

# Rules and Regulations

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## FEDERAL LABOR RELATIONS AUTHORITY

### 5 CFR Parts 2424, 2429, 2471, 2472, and Chapter XIV

#### Amended Telephone Numbers

**AGENCY:** Federal Labor Relations Authority, General Counsel of the Federal Labor Relations Authority, and Federal Service Impasses Panel.

**ACTION:** Amendment of rules and regulations.

**SUMMARY:** The Federal Labor Relations Authority, the General Counsel of the Federal Labor Relations Authority, and the Federal Service Impasses Panel have relocated their headquarters offices. Amendments to 5 CFR Chapter XIV, reflecting the change in the addresses, telephone numbers, and fax numbers for these offices, were published in the **Federal Register**, 68 FR 10953, Mar. 7, 2003. It is necessary to further amend certain telephone numbers.

**EFFECTIVE DATE:** May 6, 2003.

**FOR FURTHER INFORMATION CONTACT:** Yvonne Thomas, Director, Administrative Services Division, (202) 218-7750.

**SUPPLEMENTARY INFORMATION:** Paragraphs (a), (b), (c), and (e) of Appendix A to 5 CFR Chapter XIV set forth, among other things, the telephone numbers of the headquarters offices of the Authority, the General Counsel, the Chief Administrative Law Judge of the Authority, and the Federal Service Impasses Panel, respectively. 5 CFR 2424.10 sets forth, among other things, the telephone number of the Authority's Collaboration and Alternative Dispute Resolution Program; 5 CFR 2429.24(a) sets forth the telephone number of the Authority's Docket Room, located in its Case Control Office; and 5 CFR 2471.2, 2471.4, 2472.3, and 2472.5 set forth the telephone number of the Federal Service Impasses Panel. Because of changes to

these telephone numbers, it is necessary to further revise these provisions of the agency's regulations.

#### Regulatory Flexibility Act Certification

Pursuant to section 605(b) of the Regulatory Flexibility Act, 5 U.S.C. 605(b), the Federal Labor Relations Authority has determined that these regulations, as amended, will not have a significant economic impact on a substantial number of small entities, because they apply to federal employees, Federal agencies, and labor organizations representing Federal employees.

#### Unfunded Mandates Reform Act of 1995

These regulatory changes will not result in the expenditure by state, local, and tribal governments, in the aggregate, or by the private sector, of \$100,000,000 or more in any one year, and it will not significantly or uniquely affect small governments. Therefore, no actions were deemed necessary under the provisions of the Unfunded Mandates Reform Act of 1995.

#### Small Business Regulatory Enforcement Fairness Act of 1996

These rules are not major rules as defined by section 804 of the Small Business Regulatory Enforcement Fairness Act of 1996. These rules will not result in an annual effect on the economy of \$100,000,000 or more; a major increase in costs or prices; or significant adverse effects on competition, employment, investment, productivity, innovation, or on the ability of United States-based companies to compete with foreign-based companies in domestic and export markets.

#### Paperwork Reduction Act of 1995

These regulations contain no information collection or recordkeeping requirements under the Paperwork Reduction Act of 1995 (44 U.S.C. 3507 *et seq.*)

#### CHAPTER XIV—FEDERAL LABOR RELATIONS AUTHORITY

■ For the reasons set out in the preamble and under the authority of 5 U.S.C. 7134, these provisions are amended as follows:

## PART 2424—NEGOTIABILITY PROCEEDINGS

■ 1. The authority citation for Part 2424 continues to read as follows:

**Authority:** 5 U.S.C. 7134.

■ 2. Section 2424.10 is amended by revising telephone number (202) 482-6503 to read (202) 218-7969.

## PART 2429—MISCELLANEOUS AND GENERAL REQUIREMENTS

■ 3. The authority citation for Part 2429 continues to read as follows:

**Authority:** 5 U.S.C. 7134; § 2429.18 also issued under 28 U.S.C. 2112(a).

■ 4. Section 2429.24(a) is amended by revising telephone number (202) 482-6540 to read (202) 218-7740.

## PART 2471—PROCEDURES OF THE PANEL

■ 5. The authority citation for Part 2471 continues to read as follows:

**Authority:** 5 U.S.C. 7119, 7134.

■ 6. Section 2471.2 is amended by revising telephone number (202) 482-6670 to read (202) 218-7790.

■ 7. Section 2471.4 is amended by revising telephone number (202) 482-6670 to read (202) 218-7790.

## PART 2472—IMPASSES ARISING PURSUANT TO AGENCY DETERMINATIONS NOT TO ESTABLISH OR TO TERMINATE FLEXIBLE OR COMPRESSED WORK SCHEDULES

■ 8. The authority citation for Part 2472 continues to read as follows:

**Authority:** 5 U.S.C. 6131.

■ 9. Section 2472.3 is amended by revising telephone number (202) 482-6670 to read (202) 218-7790.

■ 10. Section 2472.5 is amended by revising telephone number (202) 482-6670 to read (202) 218-7790.

## Appendix A to 5 CFR Ch. XIV—Current Addresses and Geographic Jurisdictions

■ 11. Appendix A to 5 CFR Ch. XIV, paragraph(a) is amended by revising telephone number (202) 482-6540 to read (202) 218-7740.

■ 12. Appendix A to 5 CFR Ch. XIV, paragraph(b) is amended by revising telephone number (202) 482-6600 to read (202) 218-7910.

- 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]  
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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                   |