

# Proposed Rules

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This section of the FEDERAL REGISTER contains notices to the public of the proposed issuance of rules and regulations. The purpose of these notices is to give interested persons an opportunity to participate in the rule making prior to the adoption of the final rules.

## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### 14 CFR Parts 25, 121, 125, and 135

RIN 2120-AC87 and 2120-AA49

#### Withdrawal of Rulemaking Actions

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

**ACTION:** Proposed rules; withdrawal.

**SUMMARY:** The FAA is withdrawing a notice of proposed rulemaking (NPRM) and an advance notice of proposed rulemaking (ANPRM). This action is necessary due to technological advances that have occurred since we published these documents. The effect of this action is to inform the public of our decision to discontinue work on these proposals. This action is part of our effort to address recommendations of the Government Accounting Office and the Management Advisory Council by reducing the number of items in the Regulatory Agenda.

**FOR FURTHER INFORMATION CONTACT:** Patrick W. Boyd, Office of Rulemaking (ARM-23), Federal Aviation Administration, 800 Independence Avenue, SW., Washington, DC 20591, telephone 202-267-7320.

#### SUPPLEMENTARY INFORMATION

#### Installation of Crashworthy Fuselage Fuel Tanks and Fuel Lines, RIN 2120-AC87

On May 2, 1989, the FAA published an ANPRM seeking information on the feasibility of installing, in all air carrier aircraft, fuselage fuel tanks and fuel lines that are rupture resistant and that disconnect and seal in the event of an accident (54 FR 18824). We issued the ANPRM in response to section 9(a) of the Aviation Safety Research Act of 1988 (Pub. L. 100-591). The comment period closed on October 30, 1989.

Since the FAA published the ANPRM, many technological advancements in fuel tank design have occurred. In addition, we are currently engaged in a

process of harmonizing fuel tank and fuel line requirements with the European Joint Aviation Authority. For these reasons, we are withdrawing this ANPRM. We may consider further rulemaking action on this issue in the future.

#### Fuel System Vent Fire Protection, RIN 2120-AA49

On February 2, 1995, the FAA published an NPRM to amend the airworthiness standards for transport category airplanes to require fuel system vent protection during post-crash ground fires (60 FR 6632). The proposal was the result of information obtained from public hearings on aircraft fire safety and was intended to provide protection against a fuel tank explosion following a post-crash ground fire. The comment period closed on June 2, 1995.

Since the FAA published the NPRM, technological advancements have occurred in this area also. In addition, the issues raised in the NPRM will be addressed by future regulatory action developed within the Aviation Rulemaking Advisory Committee as part of the FAA's program to harmonize its regulations with those of the European Joint Aviation Authorities. The FAA believes future rulemaking action that may be broader in scope and a harmonized proposal will better serve the public interest.

#### Conclusion

The FAA withdraws the following documents:

- Advance Notice of Proposed Rulemaking entitled, Installation of Crashworthy Fuselage Fuel Tanks and Fuel Lines, RIN 2120-AC87, May 2, 1989, 54 FR 18824; and
- Notice of Proposed Rulemaking entitled, Fuel System Vent Fire Protection, RIN 2120-AA49, February 2, 1995, 60 FR 6632.

Issued in Washington, DC, on August 16, 2002.

**John J. Hickey,**

*Director, Aircraft Certification Service.*

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## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### 14 CFR Part 39

[Docket No. 2002-NM-34-AD]

RIN 2120-AA64

#### Airworthiness Directives; Boeing Model 767 Series Airplanes

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

**ACTION:** Notice of proposed rulemaking (NPRM).

**SUMMARY:** This document proposes the adoption of a new airworthiness directive (AD) that is applicable to certain Boeing Model 767 series airplanes. This proposal would require replacement of the aileron control override quadrant with a modified unit. This action is necessary to prevent corrosion of the input override mechanism bearings of the lateral central control actuator, which, in the event of a subsequent jam in the pilot's aileron control system, could result in failure of the aileron override system and consequent reduced lateral controllability of the airplane. This action is intended to address the identified unsafe condition.

**DATES:** Comments must be received by October 7, 2002.

**ADDRESSES:** Submit comments in triplicate to the Federal Aviation Administration (FAA), Transport Airplane Directorate, ANM-114, Attention: Rules Docket No. 2002-NM-34-AD, 1601 Lind Avenue, SW., Renton, Washington 98055-4056. Comments may be inspected at this location between 9 a.m. and 3 p.m., Monday through Friday, except Federal holidays. Comments may be submitted via fax to (425) 227-1232. Comments may also be sent via the Internet using the following address: [9-anm-nprmcomment@faa.gov](mailto:9-anm-nprmcomment@faa.gov). Comments sent via fax or the Internet must contain "Docket No. 2002-NM-34-AD" in the subject line and need not be submitted in triplicate. Comments sent via the Internet as attached electronic files must be formatted in Microsoft Word 97 for Windows or ASCII text.

The service information referenced in the proposed rule may be obtained from Boeing Commercial Airplane Group, P.O. Box 3707, Seattle, Washington