

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.

NUCLEAR REGULATORY COMMISSION

10 CFR Parts 50, 52, and 100

Nuclear Energy Institute

AGENCY: Nuclear Regulatory Commission.

ACTION: Notice of Meeting: Cancellation.

SUMMARY: The Nuclear Regulatory Commission is cancelling the meeting scheduled for September 13, 1995 with the Nuclear Energy Institute and other industry representatives. This document cancels the meeting notice appearing in the **Federal Register** on August 23, 1995 (60 FR 43726). The meeting will be rescheduled at a future date.

DATES: To be determined.

FOR FURTHER INFORMATION CONTACT: Mr. Leonard Soffer, Accident Evaluation Branch, Office of Nuclear Regulatory Research, Nuclear Regulatory Commission, Washington, DC 20555. Telephone: (301) 415-6574.

Dated at Rockville, Maryland, this 8th day of September, 1995.

For the Nuclear Regulatory Commission.

Leonard Soffer,

Accident Evaluation Branch, Office of Nuclear Regulatory Research.

[FR Doc. 95-22702 Filed 9-11-95; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. 95-NM-40-AD]

Airworthiness Directives; Boeing Model 737 Series Airplanes Equipped With BFGoodrich Main Landing Gear Brake Assemblies

AGENCY: Federal Aviation Administration, DOT.

ACTION: Proposed rule; withdrawal.

SUMMARY: This action withdraws a notice of proposed rulemaking (NPRM)

that proposed a new airworthiness directive (AD), applicable to certain Boeing Model 737 series airplanes. That action would have required inspection of certain brake assemblies to determine the part number of the torque plates, measurement of the amount of wear remaining on the brake wear pin indicator, and removal of brake assemblies on which misidentified torque plates were installed and replacement with serviceable brakes. Since the issuance of the NPRM, the Federal Aviation Administration (FAA) has received new data indicating that all misidentified torque plates have been removed from airplanes and spare part inventories. Accordingly, the proposed rule is withdrawn.

FOR FURTHER INFORMATION CONTACT: David M. Herron, Aerospace Engineer, Systems and Equipment Branch, ANM-130S, FAA, Transport Airplane Directorate, Seattle Aircraft Certification Office, 1601 Lind Avenue, SW., Renton, Washington; 98055-4056; telephone (206) 227-2672; fax (206) 227-1181.

SUPPLEMENTARY INFORMATION: A proposal to amend part 39 of the Federal Aviation Regulations (14 CFR part 39) to add a new airworthiness directive (AD), applicable to certain Boeing Model 737 series airplanes, was published in the **Federal Register** as a Notice of Proposed Rulemaking (NPRM) on April 17, 1995 (60 FR 19181). The proposed rule would have required a one-time inspection of certain brake assemblies to determine the part number of the torque plates, measurement of the amount of wear remaining on the brake wear pin indicator, and removal of brake assemblies on which misidentified torque plates were installed and replacement with serviceable brakes. That action was prompted by a report indicating that certain torque plates were misidentified and installed on certain brake assemblies. The proposed actions were intended to prevent decreased brake performance during a rejected takeoff or landing when these brakes are at or near their indicated wear limit.

Since the issuance of that NPRM, Boeing and BFGoodrich have initiated an aggressive inspection program to ensure that the misidentified torque plates are removed from airplanes and spare part inventories. These manufacturers have provided substantiating data to the FAA to

account for all misidentified torque plates. (Boeing submitted a letter dated May 3, 1995, and BFGoodrich transmitted a fax memorandum dated May 17, 1995, which account for each misidentified torque plate.)

Based upon the FAA's review of the data submitted by these manufacturers, the FAA has determined that the previously identified unsafe condition no longer exists. Accordingly, the proposed rule is hereby withdrawn.

Withdrawal of this notice of proposed rulemaking constitutes only such action, and does not preclude the agency from issuing another notice in the future, nor does it commit the agency to any course of action in the future.

Since this action only withdraws a notice of proposed rulemaking, it is neither a proposed nor a final rule and therefore, is not covered under Executive Order 12866, the Regulatory Flexibility Act, or DOT Regulatory Policies and Procedures (44 FR 11034, February 26, 1979).

List of Subjects in 14 CFR Part 39

Air transportation, Aircraft, Aviation safety, Safety.

The Withdrawal

Accordingly, the notice of proposed rulemaking, Docket 95-NM-40-AD, published in the **Federal Register** on April 17, 1995 (60 FR 19181), is withdrawn.

Issued in Renton, Washington, on September 6, 1995.

Darrell M. Pederson,

Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.

[FR Doc. 95-22592 Filed 9-11-95; 8:45 am]

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DEPARTMENT OF THE INTERIOR

Office of Surface Mining Reclamation and Enforcement

30 CFR Part 916

[SPATS No. KS-016-FOR]

Kansas Regulatory Program

AGENCY: Office of Surface Mining Reclamation and Enforcement (OSM), Interior.

ACTION: Proposed rule; public comment period and opportunity for public hearing.