

the FAA Administrator. Subtitle VII, Aviation Programs, describes in more detail the scope of the Agency's authority.

We are issuing this rulemaking under the authority described in Subtitle VII, Part A, Subpart III, Section 44701, "General requirements." Under that section, Congress charges the FAA with promoting safe flight of civil aircraft in air commerce by prescribing regulations for practices, methods, and procedures the Administrator finds necessary for safety in air commerce. This regulation is within the scope of that authority because it addresses an unsafe condition that is likely to exist or develop on products identified in this rulemaking action.

### Regulatory Findings

We have determined that this AD will not have federalism implications under Executive Order 13132. This AD will not have a substantial direct effect on the States, on the relationship between the national government and the States, or on the distribution of power and responsibilities among the various levels of government.

For the reasons discussed above, I certify that this AD:

- (1) Is not a "significant regulatory action" under Executive Order 12866;
- (2) Is not a "significant rule" under DOT Regulatory Policies and Procedures (44 FR 11034, February 26, 1979); and
- (3) Will not have a significant economic impact, positive or negative, on a substantial number of small entities under the criteria of the Regulatory Flexibility Act.

We prepared a regulatory evaluation of the estimated costs to comply with this AD and placed it in the AD docket. See the **ADDRESSES** section for a location to examine the regulatory evaluation.

### List of Subjects in 14 CFR Part 39

Air transportation, Aircraft, Aviation safety, Safety.

### Adoption of the Amendment

■ Accordingly, under the authority delegated to me by the Administrator, the FAA amends 14 CFR part 39 as follows:

### PART 39—AIRWORTHINESS DIRECTIVES

■ 1. The authority citation for part 39 continues to read as follows:

**Authority:** 49 U.S.C. 106(g), 40113, 44701.

#### § 39.13 [Amended]

■ 2. The Federal Aviation Administration (FAA) amends § 39.13 by adding the following new airworthiness directive (AD):

**2008-01-03 Learjet:** Amendment 39-15328.  
Docket No. FAA-2006-25174;  
Directorate Identifier 2005-NM-007-AD.

#### Effective Date

(a) This AD becomes effective February 14, 2008.

#### Affected ADs

(b) None.

#### Applicability

(c) This AD applies to Learjet Model 45 airplanes, certificated in any category; serial numbers (S/Ns) 45-002 through 45-302 inclusive, and S/Ns 45-2001 through 45-2049 inclusive.

#### Unsafe Condition

(d) This AD results from new and more restrictive life limits and inspection intervals for certain principal structural elements (PSEs). We are issuing this AD to ensure that fatigue cracking of various PSEs is detected and corrected; such fatigue cracking could adversely affect the structural integrity of these airplanes.

#### Compliance

(e) You are responsible for having the actions required by this AD performed within the compliance times specified, unless the actions have already been done.

**Note 1:** This AD requires revisions to certain operator maintenance documents to include new inspections. Compliance with these inspections is required by 14 CFR 91.403(c). For airplanes that have been previously modified, altered, or repaired in the areas addressed by these inspections, the operator may not be able to accomplish the inspections described in the revisions. In this situation, to comply with 14 CFR 91.403(c), the operator must request approval for an alternative method of compliance (AMOC) according to paragraph (g) of this AD. The request should include a description of changes to the required inspections that will ensure the continued damage tolerance of the affected structure. The FAA has provided guidance for this determination in Advisory Circular (AC) 25.1529-1.

#### Revise the Airworthiness Limitations Section (ALS)

(f) Within 30 days after the effective date of this AD, revise the ALS of the airplane maintenance manual (AMM) to include new life limits and inspection intervals according to a method approved by the Manager, Wichita Aircraft Certification Office (ACO), FAA. Incorporating the applicable chapters specified in paragraph (f)(1) or (f)(2) of this AD in the AMM is one approved method for doing the revision. Accomplishing the revision in accordance with a later approved revision of the applicable maintenance manual is an acceptable method of compliance if the revision is approved by the Manager, Wichita ACO, FAA. Thereafter, no alternative life limits or inspection intervals may be used for the affected PSEs, unless the limit or interval is part of a later approved AMM revision or the limit or interval is approved as an alternative method of compliance (AMOC) in accordance with the

procedures specified in paragraph (g) of this AD.

