

(1) The incorporation by reference of Honeywell Alert Service Bulletin 109XXXX-30-38, dated August 8, 2002, was approved previously by the Director of the Federal Register as of November 8, 2002 (67 FR 65298, October 24, 2002).

(2) The incorporation by reference of McDonnell Douglas Service Bulletin 30-59, dated September 18, 1989; McDonnell Douglas Service Bulletin 30-59, Revision 1, dated January 5, 1990; and McDonnell Douglas Service Bulletin 30-59, Revision 2, dated August 15, 1990; was approved previously by the Director of the Federal Register as of January 17, 1992 (57 FR 2014, January 17, 1992).

(3) The incorporation by reference of the remaining service bulletins listed in Table 1 of this AD, was approved previously by the Director of the Federal Register as of May 7, 2001 (66 FR 17499, April 2, 2001).

(4) Copies may be obtained from Boeing Commercial Aircraft Group, Long Beach Division, 3855 Lakewood Boulevard, Long Beach, California 90846, Attention: Data and Service Management, Dept. C1-L5A (D800-0024). Copies may be inspected at the FAA, Transport Airplane Directorate, 1601 Lind Avenue, SW., Renton, Washington; or at the FAA, Los Angeles Aircraft Certification Office, 3960 Paramount Boulevard, Lakewood, California; or at the Office of the Federal Register, 800 North Capitol Street, NW., suite 700, Washington, DC.

#### Effective Date

(o) The effective date of this amendment remains November 8, 2002.

Issued in Renton, Washington, on December 23, 2002.

**Vi L. Lipski,**

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

[FR Doc. 02-32881 Filed 12-31-02; 8:45 am]

**BILLING CODE 4910-13-U**

## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### 14 CFR Part 39

[Docket No. 2002-NM-271-AD; Amendment 39-12970; AD 2002-24-05]

**RIN 2120-AA64**

#### Airworthiness Directives; Boeing Model 727 Series Airplanes

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

**ACTION:** Final rule; correction.

**SUMMARY:** This document corrects a typographical error that appeared in airworthiness directive (AD) 2002-24-05 that was published in the **Federal Register** on December 3, 2002 (67 FR 71808). The typographical error resulted in identification of certain airplanes in the applicability of the AD as having serial numbers instead of line numbers.

This AD is applicable to certain Boeing Model 727 series airplanes. This AD requires detailed inspections to detect cracking and corrosion of the upper chord of the rear spar of the wing; and repair, if necessary. This action also requires detailed inspections to detect and permanently repair any cracking that has been previously repaired by stop-drilling.

**DATES:** Effective December 18, 2002.

**FOR FURTHER INFORMATION CONTACT:** Ivan Li, Aerospace Engineer, Airframe Branch, ANM-120S, FAA, Seattle Aircraft Certification Office, 1601 Lind Avenue, SW., Renton, Washington, 98055-4056; telephone (425) 227-2131; fax (425) 227-1181.

#### SUPPLEMENTARY INFORMATION:

Airworthiness Directive (AD) 2002-24-05, amendment 39-12970, applicable to certain Boeing Model 727 series airplanes, was published in the **Federal Register** on December 3, 2002 (67 FR 71808). That AD requires detailed inspections to detect cracking and corrosion of the upper chord of the rear spar of the wing; and repair, if necessary. That AD also requires detailed inspections to detect and permanently repair any cracking that has been previously repaired by stop-drilling.

As published, the applicability section of the AD specifies, "Model 727 series airplanes, serial numbers 1 through 1832 inclusive; certificated in any category." Identification of the airplanes was inadvertently specified as "serial numbers 1 through 1832 inclusive." The correct identification is "line numbers 1 through 1832 inclusive."

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

The effective of this AD remains December 18, 2002.

#### § 39.13 [Corrected]

On page 71809, in the third column, "Applicability" of AD 2002-24-05 is corrected to read as follows:

\* \* \* \* \*

"*Applicability:* Model 727 series airplanes, line numbers 1 through 1832 inclusive; certificated in any category."

\* \* \* \* \*

Issued in Renton, Washington, on December 23, 2002.

**Vi L. Lipski,**

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

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## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### 14 CFR Part 39

[Docket No. 2002-NM-309-AD; Amendment 39-12992; AD 2002-24-51]

**RIN 2120-AA64**

#### Airworthiness Directives; Boeing Model 737-600, -700, -700C, -800, and -900 Series Airplanes; Model 747 Series Airplanes; and Model 757 Series Airplanes

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

**ACTION:** Final rule; request for comments.

**SUMMARY:** This document publishes in the **Federal Register** an amendment adopting airworthiness directive (AD) 2002-24-51 that was sent previously to all known U.S. owners and operators of the airplane models described previously by individual notices. This AD requires revising the Airplane Flight Manual to require the flightcrew to maintain certain minimum fuel levels in the center fuel tanks and, for certain airplanes, to prohibit the use of the horizontal stabilizer fuel tank and the certain center auxiliary fuel tanks. This action is prompted by reports indicating that two fuel tank pumps showed evidence of extreme localized overheating of parts in the priming and vapor pump section of the fuel pump; such overheating provides an ignition source in the fuel tank during dry running of the pump, which could result in fire/explosion of the fuel tank. The actions specified by this AD are intended to require the flightcrew to maintain certain minimum fuel levels in the center fuel tanks and, for certain airplanes and, for certain airplanes to prohibit the use of the horizontal stabilizer fuel tank and certain center auxiliary fuel tanks.

**DATES:** Effective January 7, 2003, to all persons except those persons to whom it was made immediately effective by emergency AD 2002-24-51, issued November 23, 2002, which contained the requirements of this amendment.

Comments for inclusion in the Rules Docket must be received on or before March 3, 2003.

**ADDRESSES:** Submit comments in triplicate to the Federal Aviation Administration (FAA), Transport Airplane Directorate, ANM-114, Attention: Rules Docket No. 2002-NM-309-AD, 1601 Lind Avenue, SW., Renton, Washington 98055-4056. Comments may be inspected at this