

Labor cost	Parts cost	Total cost per airplane
8 workhours × \$60 = \$480	\$6.00	\$486

Compliance Time of This AD

What would be the compliance time of this AD? The compliance time of this AD is within 6 months after the effective date of the AD.

Why is the compliance time presented in calendar time instead of hours time-in-service (TIS)? Failure of the aircraft AC inverters is only unsafe during airplane operation. However, this unsafe condition is not a result of the number of times the airplane is operated. The chance of this situation occurring is the same for an airplane with 50 hours time-in-service (TIS) as it is for an airplane with 1,000 hours TIS.

For this reason, the FAA has determined that a compliance based on calendar time will be utilized in this AD in order to assure that the unsafe condition is addressed on all airplanes in a reasonable time period.

Regulatory Impact

Does this AD impact various entities? The regulations adopted herein will not have a substantial direct effect on the States, on the relationship between the national government and the States, or on the distribution of power and responsibilities among the various levels of government. Therefore, it is determined that this final rule does not have federalism implications under Executive Order 13132.

Does this AD involve a significant rule or regulatory action? For the reasons discussed above, I certify that this action (1) is not a "significant regulatory action" under Executive Order 12866; (2) is not a "significant rule" under DOT Regulatory Policies and Procedures (44 FR 11034, February 26, 1979); and (3) will not have a significant economic impact, positive or negative, on a substantial number of small entities under the criteria of the Regulatory Flexibility Act. A copy of the final evaluation prepared for this action is contained in the Rules Docket. A copy of it may be obtained by contacting the Rules Docket at the location provided under the caption ADDRESSES.

List of Subjects in 14 CFR Part 39

Air transportation, Aircraft, Aviation safety, Incorporation by reference, Safety.

Adoption of the Amendment

Accordingly, under the authority delegated to me by the Administrator, the Federal Aviation Administration amends part 39 of the Federal Aviation Regulations (14 CFR part 39) as follows:

PART 39—AIRWORTHINESS DIRECTIVES

1. The authority citation for part 39 continues to read as follows:

Authority: 49 U.S.C. 106(g), 40113, 44701.

§ 39.13 [Amended]

2. FAA amends § 39.13 by adding a new AD to read as follows:

2003–04–26 Raytheon Aircraft Company:
Amendment 39–13075; Docket No. 2002–CE–32–AD.

(a) *What airplanes are affected by this AD?* This AD affects the following airplane models and serial numbers that are certificated in any category:

(1) Group 1 Airplanes: Model 1900D, serial numbers UE–1 through UE–265.

(2) Group 2 Airplanes: Model 1900D, serial numbers UE–266 through UE–388.

(3) Group 3 Airplanes: Model 1900D, serial numbers UE–389 through UE–410.

(b) *Who must comply with this AD?*

Anyone who wishes to operate any of the airplanes identified in paragraph (a) of this AD must comply with this AD.

(c) *What problem does this AD address?*

The actions specified by this AD are intended to prevent electrical noise causing the alternating current (AC) inverter to shut down, which could result in failure of key aircraft electrical systems. Such failure could lead to loss of flight instruments during a critical phase of flight.

Note 1: Refer to paragraph (a) to determine if your airplane is assigned to Group 1, Group 2, or Group 3. If your airplane is assigned to Group 1, Group 2, or Group 3, you only have to accomplish the requirements of either paragraph (d), (e), or (f), respectively.

(d) *What actions must I accomplish to address this problem if I have a Group 1 airplane?* To address this problem, you must accomplish the following:

Actions	Compliance	Procedures
<p>(1) Inspect the AC inverter to determine if the KGS Electronics AC Inverter part number (P/N) SPC–10(PW), with a serial number in the range of 306 through 803, is installed and is identified as Mod 2DD.</p> <p>(i) This may be accomplished by checking the logbook and positively showing that a Mod 2DD inverter is installed. A person holding a pilot's certificate may accomplish this check.</p> <p>(ii) If, by checking the airplane logbook or by visual inspection, it can be positively shown that a Mod 2DD inverter is installed, then the requirements of paragraph (d)(2) of this AD do not apply. You must make an entry into the aircraft records that shows compliance with this portion of the AD, in accordance with section 43.9 of the Federal Aviation Regulations (14 CFR 43.9).</p>	<p>Within 6 months after April 21, 2003 (the effective date of this AD).</p>	<p>In accordance with the ACCOMPLISHMENT INSTRUCTIONS section of Raytheon Aircraft Service Bulletin SB 24–3215, Rev. 1, June 2001.</p>
<p>(2) If during the inspection required in paragraph (d)(1), it is found that the Mod 2DD inverter is not installed, accomplish the AC inverter modification.</p>	<p>Before further flight after the paragraph (d)(1) inspection of this AD.</p>	<p>In accordance with the ACCOMPLISHMENT INSTRUCTIONS section of Raytheon Aircraft Service Bulletin SB 24–3215, Rev. 1, June 2001, and the Model 1900D Airliner Maintenance Manual.</p>