

"of this chapter" both times they appear.

Done in Washington, DC, this 23rd day of December 1997.

Craig A. Reed,

Acting Administrator, Animal and Plant Health Inspection Service.

[FR Doc. 97-34179 Filed 12-31-97; 8:45 am]

BILLING CODE 3410-34-P

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. 97-NM-271-AD; Amendment 39-10230; AD 97-25-06]

RIN 2120-AA64

Airworthiness Directives; Boeing Model 747 Series Airplanes

AGENCY: Federal Aviation Administration, DOT.

ACTION: Final rule; correction.

SUMMARY: This document corrects information that appeared in airworthiness directive (AD) 97-25-06, amendment 39-10230, that was published in the **Federal Register** on December 1, 1997 (62 FR 63622). The error resulted in an advertent omission in reference to acceptable replacement components. This AD, applicable to certain Boeing Model 747 series airplanes, requires disconnection of the electrical connector to the scavenge pump of the center wing tank. This AD also requires a one-time inspection to identify the part number of the electrical connector; and replacement of the pump with a new or serviceable pump, if necessary.

DATES: Effective December 16, 1997.

The incorporation by reference of certain publications listed in the regulations was previously approved by the Director of the Federal Register as of December 16, 1997 (62 FR 63622, December 1, 1997).

FOR FURTHER INFORMATION CONTACT: Chris Hartonas, Aerospace Engineer, Systems and Equipment Branch, ANM-130S; or G. Michael Collins, Aerospace Engineer, Propulsion Branch, ANM-140S; FAA, Transport Airplane Directorate, Seattle Aircraft Certification Office, 1601 Lind Avenue, SW., Renton, Washington 98055-4056; telephone (425) 227-2864 or (425) 227-2689; fax (425) 227-1181.

SUPPLEMENTARY INFORMATION: On November 26, 1997, the FAA issued AD 97-25-06, amendment 39-10230 (62 FR 63622, December 1, 1997). The AD

requires disconnection of the electrical connector to the scavenge pump of the center wing tank; and a one-time inspection to identify the part number of the electrical connector, and replacement of the pump with a new pump, if necessary.

As published, that AD contained an inadvertent omission in reference to acceptable replacement components. Throughout the preamble and in paragraph (a)(2) of the AD, the FAA required that a replacement scavenge pump be new. However, the FAA intended that a serviceable scavenge pump also be specified as an acceptable replacement component. In all other respects, the original document is correct.

Since no other part of the regulatory information has been changed, the entire final rule is not being republished.

The effective date of the AD remains December 16, 1997.

§ 39.13 [Corrected]

On page 63623, in the second column, paragraph (a)(2) of AD 97-25-06 is corrected to read as follows:

* * * * *

(2) If an electrical connector having a part number other than the correct part number (as specified in the alert service bulletin) is installed: Prior to further flight, replace the scavenge pump with a new or serviceable scavenge pump with an electrical connector having the correct part number (as specified in the alert service bulletin) in accordance with the Accomplishment Instructions of the alert service bulletin.

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Issued in Renton, Washington, on December 24, 1997.

Darrell M. Pederson,

Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.

[FR Doc. 97-34180 Filed 12-31-97; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Parts 119, 121, and 135

Compliance With Parts 119, 121, and 135 by Alaskan Hunt and Fish Guides Who Transport Persons by Air for Compensation or Hire

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Notice to operators.

SUMMARY: Operators transporting persons or property by air from one location to another for compensation or

hire must comply with the regulatory requirements for air carriers and commercial operators. The FAA has not enforced these regulatory requirements consistently throughout the country. In particular, it has not enforced them adequately against Alaskan guides, and many Alaskan guides conducting such operations are not properly certificated under applicable regulations. The FAA expects to provide those guides who do not currently hold the necessary certification a fair opportunity to achieve compliance with the applicable regulations. During 1998, the FAA intends to offer certification clinics for these guides in three Alaskan cities in order to expedite the necessary certification process for the influx of these new operators. This notice is published to emphasize these regulatory requirements.

EFFECTIVE DATE: This notice is effective December 24, 1997.

FOR FURTHER INFORMATION CONTACT: Jerry Paterson, Technical Standards Branch Manager, AAL-230, Federal Aviation Administration, Alaskan Region Headquarters, 222 West 7th Avenue, #14, Anchorage, Alaska 99513, Telephone 907-271-5514 or Kathleen Yodice, Office of the Chief Counsel, AGC-300, Federal Aviation Administration, 800 Independence Avenue, S.W., Washington, D.C. 20591, Telephone 202-267-9956.

SUPPLEMENTARY INFORMATION:

History

In Alaska there are organizations generally referred to as "guides," that offer commercial packages for persons seeking to hunt, fish, and engage in other similar sport activities within the state of Alaska. This industry has grown to be a major economic activity in Alaska contributing directly and indirectly to the livelihood of a significant percentage of the state's population. The use of an aircraft plays a key role in these operations because it is often the guide's only reasonable means of transporting customers. In some instances, these guides transport people by aircraft from airports within the state of Alaska to lodges within the state of Alaska. They often transport persons and supplies to and from lodges and remote hunting and fishing sites within the state of Alaska. As a general rule, the hunting and fishing sites are not easily accessible by any conventional mode of surface transportation. Charges for the flights are usually not separately itemized on a bill, but are usually included in the "package price." Many of the guides conduct only day, VFR operations and