following address: 9-anm-iarccomment@faa.gov. Comments sent via fax or the Internet must contain “Docket No. 2003–NM–41–AD” in the subject line and need not be submitted in triplicate. Comments sent via the Internet as attached electronic files must be formatted in Microsoft Word 97 for Windows or ASCII text.

The information referenced in this AD may be examined at the FAA, Transport Airplane Directorate, 1601 Lind Avenue, SW., Renton, Washington; or at the FAA, Los Angeles Aircraft Certification Office, 3960 Paramount Boulevard, Lakewood, California.

FOR FURTHER INFORMATION CONTACT: George Mabuni, Aerospace Engineer, Systems and Equipment Branch, ANM–130L, FAA, Los Angeles Aircraft Certification Office, 3960 Paramount Boulevard, Lakewood, California 90712–4137; telephone (562) 627–5341; fax (562) 627–5210.

SUPPLEMENTARY INFORMATION: The FAA has received reports indicating that erroneous glideslope indications have occurred on certain Empresa Brasileira de Aeronautica S.A. (EMBRAER) Model EMB–145 series airplanes. In these incidents, the glideslope deviation indicator unexpectedly changed from a centered position to a hard-fly-down or hard-fly-up indication during an instrument landing system (ILS) approach. These incidents have been attributed to discrepancies of certain Honeywell Primus II NV–850 Navigation Receiver Modules that are part of the Honeywell Primus II RNZ–850/–851 Integrated Navigation Units installed on the affected airplanes. An affected navigation receiver module may produce an erroneous glideslope deviation indication when operating in a narrow range of cold temperatures

with the glideslope receiver tuned to certain frequencies. An erroneous glideslope deviation indication could lead to the aircraft making an approach off the glideslope, which could result in impact with an obstacle or terrain.

Affected Honeywell Primus II RNZ–850/–851 Integrated Navigation Units are installed on numerous aircraft models. Affected aircraft models include, but are not limited to, BAE Systems (Operations) Limited (Jetstream) Model 4101 airplanes; Bombardier BD–700–1A10 series airplanes; Bombardier CL–215–6B11 (CL415 variant) series airplanes; Cessna Model 560, 560XL, and 650 airplanes; Dassault Model Mystere-Falcon 50 series airplanes; Dornier Model 328–100 and –300 series airplanes; EMBRAER Model EMB–135 series airplanes; Learjet Model 45 airplanes; Raytheon Model Hawker 800XP and Hawker 1000 airplanes; and Sikorsky Model S–76A, S–76B, and S–76C aircraft. All aircraft models equipped with affected integrated navigation units may be subject to the same unsafe condition revealed on the EMBRAER Model EMB–145 series airplanes.

Explanation of the Requirements of the Rule

Since an unsafe condition has been identified that is likely to exist or develop on other airplanes of the same type design, this AD is being issued to ensure that the flightcrew has an accurate glideslope deviation indication. An erroneous glideslope deviation indication could lead to the aircraft making an approach off the glideslope, which could result in impact with an obstacle or terrain. As one alternative for compliance, this AD provides for a one-time inspection to determine whether an affected navigation receiver module is installed. In lieu of this inspection, and for aircraft with an affected navigation receiver module, the AD also requires revising the Limitations section of the aircraft flight manual to include new limitations for ILS approaches.

Relevant Technical Discussions

During the development of this AD, the FAA received information demonstrating that the planned AD would present significant operational difficulties for affected operators. First, we learned that accomplishing the inspection specified in paragraph (b) of