


EASA	AIRWORTHINESS DIRECTIVE
	<p>AD No : EASA-2005-0026R1</p> <p>Issued : 14 December 2005</p>

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 : Boeing Commercial Airplane Group	Type/Model designation(s) : 747-400, 747-400D, 747-400F, 757-200, 757-200CB, 757-200PF, 767-200, 767-300 and 767-300F
TCDS Number : Boeing 747: FAA TCDS A20WE, Boeing 757: FAA TCDS A2NM and EASA TCDS IM.A.035 () Boeing 767: FAA TCDS A1NM,	
State of Design AD: FAA 2004-10-05	
Supersedure : <u>This AD supersedes FAA AD 2004-10-05 and EASA AD 2005-0022</u>	

ATA 31	Indicating/ Warning, Erroneous Overspeed or Stall Aural Warning- Modification
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Manufacturer :	The Boeing Company
Applicability :	All model 747-400, 747-400D, 747-400F, 757-200, 757-200CB, 757-200PF, 767-200, 767-300 and 767-300F aeroplanes not previously modified in accordance with FAA Airworthiness Directive 2004-10-05 paragraph (c)(1), (c)(2) or (c)(3), as applicable OR aircraft delivered new with the overspeed reset function activated (through the master warning push buttons) OR activated in accordance with FAA AD 2004-10-05 paragraph titled: 'Optional Interim Action'.
Reason :	<p>Reason for revision: Correction of B767 PRR number (was -211) ; 747 Effectivity Date and PRR number added.</p> <p>Reason: The FAA interpretation of FAR 25.1303(c)(1) differs from that accepted within Europe. The consequence is that the FAA has approved a modification standard that does not comply with European requirements of an overspeed warning system. As a result, for aircraft registered in the Member States of the European Union to comply with the intent of FAA AD 2004-10-05, it is not acceptable to perform the optional interim action (paragraph (a)(2) of FAA AD 2004-10-05) that results in the installation of</p>

	Boeing Special Attention Service Bulletin (SB) 747-31-2313, Revision 1, or Boeing Special Attention SB 757-31-0068 Revision 1, or Boeing Special Attention SB 767-31-0149 Revision 1 as detailed in paragraph (b) of FAA AD 2004-10-05. Consequently, the only means by which the unsafe condition defined in the referenced FAA AD can be addressed and the aircraft remain compliant to JAR/CS25.1303(c)(1), is by embodiment of the respective Service Bulletins listed in the compliance section below.
Effective Date :	747: 14 December 2005 757: 05 September 2005 767: 05 September 2005
Compliance :	<p>Modification of Air Data Computer (ADC) System</p> <p>A) Within 24 months after the effective date of this AD, carry out the modifications specified in Boeing Alert SB 747-34A2460 Revision 2, Boeing SB 757-34A0222 Revision 2, or Boeing SB 767-34A0332 Revision 2, or later revision, as applicable. This requirement supersedes the one specified in paragraphs (a)(2) and (b) of FAA AD 2004-10-05. In all other respects, the requirements of FAA AD 2004-10-05 are effective for aircraft registered in the EU Member States and must be complied with.</p> <p>B) Any aircraft previously modified in-service in accordance with either Boeing Special Attention SB 747-31-2313, 757-31-0068 or 767-31-0149 (or any revision thereof) OR aircraft delivered when new with the overspeed reset function (through the master warning push buttons) activated, (B767 PRR B12900-221 refers, B757 PRR 54813 , B747 PRR 85901-5S) must be de-modified concurrently with the accomplishment of paragraph A) of this AD.</p> <p><i>Note: For aircraft delivered in this configuration, the assistance of the TC holder or suitable Part 21 approved design organisation should be sought to provide the appropriate "de-modification" instructions.</i></p> <p>Important Note: Additional instructions specified in FAA AD 2004-10-5 and subsequent revisions or supersedures are required to be complied with per this AD. Reference must be made to the FAA document/s.</p>
Ref. Publications :	The Service Bulletins referenced in this AD may be obtained from Boeing Commercial Airplanes, P.O. Box 3707, Seattle, Washington 98124-2207, USA.
Remarks :	<p>Enquiries regarding this Airworthiness Directive should be referred to Marco Capaccio/ EASA Airworthiness Directives Focal Point, Certification Directorate: ADs@easa.eu.int</p> <p>European Aviation Safety Agency Postfach 10 12 53 D-50452 Köln, Germany</p>