

Issued in Renton, Washington, on February 20, 2003.

Ali Bahrami,

Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.

[FR Doc. 03-4589 Filed 3-3-03; 8:45 am]

BILLING CODE 4910-13-P

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. 2002-CE-32-AD; Amendment 39-13075; AD 2003-04-26]

RIN 2120-AA64

Airworthiness Directives; Raytheon Aircraft Company Model 1900D Airplanes

AGENCY: Federal Aviation Administration, DOT.

ACTION: Final rule.

SUMMARY: This amendment adopts a new airworthiness directive (AD) that applies to certain Raytheon Aircraft Company (Raytheon) Model 1900D airplanes. This AD requires you to inspect the alternating current (AC) inverter and modify the AC inverter and inverter sync wire shield. This AD is the result of reports that electrical noise causes the inverter to shut down in flight with loss of AC-powered flight instruments. The actions specified by this AD are intended to prevent electrical noise causing the inverter to shut down, which could result in failure of key aircraft electrical systems. Such failure could lead to loss of flight instruments during flight.

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

The Director of the Federal Register approved the incorporation by reference

of certain publications listed in the regulations as of April 21, 2003.

ADDRESSES: You may get the service information referenced in this AD from Raytheon Aircraft Company, 9709 E. Central, Wichita, Kansas 67201-0085; telephone: (800) 429-5372 or (316) 676-3140. You may view this information at the Federal Aviation Administration (FAA), Central Region, Office of the Regional Counsel, Attention: Rules Docket No. 2002-CE-32-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: Todd Dixon, Aerospace Engineer, FAA, Wichita Aircraft Certification Office, 1801 Airport Road, Room 100, Wichita, Kansas 67209; telephone: (316) 946-4152; facsimile: (316) 946-4407.

SUPPLEMENTARY INFORMATION:

Discussion

What events have caused this AD? The FAA has received nine reports of electrical noise causing the alternating current (AC) inverter to shutdown on certain airplanes. These airplanes are equipped with KGS Electronics AC Inverter part number (P/N) SPC-10(PW), Mod 2, serial numbers 306 to 803. The shutdown of the inverter resulted in the loss of the electronic flight information system (EFIS), Radio Magnetic Indicator (RMI), and related AC-powered systems. Some airplanes experienced the loss of engine torque indication.

What is the potential impact if FAA took no action? Such failure of the inverter could lead to loss of flight instruments during a critical phase of flight.

Has FAA taken any action to this point? We issued a proposal to amend part 39 of the Federal Aviation

Regulations (14 CFR part 39) to include an AD that would apply to certain Raytheon Model 1900D airplanes. This proposal was published in the **Federal Register** as a notice of proposed rulemaking (NPRM) on October 25, 2002 (67 FR 65519). The NPRM proposed to require you to inspect the alternating current (AC) inverter and modify the AC inverter and inverter sync wire shield.

Was the public invited to comment? The FAA encouraged interested persons to participate in the making of this amendment. We did not receive any comments on the proposed rule or on our determination of the cost to the public.

FAA's Determination

What is FAA's final determination on this issue? After careful review of all available information related to the subject presented above, we have determined that air safety and the public interest require the adoption of the rule as proposed except for minor editorial corrections. We have determined that these minor corrections:

- Provide the intent that was proposed in the NPRM for correcting the unsafe condition; and
- Do not add any additional burden upon the public than was already proposed in the NPRM.

Cost Impact

How many airplanes does this AD impact? We estimate that this AD affects 232 airplanes in the U.S. registry.

What is the cost impact of this AD on owners/operators of the affected airplanes? We estimate the following costs to accomplish the AC inverter inspection:

Labor cost	Parts cost	Total cost per airplane	Total cost on U.S. operators
2 workhours × \$60 = \$120 for each inverter	No cost for parts	\$240	232 × \$240 = \$55,680

We estimate the following costs to accomplish any necessary AC inverter modification that would be required

based on the results of the inspection. We have no way of determining the

number of airplanes that may need such modification:

Labor cost	Parts cost	Total cost per airplane
2 workhours × \$60 = \$120 for each inverter (\$240 per aircraft)	\$310	\$550 for each airplane.

We estimate the following costs to accomplish any necessary AC inverter sync wire shield modification that

would be required based on the results of the inspection. We have no way of

determining the number of airplanes that may need such modification: