

Interested persons have been afforded an opportunity to participate in the making of this amendment. No comments were received on the proposal or the FAA's determination of the cost to the public. The FAA has determined that air safety and the public interest require the adoption of the rule as proposed.

On July 10, 2002, the FAA issued a new version of 14 CFR part 39 (67 FR 47997, July 22, 2002), which governs the FAA's airworthiness directives system. The regulation now includes material that relates to altered products, special flight permits, and alternative methods of compliance. However, for clarity and consistency in this final rule, we have retained the language of the NPRM regarding that material.

The FAA estimates that 92 helicopters of U.S. registry will be affected by this AD, that it will take approximately 3 work hours per helicopter to accomplish the required actions, and that the average labor rate is \$60 per work hour. Required parts will cost approximately \$3,785. Based on these figures, the total cost impact of the AD on U.S. operators is estimated to be \$364,780, assuming all parts are replaced.

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.

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 final evaluation has been prepared for this action and it is contained in the Rules Docket. A copy of it may be obtained from 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, pursuant to 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. Section 39.13 is amended by adding a new airworthiness directive to read as follows:

#### 2003-13-13 Bell Helicopter Textron

**Canada:** Amendment 39-13214. Docket No. 2002-SW-27-AD.

**Applicability:** Model 222, 222B, and 222U helicopters, with a magnetic brake, part number (P/N) 204-001-376-105 or -107, installed, that was manufactured by Memcor Truohm, Inc. as P/N MP498-105 or -107, certificated in any category.

**Note 1:** This AD applies to each helicopter identified in the preceding applicability provision, regardless of whether it has been otherwise modified, altered, or repaired in the area subject to the requirements of this AD. For helicopters that have been modified, altered, or repaired so that the performance of the requirements of this AD is affected, the owner/operator must request approval for an alternative method of compliance in accordance with paragraph (b) of this AD. The request should include an assessment of the effect of the modification, alteration, or repair on the unsafe condition addressed by this AD; and if the unsafe condition has not been eliminated, the request should include specific proposed actions to address it.

**Compliance:** Required within 100 hours time in service and before installation of any affected magnetic brake, unless accomplished previously.

To detect loose adjustable stop screws that could result in limiting the travel of the cyclic and collective arm assembly, and subsequent loss of control of the helicopter:

(a) Inspect and, if necessary, repair, adjust, and apply slippage marks to the magnetic brake assembly in accordance with the Accomplishment Instructions, paragraphs 5. through 11. in Bell Helicopter Textron Alert Service Bulletin (ASB) No. 222-01-87, applicable to Model 222 and 222B helicopters, or ASB No. 222U-01-58, applicable to Model 222U helicopters, both dated January 19, 2001, except if damage to the arm assembly exceeds 0.030 inch (0.762 mm), replace the magnetic brake assembly with an airworthy magnetic brake assembly. Contacting the manufacturer is not required.

(b) An alternative method of compliance or adjustment of the compliance time that provides an acceptable level of safety may be used if approved by the Manager, Safety Management Group, Rotorcraft Directorate, FAA. Operators shall submit their requests through an FAA Principal Maintenance Inspector, who may concur or comment and then send it to the Manager, Safety Management Group.

**Note 2:** Information concerning the existence of approved alternative methods of

compliance with this AD, if any, may be obtained from the Safety Management Group.

(c) Special flight permits may be issued in accordance with 14 CFR 21.197 and 21.199 to operate the helicopter to a location where the requirements of this AD can be accomplished.

(d) The actions referenced in paragraph (a) of this AD shall be done in accordance with Bell Helicopter Textron Alert Service Bulletin (ASB) No. 222-01-87, applicable to Model 222 and 222B helicopters, or ASB No. 222U-01-58, applicable to Model 222U helicopters, both dated January 19, 2001. This incorporation by reference was approved by the Director of the Federal Register in accordance with 5 U.S.C. 552(a) and 1 CFR part 51. Copies may be obtained from Bell Helicopter Textron Canada, 12,800 Rue de l'Avenir, Mirabel, Quebec J7J1R4. Copies may be inspected at the FAA, Office of the Regional Counsel, Southwest Region, 2601 Meacham Blvd., Room 663, Fort Worth, Texas; or at the Office of the Federal Register, 800 North Capitol Street, NW., suite 700, Washington, DC.

(e) This amendment becomes effective on August 12, 2003.

**Note 3:** The subject of this AD is addressed in Transport Canada (Canada) AD CF-2002-17, dated March 4, 2002.

Issued in Fort Worth, Texas, on June 20, 2003.

**David A. Downey,**

*Manager, Rotorcraft Directorate, Aircraft Certification Service.*

[FR Doc. 03-16688 Filed 7-7-03; 8:45 am]

**BILLING CODE 4910-13-P**

## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### 14 CFR Part 39

[Docket No. 2002-CE-45-AD; Amendment 39-13218; AD 2003-13-16]

RIN 2120-AA64

#### Airworthiness Directives; Raytheon Aircraft Company 90, 100, and 200 Series 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) 90, 100, and 200 series airplanes. This AD requires you to inspect the forward side of the aft pressure bulkhead for scoring damage and repair, if necessary. This AD is the result of reports of the aft pressure bulkhead being damaged by scoring during manufacture. The actions specified by this AD are intended to detect and correct damage to the aft pressure bulkhead of the fuselage. Such

damage could lead to fatigue failure of the bulkhead.

**DATES:** This AD becomes effective on August 25, 2003.

The Director of the Federal Register approved the incorporation by reference of certain publications listed in the regulations as of August 25, 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-45-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 that during manufacturing, nine aft pressure bulkheads of Raytheon 90, 100, and 200 series airplanes may have been damaged by scribing or knife marks (scoring).

*What Is the Potential Impact if FAA Took No Action?*

The damage to the aft pressure bulkhead may cause fatigue failure of the bulkhead.

*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 90, 100, and 200 series airplanes. This proposal was published in the **Federal Register** as a notice of proposed rulemaking (NPRM) on February 14, 2003 (68 FR 7449). The NPRM proposed to require you to inspect the forward side of the aft pressure bulkhead for scoring damage and repair, if damage is found.

*Was the Public Invited to Comment?*

The FAA encouraged interested persons to participate in the making of this amendment. The following presents the comment received on the proposal and FAA's response to the comment:

*Comment Issue:*

AD Applicability to Model B200 Range of Serial Numbers.

*What Is the Commenter's Concern?*

The commenter states that there is a typographical error in the range of serial numbers for the Model B200 applicability.

*What Is FAA's Response to the Concern?*

We concur. The last serial number for the Model B200 applicability is incorrectly stated as BB-14443. The correct serial number is BB-1443. We will change the final rule AD action to incorporate the correct serial number.

**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.

*How Does the Revision to 14 CFR Part 39 Affect This AD?*

On July 10, 2002, FAA published a new version of 14 CFR part 39 (67 FR 47997, July 22, 2002), which governs FAA's AD system. This regulation now includes material that relates to special flight permits, alternative methods of compliance, and altered products. This material previously was included in each individual AD. Since this material is included in 14 CFR part 39, we will not include it in future AD actions.

**Cost Impact**

*How Many Airplanes Does This AD Impact?*

We estimate that this AD affects 3,223 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 of the forward side of the aft pressure bulkhead:

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 will be required based on the results of

the 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 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.

Model	Serial numbers
(30) B200 .....	BB-734, BB-793, BB-829, BB-854 through BB-870, BB-874 through BB-891, BB-894, BB-896 through BB-911, BB-913 through BB-990, BB-992 through BB-1051, BB-1053 through BB-1092, BB-1094, BB-1099 through BB-1104, BB-1106 through BB-1116, BB-1118 through BB-1184, BB-1186 through BB-1263, BB-1265 through BB-1288, BB-1290 through BB-1300, BB-1302 through BB-1313, BB-1315 through BB-1384, BB-1389 through BB-1425, BB-1427 through BB-1438, and BB-1440 through BB-1443.

(b) *Who must comply with this AD?*  
Anyone who wishes to operate any of the airplanes identified in paragraph (a) 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 damage to the aft pressure bulkhead of the fuselage. Such

damage could lead to fatigue failure of the bulkhead.

