

under the caption **ADDRESSES**. We will consider all comments received on or before the closing date specified above. We may amend this rule in light of comments received. Factual information that supports your ideas and suggestions is extremely helpful in evaluating the effectiveness of the AD action and determining whether we need to take additional rulemaking action.

Are there any specific portions of the AD I should pay attention to? We specifically invite comments on the overall regulatory, economic, environmental, and energy aspects of the rule that might suggest a need to modify the rule. You may view all comments we receive before and after the closing date of the rule in the Rules Docket. We will file a report in the Rules Docket that summarizes each FAA contact with the public that concerns the substantive parts of this AD.

How can I be sure FAA receives my comment? If you want us to acknowledge the receipt of your comments, you must include a self-addressed, stamped postcard. On the postcard, write "Comments to Docket No. 2003-CE-09-AD." We will date stamp and mail the postcard back to you.

Regulatory Impact

Does this AD impact various entities? These regulations 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, FAA

has determined that this final rule does not have federalism implications under Executive Order 13132.

Does this AD involve a significant rule or regulatory action? We have determined that this regulation is an emergency regulation that must be issued immediately to correct an unsafe condition in aircraft, and is not a significant regulatory action under Executive Order 12866. It has been determined further that this action involves an emergency regulation under DOT Regulatory Policies and Procedures (44 FR 11034, February 26, 1979). If it is determined that this emergency regulation otherwise would be significant under DOT Regulatory Policies and Procedures, a final regulatory evaluation will be prepared and placed in the Rules Docket (otherwise, an evaluation is not required). A copy of it, if filed, may be obtained from the Rules Docket.

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.

2. FAA amends § 39.13 by removing Airworthiness Directive (AD) 2002-13-02, Amendment 39-12789 (67 FR 44024, July 1, 2002), and by adding a new AD to read as follows:

2003-06-01—Air Tractor, Inc.: Amendment 39 13088; Docket No. 2003-CE-09-AD; Supersedes AD 2002-13-02; Amendment 39-12789.

(a) *What airplanes are affected by this AD?* This AD applies to the following airplanes that are certificated in any category:

(1) Models AT-300, AT-301, AT-302, and AT-400A airplanes, all serial numbers, that have aluminum spar caps;

(2) Models AT-400 airplanes, serial numbers 400-0244 through 400-0415, that have aluminum spar caps; and

(3) Models AT-300 and AT-301 airplanes, all serial numbers that have aluminum spar caps and are or have been converted to turbine power.

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

Anyone who wishes to operate any airplane identified in paragraph (a)(1), (a)(2), or (a)(3) of this AD must comply with this AD.

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

The actions specified by this AD are intended to detect and correct cracks in the wing centerline splice joint. If not detected and corrected, these cracks could eventually result in the wing separating from the airplane during flight.

(d) *What must I do to address this problem?* To address this problem, you must replace each wing lower spar cap in accordance with the applicable maintenance manual, as follows:

Affected airplanes	Compliance time
(1) For all affected Models AT-300 and AT-301 airplanes that incorporate reciprocating engines and incorporate the wing spar center splice joint modification in accordance with the following: (i) Snow Engineering Co. Service Letter #55, Revised October 23, 2002; and (ii) Snow Engineering Co. Service Letter #70, Revised October 23, 2002.	Upon the accumulation of 7,000 hours time-in-service (TIS) on either wing spar lower cap or within the next 25 hours TIS after April 4, 2003 (the effective date of this AD), whichever occurs later.
(2) For all affected Models AT-300 and AT-301 airplanes that incorporate reciprocating engines and do not incorporate the wing spar center splice joint modification. (i) The wing spar center splice joint modification may be incorporated on these airplanes to allow continued operation to 7,000 hours TIS as specified in paragraph (d)(1) of this AD (ii) Use the service information specified in paragraphs (d)(1)(i) and (d)(1)(ii) of this AD to accomplish this modification.	Upon the accumulation of 5,000 hours TIS on either wing spar lower cap or within the next 25 hours TIS after April 4, 2003 (the effective date of this AD), whichever occurs later.
(3) For all affected AT-302, AT-400, and AT-400A airplanes with aluminum spar caps; and all affected Models AT-300 and AT-301 airplanes that incorporate aluminum spar caps and are or have been converted to turbine power. Snow Engineering Co. Service Letter #226, dated December 17, 2002, includes information on these airplanes.	Upon the accumulation of 4,450 hours TIS on either wing spar lower cap or within the next 25 hours TIS after April 4, 2003 (the effective date of this AD), whichever occurs later.

(e) *May I repetitively inspect the wing lower spar caps instead of replacing them?* You

may use the procedures in Snow Engineering Process Specification Number 197, Revised

June 4, 2002; and Snow Engineering Co. Service Letter #220, dated December 17,