

Actions	Compliance	Procedures
<p>(1) Inspect the rudder control lever shafts, part numbers (P/N) 2/N-45-1102, 1/N-45-1103, and 1/N-45-1104 (or FAA-approved equivalent part numbers) for cracks. Use dye penetrant while the shaft is installed; or either dye penetrant inspection or magnetic particle methods if the shaft is removed.</p> <p>(2) Inspect all lever shaft side plates on P/Ns 2/N-45-1102, 1/N-45-1103, and 1/N-45-1104 (or FAA-approved equivalent part numbers) by measuring the thickness for discrepancies.</p> <p>(3) Visually inspect all rudder control lever shafts P/Ns 2/N-45-1102, 1/N-45-1103, and 1/N-45-1104 (or FAA-approved equivalent part numbers) for cracks.</p> <p>(4) If damage is found during any inspection required by this AD.</p> <p>(i) For lever shafts found with crack damage, replace with new or serviceable items</p> <p>(ii) For discrepancies in the thickness of lever shaft side plates, obtain a repair scheme from the manufacturer through FAA at the address specified in paragraph (e) of this AD and incorporate this repair scheme</p> <p>(iii) Repairable and nonrepairable damage is defined in the service information</p>	<p>Within the next 100 hours time-in-service (TIS) after September 8, 2003 (the effective date of this AD), unless already accomplished.</p> <p>Within the next 100 hours TIS after September 8, 2003 (the effective date of this AD), unless already accomplished.</p> <p>Repetitively inspect at intervals not to exceed 100 hours TIS after the inspection required in paragraph (d)(1) of this AD.</p> <p>Prior to further flight after any inspection required by this AD.</p>	<p>In accordance with Nomad Alert Service Bulletin ANMD-27-51, dated September 13, 2002, and the applicable maintenance manual.</p> <p>In accordance with Nomad Alert Service Bulletin ANMD-27-51, dated September 13, 2002, and the applicable maintenance manual.</p> <p>In accordance with Nomad Alert Service Bulletin ANMD-27-51, dated September 13, 2002, and the applicable maintenance manual.</p> <p>In accordance with Nomad Alert Service Bulletin ANMD-27-51, dated September 13, 2002, and the applicable maintenance manual.</p>

(e) *Can I comply with this AD in any other way?*

(1) To use an alternative method of compliance or adjust the compliance time, follow the procedures in 14 CFR 39.13. Send these requests to the Manager, Los Angeles Aircraft Certification Office. For information on any already approved alternative methods of compliance, contact Ron Atmur, Aerospace Engineer, FAA, Los Angeles Aircraft Certification Office, 3960 Paramount Boulevard, Lakewood, California 90712; telephone (562) 627-5224; facsimile (562) 627-5210.

(2) Alternative methods of compliance approved in accordance with AD 82-12-06, which is superseded by this AD, are not approved as alternative methods of compliance with this AD.

(f) *Are any service bulletins incorporated into this AD by reference?* Actions required by this AD must be done in accordance with Nomad Alert Service Bulletin ANMD-27-51, dated September 13, 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 Nomad Operations, Aerospace Support Division, Boeing Australia, PO Box 767, Brisbane, QLD 4000 Australia; telephone 61 7 3306 3366; facsimile 61 7 3306 3111. 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) *Does this AD action affect any existing AD actions?* This amendment supersedes AD 82-12-06, Amendment 39-4399.

**Note:** The subject of this AD is addressed in Australian AD GAF-N22/44, dated November 14, 2002.

(h) *When does this amendment become effective?* This amendment becomes effective on September 8, 2003.

Issued in Kansas City, Missouri, on July 10, 2003.

**Dorenda D. Baker,**

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

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## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### 14 CFR Part 39

**[Docket No. 2003-NM-165-AD; Amendment 39-13225; AD 2003-14-06]**

**RIN 2120-AA64**

#### **Airworthiness Directives; Boeing Model 737-200, -200C, -300, -400, and -500 Series Airplanes**

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

**ACTION:** Final rule; correction.

**SUMMARY:** This document corrects a typographical error that appeared in airworthiness directive (AD) 2003-14-06 that was published in the **Federal Register** on July 9, 2003 (68 FR 40759). The typographical error resulted in an incorrect AD number in one location of the document. This AD is applicable to certain Boeing Model 737-200, -200C, -300, -400, and -500 series airplanes. This AD requires repetitive inspections

for cracking of certain lap splices, and corrective action if necessary.

**DATES:** Effective July 14, 2003.

#### **FOR FURTHER INFORMATION CONTACT:**

Duong Tran, Aerospace Engineer, Airframe Branch, ANM-120S, FAA, Seattle Aircraft Certification Office, 1601 Lind Avenue, SW., Renton, Washington 98055-4056; telephone (425) 917-6452; fax (425) 917-6590.

#### **SUPPLEMENTARY INFORMATION:**

Airworthiness Directive (AD) 2003-14-06, amendment 39-13225, applicable to certain Boeing Model 737-200, -200C, -300, -400, and -500 series airplanes, was published in the **Federal Register** on July 9, 2003 (68 FR 40759). That AD requires repetitive inspections for cracking of certain lap splices, and corrective action if necessary.

As published, the AD number appears as "2003-14-60" in the Product Identification line in the regulatory text of the AD. The correct AD number is 2003-14-06. The number is referenced correctly throughout the remainder of the document.

Since no other part of the regulatory information has been changed, the final rule is not being republished in the **Federal Register**.

The effective date of this AD remains July 14, 2003.

#### **§ 39.13 [Corrected]**

■ On page 40761, in the first column, the Product Identification line of AD 2003-14-06 is corrected to read as follows:

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