

Labor cost	Parts cost	Total cost per airplane	Total cost on U.S. operators
8 workhours × \$60 per hour = \$480	Not applicable	\$480	\$1,547,040

We estimate the following costs to accomplish any necessary repairs that would be required based on the results

of the proposed inspection. We have no way of determining the number of airplanes that may need such repair of

the forward side of the aft pressure bulkhead:

Labor cost	Parts cost	Total cost per airplane
16 workhours × \$60 per hour = \$960	\$25	\$985

Compliance Time of This Proposed AD

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

Why is the proposed 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 should 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

Would this proposed AD impact various entities? The regulations proposed herein would 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 proposed rule would not have federalism implications under Executive Order 13132.

Would this proposed AD involve a significant rule or regulatory action? For the reasons discussed above, I certify that this proposed 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) if promulgated, 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 draft regulatory evaluation prepared for this action has been placed 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, Safety.

The Proposed Amendment

Accordingly, under the authority delegated to me by the Administrator, the Federal Aviation Administration proposes to amend 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 airworthiness directive (AD) to read as follows:

Raytheon Aircraft Company: 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 Nos.
(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)	B–1, 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, FE–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.