(1) For Learjet Model 45 airplanes, S/Ns 45-002 through 45-302 inclusive: Chapter 4 of the Learjet 45 Maintenance Manual, Revision 38, dated April 24, 2006.

(2) For Learjet Model 45 airplanes, S/Ns 45-2001 through 45-2049 inclusive: Chapter 4 of the Learjet 40 Maintenance Manual, Revision 6, dated April 24, 2006.

**Note 2:** After an operator complies with the requirements of paragraph (f) of this AD, that paragraph does not require that operators subsequently record accomplishment of those requirements each time an action is accomplished according to that operator's FAA-approved maintenance inspection program.

#### AMOCs

(g)(1) The Manager, Wichita ACO, has the authority to approve AMOCs for this AD, if requested in accordance with the procedures found in 14 CFR 39.19.

(2) To request a different method of compliance or a different compliance time for this AD, follow the procedures in 14 CFR 39.19. Before using any approved AMOC on any airplane to which the AMOC applies, notify your appropriate principal inspector (PI) in the FAA Flight Standards District Office (FSDO), or lacking a PI, your local FSDO.

#### Material Incorporated by Reference

(h) None.

Issued in Renton, Washington, on December 21, 2007.

**Ali Bahrami,**

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

[FR Doc. E8-163 Filed 1-9-08; 8:45 am]

**BILLING CODE 4910-13-P**

## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### 14 CFR Part 39

[Docket No. FAA-2007-28828; Directorate Identifier 2007-NM-010-AD; Amendment 39-15258; AD 2007-23-12]

**RIN 2120-AA64**

#### Airworthiness Directives; Boeing Model 707 Airplanes and Model 720 and 720B Series Airplanes

**AGENCY:** Federal Aviation Administration (FAA), Department of Transportation (DOT).

**ACTION:** Final rule; correction.

**SUMMARY:** The FAA is correcting an error in an existing airworthiness directive (AD) that was published in the **Federal Register** on November 13, 2007 (72 FR 63800). The error resulted in the wrong appendix information. This AD applies to all Boeing Model 707 airplanes and Model 720 and 720B

series airplanes. This AD requires accomplishing an airplane survey to define the configuration of certain system installations, and repair of any discrepancy found. This AD also requires modifying the fuel system by installing lightning protection for the fuel quantity indication system (FQIS), ground fault relays for the fuel boost pumps, and additional power relays for the center tank fuel pumps and uncommanded on-indication lights at the flight engineer's panel.

**DATES:** *Effective Date:* January 10, 2008.

**ADDRESSES:** You may examine the AD docket on the Internet at <http://www.regulations.gov>; or in person at the Docket Management Facility between 9 a.m. and 5 p.m., Monday through Friday, except Federal holidays. The AD docket contains this AD, the regulatory evaluation, any comments received, and other information. The address for the Docket Office (telephone 800-647-5527) is the Document Management Facility, U.S. Department of Transportation, Docket Operations, M-30, West Building Ground Floor, Room W12-140, 1200 New Jersey Avenue, SE., Washington, DC 20590.

**FOR FURTHER INFORMATION CONTACT:** Kathrine Rask, Aerospace Engineer, Propulsion Branch, ANM-140S, FAA, Seattle Aircraft Certification Office, 1601 Lind Avenue SW., Renton, Washington 98057-3356; telephone (425) 917-6505; fax (425) 917-6590.

**SUPPLEMENTARY INFORMATION:** On October 12, 2007, the FAA issued AD 2007-23-12, amendment 39-15258 (72 FR 63800, November 13, 2007), for all Boeing Model 707 airplanes and Model 720 and 720B series airplanes. The AD requires accomplishing an airplane survey to define the configuration of certain system installations, and repair of any discrepancy found. The AD also requires modifying the fuel system by installing lightning protection for the fuel quantity indication system (FQIS), ground fault relays for the fuel boost pumps, and additional power relays for the center tank fuel pumps and uncommanded on-indication lights at the flight engineer's panel.

As published, the AD included Appendix 1. That appendix, as published, contained information not intended for the AD. The correct appendix appears below as Appendix 1.

Appendix 1 of the AD, as corrected, contains the Model 707 SFAR 88 survey areas. The appendix is for informational use and provides highlights of the general content of the required survey to assist operators in developing an acceptable survey plan. Operators may

wish to use the appendix as an aid to implementing the airplane survey.

