

- 13. Appendix A to 5 CFR Ch. XIV, paragraph(c) is amended by revising telephone number (202) 482-6630 to read (202) 218-7950.
- 14. Appendix A to 5 CFR Ch. XIV, paragraph(e) is amended by revising telephone number (202) 482-6670 to read (202) 218-7790.

Dated: April 30, 2003.
Yvonne Thomas,
*Director, Administrative Services Division,
Federal Labor Relations Authority.*
[FR Doc. 03-11079 Filed 5-5-03; 8:45 am]
BILLING CODE 6727-01-P

DEPARTMENT OF TRANSPORTATION
Federal Aviation Administration

14 CFR Part 39
[Docket No. 2002-CE-26-AD; Amendment 39-13141; AD 2003-09-12]
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 accomplish a one-time inspection for missing rivets on certain areas of the airplane and, if necessary, install rivets. This AD is the result of Raytheon identifying several instances of missing rivets on these airplanes. The actions specified by this AD are intended to detect and correct an understrength condition in the fuselage, which could result in the failure of the fuselage. Such failure could lead to loss of control of the airplane in flight.

DATES: This AD becomes effective on June 27, 2003.
The Director of the Federal Register approved the incorporation by reference of certain publications listed in the regulations as of June 27, 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-26-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: Mr. Steven E. Potter, Aerospace Engineer, Wichita Aircraft Certification Office, FAA, 1801 Airport Road, Wichita, Kansas 67209; telephone: (316) 946-4124; facsimile: (316) 946-4107.

SUPPLEMENTARY INFORMATION:

Discussion
What events have caused this AD?
The FAA has received reports from Raytheon that during manufacturing rivets were not installed in the following locations:
—Lower frame forward of the airstair door below the pilot's floor;
—Forward of the upper forward corner of the airstair door;
—The bulkhead forward of the cargo door below floor level; and
—The lower fuselage panel aft of the wing.

These rivets must be installed for the fuselage to carry the ultimate design load. Without the rivets, these areas are understrength.
What is the potential impact if FAA took no action? The understrength condition in the fuselage could result in the failure of the fuselage. Such failure

could lead to loss of control of the airplane in 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 December 31, 2002 (67 FR 79891). The NPRM proposed to require you to accomplish a one-time inspection for missing rivets on certain areas of the airplane and, if necessary, install rivets.
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 370 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 inspection:

Labor cost	Parts cost	Total cost per airplane	Total cost U.S. operators
8 workhours × \$60 per hour = \$480	No parts required	\$480	\$480 × 370 = \$177,600

We estimate the following costs to accomplish any necessary rivet installation that will be required based on the results of the inspection. We have no way of determining the number of airplanes that may need such installation:

Labor cost	Parts cost	Total cost per airplane
15 workhours × \$60 per hour = \$900	\$25	\$925