

Compliance Time of This AD*What Will Be the Compliance Time of This AD?*

The compliance time of this AD is within the next 6 calendar months after the effective date of this AD.

Why Is the Compliance Time Presented in Calendar Time Instead of Hours Time-in-Service (TIS)?

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 10 hours TIS as it would be for an airplane with 500 hours TIS. For this reason, FAA has determined that a compliance based on calendar time will be utilized in this AD in order to ensure 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:

2003–13–16 Raytheon Aircraft Company:
Amendment 39–13218; Docket No. 2002–CE–45–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:

Model	Serial numbers
(1) 65–90, 65–A90, B90, C90, and C90A	LJ–1 through LJ–1287, LJ–1289 through LJ–1294, and LJ–1296 through LJ–1299.
(2) E90	LW–1 through LW–347.
(3) F90	LA–2 through LA–236.
(4) H90 (T–44A)	LL–1 through LL–61.
(5) 100 and A100	B–2 through B–89, B–93, and B–100 through B–247.
(6) A100 (U–21F)	B1, B–90 through B–92, and B–94 through B–99.
(7) A100–1 (U–21J)	BB–3 through BB–5.
(8) A200 (C–12A) and (C–12C)	BC–1 through BC–61, BC–62 through BC–75, and BD–1 through BD–30.
(9) A200C (UC–12B)	BJ–1 through BJ–66.
(10) A200CT (C–12D)	BP–1, BP–19, and BP–24 through BP–51.
(11) A200CT (C–12F)	BP–52 through BP–63.
(12) B200C (C–12F)	BP–64 through BP–71, BL–73 through BL–112, and BL–118 through BL–123.
(13) A200CT (FWC–12D)	BP–7 through BP–11.
(14) A200CT (RC–12D)	GR–1 through GR–12.
(15) A200CT (RC–12G)	FC–1 through FC–3.
(16) A200CT (RC–12H)	GR–14 through GR–19.
(17) A200CT (RC–12K)	FE–1 through FE–9.
(18) A200CT (RC–12P)	FE–25 through FE–31, FE–33, and FE–35.
(19) A200CT (RC–12Q)	FE–32, F–34, and FE–36.
(20) B100	BE–1 through BE–137.
(21) B200C	BL–37 through BL–57, BL–61 through BL–72, and BL–124 through BL–138.
(22) 200C	BL–1 through BL–23, BL–26 through BL–36.
(23) B200C (C–12F)	BP–64 through BP–71, BL–73 through BL–112, and BL–118 through BL–123.
(24) B200C (C–12R)	BW–1 through BW–29.
(25) B200C (UC–12F)	BU 1 through BU10.
(26) B200C (UC–12M)	BV–1 through BV–10.
(27) B200CT and 200CT	BN–1 through BN–4.
(28) B200T and 200T	BT–1 through BT–34, and BB–1314.
(29) 200	BB–2, BB–6 through BB–185, BB–187 through BB–202, BB–204 through BB–269, BB–271 through BB–407, BB–409 through BB–468, BB–470 through BB–488, BB–490 through BB–509, BB–511 through BB–529, BB–531 through BB–550, BB–552 through BB–562, BB–564 through BB–572, BB–574 through BB–590, BB–592 through BB–608, BB–610 through BB–626, BB–628 through BB–646, BB–648 through BB–664, BB–666 through BB–694, BB–696 through BB–733, BB–735 through BB–792, BB–794 through BB–797, BB–799 through BB–822, BB–825 through BB–828, BB–830 through BB–853, BB–872, BB–873, BB–892, BB–893, and BB–912.