

Affected ADs

(b) None.

Applicability

(c) This AD applies to Boeing Model 747-100, 747-100B, 747-100B SUD, 747-200B, 747-200C, 747-200F, and 747-300 series airplanes; and Model 747SP and 747SR series airplanes; certificated in any category; having variable numbers listed in Table 1 of this AD or modified in accordance with Supplemental Type Certificate SA960GL or SA1080EA-D; excluding airplanes on which Boeing Service Bulletin 747-34-2294, dated May 25, 1989, or Boeing Service Bulletin 747-34-2296, dated July 1, 1989, has been accomplished.

TABLE 1.—CERTAIN APPLICABLE AIRPLANES BY VARIABLE NUMBERS

RA521–RA528 inclusive.
 RA532–RA535 inclusive.
 RA537–RA548 inclusive.
 RA671–RA675 inclusive.
 RA677.
 RB071–RB075 inclusive.
 RB601–RB607 inclusive.
 RB681–RB685 inclusive.
 RB687.
 RB690–RB693 inclusive.
 RB695–RB697 inclusive.
 RB721–RB723 inclusive.
 RD055.
 RD082.
 RD083.
 RD221–RD227 inclusive.
 RD231–RD235 inclusive.
 RD301.
 RD302.
 RD381–RD383 inclusive.
 RD461.
 RD601–RD607 inclusive.
 RD741.
 RD781–RD783 inclusive.
 RG173.
 RG174.
 RH101.
 RH102.
 RJ321.
 RJ322.
 RR024.
 RR025.
 RR261–RR263 inclusive.
 RR264–RR267 inclusive.
 RR361.
 RR362.
 RR451.
 RR522.
 RR526.
 RR551–RR556 inclusive.
 RR566.
 RS001.
 RS002.
 RS211.
 RS212.
 RS221.
 RS222.
 RS232.
 RS233.
 RS235.
 RS236.
 RS237–RS241 inclusive.
 RS251–RS259 inclusive.
 RS263.

TABLE 1.—CERTAIN APPLICABLE AIRPLANES BY VARIABLE NUMBERS—Continued

RS265–RS268 inclusive.
 RS292.
 RS311–RS320 inclusive.
 RS699.
 RS701–RS703 inclusive.
 RS711–RS713 inclusive.
 RS731.
 RS732.
 RS741–RS743 inclusive.
 RS771.
 RS786.

Unsafe Condition

(d) This AD was prompted by reports of unexpected autopilot disconnects induced by the passing of another airplane within 1,000 feet below the airplane while they were operating in reduced vertical separation minimum (RVSM) airspace. The FAA is issuing this AD to prevent unexpected disconnect of the autopilot during operation in RVSM airspace due to close passage of another airplane, which may result in altitude deviation, and consequently, could lead to a possible mid-air collision or a near miss with aggressive evasive action (by either or both airplanes). Aggressive maneuvering at cruise altitudes and airspeeds could result in loss of control of the airplane and/or injury to passengers and crew.

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 Revision

(f) Within 10 days after the effective date of this AD, revise the Limitations section of the Boeing 747 Airplane Flight Manual (AFM) to include the following statement. This may be done by inserting a copy of this AD in the AFM.

“Operation of the autopilot/flight director in command mode with Performance Management System (PMS) selected on the speed mode switch during cruise in Reduced Vertical Separation Minimum (RVSM) airspace is prohibited.

Use of PMS generated airspeeds and autopilot modes (e.g., IAS/Mach) with manually crew-entered airspeeds (via Mode Selector Panel) are allowed.”

Note 1: When a statement identical to that in paragraph (f) of this AD has been included in the general revisions of the AFM, the general revisions may be inserted into the AFM, and the copy of this AD may be removed from the AFM.

Special Flight Permit

(g) Special flight permits (14 CFR 21.197 and 21.199) are not allowed.

Alternative Methods of Compliance (AMOCs)

(h) The Manager, Seattle 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.

Material Incorporated by Reference

(i) None.

Issued in Renton, Washington, on November 30, 2004.

Ali Bahrami,

Manager, Transport Airplane Directorate, Aircraft Certification Service.

[FR Doc. 04-26792 Filed 12-6-04; 8:45 am]

BILLING CODE 4910-13-P

DEPARTMENT OF TRANSPORTATION**Federal Aviation Administration****14 CFR Part 71**

[Docket No. FAA-2004-19328; Airspace Docket No. 04-ACE-57]

Modification of Class E Airspace; Nebraska City, NE

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Direct final rule; confirmation of effective date.

SUMMARY: This document confirms the effective date of the direct final rule which revises Class E airspace at Nebraska City, NE.

DATES: *Effective Date:* 0901 UTC, January 20, 2005.

FOR FURTHER INFORMATION CONTACT: Brenda Mumper, Air Traffic Division, Airspace Branch, ACE-520A, DOT Regional Headquarters Building, Federal Aviation Administration, 901 Locust, Kansas City, MO 64106; telephone: (816) 329-2524.

SUPPLEMENTARY INFORMATION: The FAA published this direct final rule with a request for comments in the **Federal Register** on October 26, 2004 (69 FR 62403). The FAA uses the direct final rulemaking procedure for a non-controversial rule where the FAA believes that there will be no adverse public comment. This direct final rule advised the public that no adverse comments were anticipated, and that unless a written adverse comment, or a written notice of intent to submit such an adverse comment, were received within the comment period, the regulation would become effective on January 20, 2005. No adverse comments were received, and thus this notice confirms that this direct final rule will become effective on that date.

Issued in Kansas City, MO on November 26, 2004.

Elizabeth S. Wallis,

Acting Area Director, Western Flight Services Operations.

[FR Doc. 04-26848 Filed 12-6-04; 8:45 am]

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