

various sections of the March 26, 2003, final rule.

#### **§ 70.20b [Corrected]**

■ 1. In § 70.20b(f)(1), (f)(2)(ii), (f)(2)(iii), and (g)(1), the words “Director, Office of Nuclear Security and Incident Response, Division of Nuclear Security,” are corrected to read “Director, Division of Nuclear Security, Office of Nuclear Security and Incident Response”.

#### **§ 71.97 [Corrected]**

■ 2. In § 71.97(c)(1) and (f)(1), the words “Director, Office of Nuclear Security and Incident Response, Division of Nuclear Security” are corrected to read “Director, Division of Nuclear Security, Office of Nuclear Security and Incident Response”.

#### **§ 73.26 [Corrected]**

■ 3. In § 73.26(i)(6), the words “Director, Office of Nuclear Security and Incident Response, Division of Nuclear Security” are corrected to read “Director, Division of Nuclear Security, Office of Nuclear Security and Incident Response.”

#### **§ 73.27 [Corrected]**

■ 4. In § 73.27(b), the words “Director, Office of Nuclear Security and Incident Response, Division of Nuclear Security” are corrected to read “Director, Division of Nuclear Security, Office of Nuclear Security and Incident Response” wherever they appear.

#### **§ 73.67 [Corrected]**

■ 5. In § 73.67(e)(7)(ii), the words “Director, Office of Nuclear Security and Incident Response, Division of Nuclear Security” are corrected to read “Director, Division of Nuclear Security, Office of Nuclear Security and Incident Response.”

#### **§ 73.71 [Corrected]**

■ 6. In § 73.71(a)(4), the words “Director, Office of Nuclear Security and Incident Response, Division of Nuclear Security” are corrected to read “Director, Division of Nuclear Security, Office of Nuclear Security and Incident Response”.

#### **§ 73.72 [Corrected]**

■ 7. In § 73.72(a), the words “Director, Office of Nuclear Security and Incident Response, Division of Nuclear Security,” are corrected to read “Director, Division of Nuclear Security, Office of Nuclear Security and Incident Response” wherever they appear.

#### **§ 73.73 [Corrected]**

■ 8. In § 73.73(a)(1) and (b), the words, “Director, Office of Nuclear Security and Incident Response, Division of Nuclear Security,” are corrected to read

“Director, Division of Nuclear Security, Office of Nuclear Security and Incident Response”.

#### **§ 73.74 [Corrected]**

■ 9. In § 73.74(a)(1) and (b), the words “Director, Office of Nuclear Security and Incident Response, Division of Nuclear Security” are corrected to read “Director, Division of Nuclear Security, Office of Nuclear Security and Incident Response”.

Dated in Rockville, Maryland, this 28th day of April, 2003.

For the Nuclear Regulatory Commission.

**Michael T. Lesar,**

*Chief, Rules and Directives Branch, Division of Administrative Services, Office of Administration.*

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## **DEPARTMENT OF TRANSPORTATION**

### **Federal Aviation Administration**

#### **14 CFR Part 39**

[Docket No. 2003-CE-18-AD; Amendment 39-13139; AD 2003-09-10]

RIN 2120-AA64

#### **Airworthiness Directives; Raytheon Aircraft Company Model 390 Airplanes**

**AGENCY:** Federal Aviation Administration, DOT.

**ACTION:** Final rule; request for comments.

**SUMMARY:** This amendment adopts a new airworthiness directive (AD) that applies to certain Raytheon Aircraft Company (Raytheon) Model 390 airplanes. This AD requires you to modify the aft power distribution box and the aft ram air duct. This AD is the result of reports of two incidents involving temporary loss of all attitude display information. The actions specified by this AD are intended to prevent moisture from entering the aft power distribution box through the aft ram air duct, which could result in electrical power failure. Such failure could lead to loss of all attitude display information during flight.

**DATES:** This AD becomes effective on May 13, 2003.

The Director of the Federal Register approved the incorporation by reference of certain publications listed in the regulation as of May 13, 2003.

The Federal Aviation Administration (FAA) must receive any comments on this rule on or before June 20, 2003.

**ADDRESSES:** Submit comments to FAA, Central Region, Office of the Regional

Counsel, Attention: Rules Docket No. 2003-CE-18-AD, 901 Locust, Room 506, Kansas City, Missouri 64106. You may view any comments at this location between 8 a.m. and 4 p.m., Monday through Friday, except Federal holidays. You may also send comments electronically to the following address: 9-ACE-7-Docket@faa.gov. Comments sent electronically must contain “Docket No. 2003-CE-18-AD” in the subject line. If you send comments electronically as attached electronic files, the files must be formatted in Microsoft Word 97 for Windows or ASCII text.

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 FAA, Central Region, Office of the Regional Counsel, Attention: Rules Docket No. 2003-CE-18-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:**

Bryan Easterwood, Aerospace Engineer, FAA, Wichita Aircraft Certification Office, 1801 Airport Road, Room 100, Wichita, Kansas 67209; telephone: (316) 946-4132; facsimile: (316) 946-4107.

#### **SUPPLEMENTARY INFORMATION:**

##### **Discussion**

*What events have caused this AD?*  
The FAA has received reports of two incidents involving temporary loss of all attitude display information during flight on certain Raytheon Model 390 airplanes. Through investigation and testing, we discovered that moisture is entering the aft power distribution box through the aft ram air duct, which could freeze and/or cause corrosion to form in the left-hand and right-hand generator relays, battery tie relay, and the essential bus relay. This condition could cause the relays to fail in the open position or fail in the mid position and result in loss of power.

Raytheon issued Safety Communiqué No. 222, dated April 2002, to inform the owners/operators that power to the standby electrical bus can be restored by placing the Battery switch in the STBY position to allow continued flight and landing.

*What are the consequences if the condition is not corrected?* This condition, if not corrected, could result in electrical power failure. Such failure could lead to loss of all attitude display information during flight.

*Is there service information that applies to this subject?* Raytheon has