

(1) Within 18 months after the effective date of this AD.

(2) Within 18 months since date of issuance of the original airworthiness certificate, or since date of issuance of the export certificate of airworthiness, whichever is first.

(c) Do the actions specified in paragraphs (c)(1), (c)(2), and (c)(3) of this AD per the Work Instructions of Boeing Alert Service Bulletin 747–51A2057, dated February 21, 2002.

(1) Do a test (including doing a general visual inspection of the external drains, reducer, and drain lines, and sending 3 to 5 pounds per square inch compressed air through the drain line) of the drainage system of the canted pressure deck for discrepancies (including damage, holes, signs of frozen water, and signs of blockage), per Work Package 1 of the Work Instructions of the service bulletin. Repeat the test at least every 18 months.

(2) Clean the drainage system for the canted pressure deck, and do a general visual inspection of the system for discrepancies, per Work Package 2 of the Work Instructions of the service bulletin. Repeat the cleaning and inspection at least every 18 months. Accomplishment of this paragraph terminates the requirements in paragraph (a) of this AD.

(3) Except as required by paragraph (f) of this AD: If any discrepancy is found during any inspection or test required by paragraphs (c)(1) and (c)(2) of this AD, before further flight, repair per the Work Instructions of the service bulletin.

#### **Repetitive Inspections of the Canted Pressure Deck/Corrective Action**

(d) At the later of the times specified in paragraphs (d)(1) and (d)(2) of this AD: Do a general visual inspection of the canted pressure deck for discrepancies (including loose or missing fasteners; loose, missing, or cracked sealant; and leak paths), per Work Package 3 of the Work Instructions of Boeing Alert Service Bulletin 747–51A2057, dated February 21, 2002. If any discrepancy is found, before further flight, repair (including replacing any loose or missing fastener or loose, missing, or cracked sealant; and repairing any leak found) per the service bulletin; except as required by paragraph (f) of this AD. Repeat the inspection at least every 36 months.

**Note 2:** For the purposes of this AD, a general visual inspection is defined as: “A visual examination of an interior or exterior area, installation, or assembly to detect obvious damage, failure, or irregularity. This level of inspection is made from within touching distance unless otherwise specified. A mirror may be necessary to enhance visual access to all exposed surfaces in the inspection area. This level of inspection is made under normally available lighting conditions such as daylight, hangar lighting, flashlight, or droplight and may require removal or opening of access panels or doors. Stands, ladders, or platforms may be required to gain proximity to the area being checked.”

(1) Within 36 months after the effective date of this AD.

(2) Within 36 months since date of issuance of the original airworthiness

certificate, or since date of issuance of the export certificate of airworthiness, whichever is first.

#### **Repetitive Cabin Pressurization Tests/Corrective Action**

(e) At the later of the times specified in paragraphs (e)(1) and (e)(2) of this AD: Do a cabin pressurization test to check for leaks in the canted pressure deck, per Work Package 4 of the Work Instructions of Boeing Alert Service Bulletin 747–51A2057, dated February 21, 2002. If any leak is found, before further flight, repair per the service bulletin; except as required by paragraph (f) of this AD. Repeat the cabin pressurization test at least every 72 months.

(1) Within 72 months after the effective date of this AD.

(2) Within 72 months since date of issuance of the original airworthiness certificate, or since date of issuance of the export certificate of airworthiness, whichever is first.

#### **Corrective Action per Seattle Aircraft Certification Office (ACO)**

(f) If any discrepancy is found during any inspection or test required by this AD and the service bulletin specifies to contact Boeing for appropriate action: Before further flight, repair per a method approved by the Manager, Seattle 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**

(g)(1) 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, Seattle ACO. Operators shall submit their requests through an appropriate FAA Principal Maintenance Inspector, who may add comments and then send it to the Manager, Seattle ACO.

(2) Alternative methods of compliance, approved previously in accordance with AD 89–12–07, amendment 39–6232, are approved as alternative methods of compliance with paragraph (c)(2) of this AD.

**Note 3:** Information concerning the existence of approved alternative methods of compliance with this AD, if any, may be obtained from the Seattle ACO.

#### **Special Flight Permits**

(h) Special flight permits may be issued in accordance with sections 21.197 and 21.199 of the Federal Aviation Regulations (14 CFR 21.197 and 21.199) to operate the airplane to a location where the requirements of this AD can be accomplished.

#### **Incorporation by Reference**

(i) Unless otherwise provided in this AD, the actions shall be done in accordance with Boeing Alert Service Bulletin 747–51A2057, dated February 21, 2002. 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**

(j) This amendment becomes effective on July 3, 2003.

Issued in Renton, Washington, on May 20, 2003.

**Ali Bahrami,**

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

[FR Doc. 03–13118 Filed 5–28–03; 8:45 am]

**BILLING CODE 4910–13–P**

## **DEPARTMENT OF TRANSPORTATION**

### **Federal Aviation Administration**

#### **14 CFR Part 39**

**[Docket No. 2002–NM–19–AD; Amendment 39–13162; AD 2003–11–03]**

**RIN 2120–AA64**

#### **Airworthiness Directives; Boeing Model 727, 737–100, 737–200, and 737–200C Series Airplanes**

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

**ACTION:** Final rule.

**SUMMARY:** This amendment adopts a new airworthiness directive (AD), applicable to certain Boeing Model 727, 737–100, 737–200, and 737–200C series airplanes, that requires one-time inspections to determine the part numbers of hydraulic accumulators installed in various areas of the airplane, and follow-on corrective actions if necessary. The actions specified by this AD are intended to prevent high-velocity separation of a barrel, piston, or end cap from a hydraulic accumulator. Such separation could result in injury to personnel in the accumulator area; loss of cabin pressurization; loss of affected hydraulic systems; or damage to plumbing, electrical installations, or structural members. This action is intended to address the identified unsafe condition.

**DATES:** Effective July 3, 2003.

The incorporation by reference of certain publications listed in the regulations is approved by the Director of the Federal Register as of July 3, 2003.

**ADDRESSES:** The service information referenced in this AD may be obtained from Boeing Commercial Airplane Group, P.O. Box 3707, Seattle,