(d) *What actions must I accomplish to address this problem?* To address this problem, you must accomplish the following:

Actions	Compliance	Procedures
(1) Inspect the forward side of the aft pressure bulkhead for scoring damage.	Within the next 6 calendar months after August 25, 2003 (the effective date of this AD), unless already accomplished.	In accordance with the Accomplishment Instructions of Raytheon Aircraft Mandatory Service Bulletin No.: SB 53-3513, Rev. 1, dated: October 2002.
(2) If scoring damage is found, repair as specified in the Raytheon Aircraft Mandatory Service Bulletin No.: SB 53-3513, Rev. 1, dated: October 2002. As applicable, obtain a repair plan from Raytheon Aircraft Company through FAA at the address specified in paragraph (e) of this AD and incorporate this repair scheme.	Prior to further flight after the inspection required in paragraph (d)(1) of this AD, unless already accomplished.	In accordance with the Accomplishment Instructions of Raytheon Aircraft Mandatory Service Bulletin No.: SB 53-3513, Rev. 1, dated: October 2002. As applicable, repair in accordance with a repair scheme obtained from Raytheon Aircraft Company. Obtain this repair scheme through FAA at the address specified in paragraph (e) of this AD.

(e) *Can I comply with this AD in any other way?* To use an alternative method of compliance or adjust the compliance time, use the procedures in 14 CFR 39.19. Send these requests to the Manager, Wichita Aircraft Certification Office (ACO). For information on any already approved alternative methods of compliance, 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.

(f) *Are any service bulletins incorporated into this AD by reference?* Actions required by this AD must be done in accordance with Raytheon Aircraft Mandatory Service Bulletin No.: SB 53-3513, Rev. 1, dated: October 2002. The Director of the Federal Register approved this incorporation by reference under 5 U.S.C. 552(a) and 1 CFR part 51. You may get copies from Raytheon Aircraft Company, 9709 E. Central, Wichita, Kansas 67201-0085; telephone: (800) 429-5372 or (316) 676-3140. You may view copies at the FAA, Central Region, Office of the Regional Counsel, 901 Locust, Room 506, Kansas City, Missouri, or at the Office of the Federal Register, 800 North Capitol Street, NW., suite 700, Washington, DC.

(g) *When does this amendment become effective?* This amendment becomes effective on August 25, 2003.

Issued in Kansas City, Missouri, on June 25, 2003.

**Dorenda D. Baker,**  
*Acting Manager, Small Airplane Directorate, Aircraft Certification Service.*

[FR Doc. 03-16691 Filed 7-7-03; 8:45 am]

**BILLING CODE 4910-13-P**

**DEPARTMENT OF TRANSPORTATION  
Federal Aviation Administration**

**14 CFR Part 39**

**[Docket No. 96-ANE-40-AD; Amendment 39-13212; AD 97-18-02R1]**

**RIN 2120-AA64**

**Airworthiness Directives; Hartzell Propeller Inc. ( )HC-( ) (2,3)(X,V)( )-( ) Series and HA-A2V20-1B Series Propellers with Aluminum Blades; Correction**

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

**ACTION:** Final rule; correction.

**SUMMARY:** This document makes a correction to Airworthiness Directive (AD) 97-18-02R1 applicable to Hartzell Propeller Inc. ( )HC-( ) (2,3)(X,V)( )-( ) series and HA-A2V20-1B series propellers with aluminum blades that was published in the **Federal Register** on June 26, 2003 (68 FR 37960). The Amendment number was omitted from the second paragraph of the Amendatory Language Section. This document corrects that omission. In all other respects, the original document remains the same.

**EFFECTIVE DATE:** Effective June 26, 2003.

**FOR FURTHER INFORMATION CONTACT:** Tomaso DiPaolo, Aerospace Engineer,

Chicago Aircraft Certification Office, FAA, Small Airplane Directorate, 2300 East Devon Ave., Des Plaines, IL 60018; telephone (847) 294-7031; fax (847) 294-7834.

**SUPPLEMENTARY INFORMATION:** A final rule AD, FR Doc, 03-15991, applicable to Hartzell Propeller Inc. ( )HC-( ) (2,3)(X,V)( )-( ) series and HA-A2V20-1B series propellers with aluminum blades, was published in the **Federal Register** on June 26, 2003 (68 FR 37960). The following correction is needed:

**§ 39.13 [Corrected]**

■ On page 37960, in the third column, in the Amendatory Language Section, in the second paragraph, in the second from the last line, "Amendment 39-XXXXX" is corrected to read "Amendment 39-13212".

Issued in Burlington, MA, on June 26, 2003.

**Francis A. Favara,**  
*Assistant Manager, Engine and Propeller Directorate, Aircraft Certification Service.*

[FR Doc. 03-17018 Filed 7-7-03; 8:45 am]

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