

**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 the following new airworthiness directive:

2003-14-60 Boeing: Amendment 39-13225.
Docket 2003-NM-165-AD.

Applicability: Model 737-200, -200C, -300, -400, and -500 series airplanes; certificated in any category; line numbers 292 through 2947 inclusive.

Compliance: Required as indicated, unless accomplished previously.

To detect and correct fatigue cracks in the lap joints and consequent rapid decompression of the airplane, accomplish the following:

Inspection

(a) At the applicable time specified in paragraph (a)(1) or (a)(2) of this AD: Do an external detailed inspection for cracks of the fuselage skin at the upper row of fasteners on all the lap joints from body station (BS) 259 to BS 1016. Inspection of the lap joints underneath the wing-to-body fairing is not required by this paragraph. Repeat the inspection at intervals not to exceed 500 flight cycles, until the terminating action specified in paragraph (b) of this AD has been accomplished.

(1) For line numbers 611 through 2869 inclusive: Inspect before the accumulation of 20,000 total flight cycles on the airplane, or within 20 days after the effective date of this AD, whichever occurs later.

(2) For line numbers 292 through 610 inclusive and 2870 through 2947 inclusive: Inspect before the accumulation of 20,000 total flight cycles on the airplane, or within 90 days after the effective date of this AD, whichever occurs later.

Note 1: For the purposes of this AD, a detailed inspection is defined as: "An intensive visual examination of a specific structural area, system, installation, or assembly to detect damage, failure, or irregularity. Available lighting is normally supplemented with a direct source of good lighting at intensity deemed appropriate by the inspector. Inspection aids such as mirror, magnifying lenses, etc., may be used. Surface cleaning and elaborate access procedures may be required."

Terminating Action

(b) For airplanes identified in paragraph (a)(1) of this AD, accomplishment of the one-time internal inspection for discrepancies (including cracks, corrosion, and delamination of the skin doublers) of the skin panels, as shown in Table 2 of Figure 2 of the Accomplishment Instructions of Boeing Service Bulletin 737-53-1179, Revision 2, dated October 25, 2001, terminates the repetitive inspection requirements of paragraph (a) of this AD. (For Zone A, an internal inspection is required. For Zone B,

either an internal or external inspection is permissible.)

(c) For airplanes identified in paragraph (a)(2) of this AD, accomplishment of the one-time internal inspection for discrepancies of the skin panels, as shown in Table 3 of Figure 2 of the Accomplishment Instructions Boeing Service Bulletin 737-53-1179, Revision 2, dated October 25, 2001, terminates the repetitive inspection requirements of paragraph (a) of this AD. (For Zone A, an internal inspection is required. For Zone B, either an internal or external inspection is permissible.)

Corrective Action

(d) If any crack is found during any inspection required by paragraph (a), (b), or (c) of this AD: Before further flight, repair in accordance with Boeing Service Bulletin 737-53-1179, Revision 2, dated October 25, 2001, except as provided by paragraph (e) of this AD.

(e) Where Boeing Service Bulletin 737-53-1179, Revision 2, dated October 25, 2001, specifies contacting Boeing for appropriate action: Before further flight, repair in accordance with a method approved by the Manager, Seattle Aircraft Certification Office (ACO), FAA; or per data meeting the type certification basis of the airplane approved by a Boeing Company Designated Engineering Representative who has been authorized by the Manager, Seattle ACO, to make such findings. For a repair method to be approved, the approval must specifically reference this AD.

Alternative Methods of Compliance

(f)(1) In accordance with 14 CFR 39.19, the Manager, Seattle ACO, FAA, is authorized to approve alternative methods of compliance (AMOCs) for this AD.

(2) An AMOC that provides an acceptable level of safety may be used for any repair required by this AD, if it is approved by a Boeing Company Designated Engineering Representative (DER) who has been authorized by the Manager, Seattle ACO, to make such findings.

Incorporation by Reference

(g) Except as otherwise provided in this AD, the actions must be done in accordance with Boeing Service Bulletin 737-53-1179, Revision 2, dated October 25, 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 Boeing Commercial Airplane Group, P.O. Box 3707, Seattle, Washington 98124-2207. Copies may be inspected at the FAA, Transport Airplane Directorate, 1601 Lind Avenue, SW., Renton, Washington; or at the Office of the Federal Register, 800 North Capitol Street, NW., suite 700, Washington, DC.

Effective Date

(h) This amendment becomes effective on July 14, 2003.

Issued in Renton, Washington, on July 4, 2003.

Vi L. Lipski,

*Manager, Transport Airplane Directorate,
Aircraft Certification Service.*

[FR Doc. 03-17432 Filed 7-8-03; 8:45 am]

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DEPARTMENT OF TRANSPORTATION**Federal Aviation Administration****14 CFR Part 71**

[Docket No. FAA-2003-15074; Airspace
Docket No. 03-ACE-42]

**Modification of Class E Airspace;
Cedar Rapids, IA**

AGENCY: Federal Aviation
Administration (FAA), DOT.

ACTION: Direct final rule; confirmation
of effective date.

SUMMARY: This document confirms the effective date of the direct final rule which revises Class E airspace at Cedar Rapids, IA.

EFFECTIVE DATE: 0901 UTC, September 4, 2003.

FOR FURTHER INFORMATION CONTACT:
Kathy Randolph, Air Traffic Division,
Airspace Branch, ACE-520C DOT
Regional Headquarters Building, Federal
Aviation Administration, 901 Locust,
Kansas City, MO 64106; telephone:
(816) 329-2525.

SUPPLEMENTARY INFORMATION: The FAA published this direct final rule with a request for comments in the **Federal Register** on May 9, 2003 (68 FR 24868). The FAA uses the direct final rulemaking procedure for a non-controversial rule where the FAA believes that there will be no adverse public comment. This direct final rule advised the public that no adverse comments were anticipated, and that unless a written adverse comment, or a written notice of intent to submit such an adverse comment, were received within the comment period, the regulation would become effective on September 4, 2003. No adverse comments were received, and thus this notice confirms that this direct final rule will become effective on that date.

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

Anthony D. Roetzel,

*Acting Manager, Air Traffic Division, Central
Region.*

[FR Doc. 03-17250 Filed 7-8-03; 8:45 am]

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