No other part of the regulatory information has been changed; therefore, the final rule is not republished in the **Federal Register**.

The effective date of this AD remains December 18, 2007.

#### **§ 39.13 [Corrected]**

■ In the **Federal Register** of November 13, 2007, on pages 63803 and 63804, Appendix 1 of AD 2007-23-12 is corrected to read as follows:

\* \* \* \* \*

#### **Appendix 1. Model 707 SFAR 88 Survey Areas**

##### **Model 707 SFAR-88 Survey**

To support the development of the modifications required by this AD, a survey of the airplane is required to identify the current systems configuration, potential locations for new components, and potential wiring routes. The survey should examine the following areas of the airplane: flight deck, electrical equipment (E/E) bay, mix bay, left and right wing-to-body areas, left and right wing leading edges, and inside the fuel tanks. The report should consist of part numbers of the fuel quantity indication system (FQIS) components and fuel pumps, schematics for the FQIS and fuel pump control systems, and photos with dimensions and body and/or wing stations identified depicting the information below. Video, sketches or marked up drawings may also be acceptable.

##### **(1) Flight Deck**

- Places for new circuit breakers that may be installed on the P1, P2, P3, P4 and/or P5 panels.
- Places for new indication lights that may be installed in the lower P11 panel.
- Photos of the flight deck area above and below the engineer's panel and on the opposite side showing the existing wire bundle routing with the ceiling and side panels removed. This could be used to route additional wire bundles to the E/E bay.
- Part number(s) of the FQIS indicators installed in the P11 panel.
- Verify if a remote trimmer is installed for this indicator.

##### **(2) E/E Bay**

- Photos of any location within the E/E bay where there is enough space to install an electrical junction box, up to a 22 x 12 x 4.0 inch area. Possible locations are along the body structure and beneath the cabin floor.

##### **(3) Mix Bay**

- Photos showing the tubing and duct routing from the wing section.
- Photos of the current wire bundles in the mix bay.
- Photos for the installation of an electrical junction box, up to a 9 x 6 x 6 inch area.
- Photos from both inside the aircraft fuselage showing the wire routing and pressure vessel penetration.

##### **(4) Leading Edge**

- Photos of the FQIS connectors on the front spar for all fuel tanks.
- Photos of the front spar from the reserve tank to the center tank. Photos should show tubing installations, existing wire harnesses, pneumatic ducts, etc.
- Photos of areas between the engine struts, outboard of engine 1 and 4, and between the inboard strut and side of body with a free 9 x 3 x 5 inch accessible area. New FQIS wire routing should have a minimum of 2 inch separation from existing wires, a new location for FQIS spar penetration connectors may be necessary.
- Photos of the front spar and seal ribs with in the strut area with the access panels removed.

##### **(5) Wing to Body (Un-Pressurized Wire Penetrations)**

- Photos of the existing wire bundle penetrations through the pressure vessel and a 3 foot radius area around the existing wire bundle penetrations in the wing to body fairing (view from the front spar looking inboard).

##### **(6) Fuel Tanks (Non-Explosion Proof Equipment Is Generally Not Allowed Inside Fuel Tanks)**

- Photos of the FQIS probes and the wiring for the probes.
- Photos along the wiring to the spar penetration.
- Photos of the internal tank structure and plumbing.

If, while accomplishing the survey, any discrepancy with the structure, fuel system, or other systems is found, repairs must be accomplished prior to further flight in accordance with this AD.

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Issued in Renton, Washington, on December 19, 2007.

**Ali Bahrami,**

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

[FR Doc. E7-25504 Filed 1-9-08; 8:45 am]

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## **DEPARTMENT OF THE TREASURY**

### **Office of the Secretary**

#### **31 CFR Part 1**

#### **Privacy Act; Implementation**

**AGENCY:** Office of the Secretary, Treasury.

**ACTION:** Interim rule.

**SUMMARY:** In accordance with the requirements of the Privacy Act of 1974, as amended, the Department of the Treasury amends this part to exempt a new Internal Revenue Service (IRS) system of records entitled "IRS 42.005—Whistleblower Office Records" from certain provisions of the Privacy Act.