

TABLE 1.—APPLICABLE HOSE P/Ns—Continued

Airplane model	Boeing hose P/N	Titeflex PMA P/N	Used for	Applicable alert service bulletin
(5) 757–300 airplanes	S312N512–1 S312N512–2 S312N512–3 S312N512–4 BACH5R0110YP BACH5S0074XN	113701–1 113701–2 113701–3 113701–4	Engine and cargo compartment fire extinguishing bottles.	757–26A0044, Revision 1, dated November 14, 2002.
(6) 767–200, –300, and –300F airplanes.	BACH5R0085YU BACH5R0140YU BACH5S0077XT BACH5S0140XT BACH5S0184XX BACH5R0127YY		Cargo compartment fire extinguishing bottles.	767–26A0121, dated December 19, 2001.

(g) If the hose manufacture date code is before 11/99 or after 1/01, or if the manufacture date is 11/99 through 1/01 and there is a permanent white dot on the ID band, no further action is required for that hose.

(h) If the hose manufacture date code is 11/99 through 1/01 inclusive and there is no permanent white dot on the ID band, replace the hose with a serviceable hose or perform an indirect conductive inspection/test for proper heat treat. Use the accomplishment instructions of the applicable ASB listed in Table 1 of this AD.

(i) Replace the hose with a serviceable hose if any B-nut is improperly heat treated.

Credit For Previous Inspections

(j) Previous inspections performed using ASB 737–26A1108, dated November 15, 2001, ASB 737–26A1109, dated November 15, 2001, ASB 737–26A1109, Revision 1, dated November 7, 2002, ASB 747–26A2269, dated November 1, 2001, ASB 757–26A0043, dated November 15, 2001, and ASB 757–26A0044, dated November 15, 2001, comply with the inspection requirements of this AD.

Alternative Methods of Compliance

(k) The Manager, Boston Aircraft Certification Office, has the authority to approve alternative methods of compliance for this AD if requested using the procedures found in 14 CFR 39.19.

Material Incorporated by Reference

(l) The Director of the Federal Register approved the incorporation by reference of the documents listed in the following Table 2 in accordance with 5 U.S.C. 552(a) and 1 CFR part 51. You can get a copy from Boeing Commercial Airplane Group, PO Box 3707, Seattle, Washington 98124–2207. You can review copies at the FAA, New England Region, Office of the Regional Counsel, 12 New England Executive Park, Burlington, MA; or at the Office of the Federal Register, 800 North Capitol Street, NW, suite 700, Washington, DC.

TABLE 2.—INCORPORATION BY REFERENCE

Alert service bulletin	Page number(s)	Revision	Date
737–26A1108	ALL	1	June 27, 2002.
Total Pages: 48			
737–26A1109	ALL	2	May 8, 2003.
Total Pages: 68			
747–26A2269	ALL	1	June 6, 2002.
Total Pages: 36			
757–26A0043	ALL	1	November 14, 2002.
Total Pages: 40			
757–26A0044	ALL	1	November 14, 2002.
Total Pages: 34			
767–26A0121	ALL	Original	December 19, 2001.
Total Pages: 20			

Related Information

(m) None.

Issued in Burlington, Massachusetts, on November 10, 2003.

Francis A. Favara,

Acting Manager, Engine and Propeller Directorate, Aircraft Certification Service.

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 71

[Docket No. FAA–2003–16411; Airspace Docket No. 03–ACE–77]

Modification of Class E Airspace; Johnson, KS

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Direct final rule; request for comments.

SUMMARY: This action modifies the Johnson, KS Class E airspace area. Area

Navigation (RNAV) Global Positioning System (GPS) Standard Instrument Approach Procedures (SIAPs) and a nondirectional radio beacon (NDB) SIAP have been developed to serve Stanton County Municipal Airport. The existing SIAP serving Stanton County Municipal Airport will be cancelled when these new SIAPs become effective. An examination of controlled airspace for Johnson, KS revealed a discrepancy in the Stanton County Municipal Airport Airport Reference Point (ARP) used in the legal description of the Class E airspace area. The examination also revealed that this airspace area does not provide adequate airspace for diverse