

**Boeing: Docket 2001-NM-344-AD.**

*Applicability:* Model 737-100, -200, -200C, -300, -400, and -500 series airplanes; line numbers 1 through 3132 inclusive; certificated in any category.

**Note 1:** This AD applies to each airplane identified in the preceding applicability provision, regardless of whether it has been modified, altered, or repaired in the area subject to the requirements of this AD. For airplanes that have been modified, altered, or repaired so that the performance of the requirements of this AD is affected, the owner/operator must request approval for an alternative method of compliance in accordance with paragraph (e) of this AD. The request should include an assessment of the effect of the modification, alteration, or repair on the unsafe condition addressed by this AD; and, if the unsafe condition has not been eliminated, the request should include specific proposed actions to address it.

*Compliance:* Required as indicated, unless accomplished previously.

To prevent jamming of the first officer's control wheel due to the presence of a foreign object on the lower bearing support of the transfer mechanism for the aileron, which could result in reduced controllability of the airplane, accomplish the following:

**Detailed Inspection**

(a) Within 2 years after the effective date of this AD, do a one-time detailed inspection to determine whether the lower bearing support of the aileron transfer mechanism directly below the first officer's control column has a "pocket," according to Boeing Alert Service Bulletin 737-27A1238, dated July 13, 2000. (The upper surface has a raised stop at the end opposite the rig pin hole.) If no pocket is found, no further action is required by this AD.

**Note 2:** "Pocket" is the term given to the area on the upper surface of the lower bearing support, aft of the bearing in the area of the rig pin holes, that is surrounded by the ribs of the lower bearing support.

**Note 3:** 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."

**Follow-On Actions**

(b) If a pocket is found on the lower bearing support of the transfer mechanism for the aileron: Before further flight, do paragraphs (b)(1) and (b)(2) of this AD according to Boeing Alert Service Bulletin 737-27A1238, dated July 13, 2000, except as provided by paragraph (c) of this AD.

(1) Do all actions associated with the modification of the ribs of the lower bearing support (including performing a dye-penetrant inspection for cracking of the lower bearing support and any necessary corrective actions, machining the ribs, and changing the

part number of the lower bearing support). Replacement of the lower bearing support with a new, improved support is optional as specified in the service bulletin.

(2) Do the follow-on actions to the modification, including a functional test of the transfer mechanism, a test of the aileron control mechanism for interference, and corrective actions, if necessary.

**Corrective Actions**

(c) If any cracking of the lower bearing support is found during the dye-penetrant inspection, or if any resistance is found during the test of the aileron control mechanism, and the service bulletin specifies to contact Boeing for appropriate action: Before further flight, repair per a method approved by the Manager, Seattle Aircraft Certification Office (ACO), FAA. For a repair method to be approved by the Manager, Seattle ACO, as required by this paragraph, the Manager's approval letter must specifically reference this AD.

**Spares**

(d) As of the effective date of this AD, no person may install a lower bearing support, part number 65-55476-1 or 65-55476-9, on any airplane, unless the actions in paragraphs (a), (b), and (c), as applicable, of this AD have been accomplished.

**Alternative Methods of Compliance**

(e) 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.

**Note 4:** 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**

(f) 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.

Issued in Renton, Washington, on February 5, 2002.

**Ali Bahrami,**

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

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**LEGAL SERVICES CORPORATION****45 CFR Part 1611****Eligibility; 1611 Negotiated Rulemaking Working Group Meeting**

**AGENCY:** Legal Services Corporation.

**ACTION:** Regulation negotiation working group meeting.

**SUMMARY:** LSC is conducting a Negotiated Rulemaking to consider revisions to its eligibility regulations at 45 CFR part 1611. This document announces the dates, times, and address of the next meeting of the working group, which is open to the public.

**DATES:** The Legal Services Corporation's 1611 Negotiated Rulemaking Working Group will meet on February 11-12, 2002. The meeting will begin at 9 a.m. on February 11, 2002. It is anticipated that the meeting will end by 3:30 p.m. on February 12, 2002.

**ADDRESSES:** The meeting will be held in the Ninth Floor Conference Room at the offices of the Legal Services Corporation, 750 First Street, NE., Washington, DC 20002.

**FOR FURTHER INFORMATION CONTACT:** Mattie C. Condray, Senior Assistant General Counsel, Legal Services Corporation, 750 First St., NE., 11th Floor, Washington, DC 20001; (202) 336-8817 (phone); (202) 336-8952 (fax); [mcondray@lsc.gov](mailto:mcondray@lsc.gov).

**SUPPLEMENTARY INFORMATION:** LSC is conducting a Negotiated Rulemaking to consider revisions to its eligibility regulations at 45 CFR part 1611. The working group will hold its next meeting on the dates and at the location announced above. The meeting is open to the public. Upon request, meeting notices will be made available in alternate formats to accommodate visual and hearing impairments. Individuals who have a disability and need an accommodation to attend the meeting may notify Naima Washington at 202-336-8841; [washington@lsc.gov](mailto:washington@lsc.gov).

**Victor M. Fortuno,**

*Vice President for Legal Affairs, General Counsel & Corporate Secretary.*

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**DEPARTMENT OF THE INTERIOR****Fish and Wildlife Service****50 CFR Part 17****RIN 1018-AG71****Endangered and Threatened Wildlife and Plants; Revised Determinations of Prudency and Proposed Designations of Critical Habitat for Plant Species From the Islands of Kauai and Niihau, Hawaii; Correction**

**AGENCY:** Fish and Wildlife Service, Interior.

**ACTION:** Revised proposed rule and notice of determinations of whether