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DEPARTMENT OF ENERGY

Office of Energy Efficiency and Renewable Energy

10 CFR Part 490

RIN 1904-AB00

Alternative Fuel Transportation Program; Biodiesel Fuel Use Credit

AGENCY: Office of Energy Efficiency and Renewable Energy, Department of Energy (DOE).

ACTION: Final rule, completion of regulatory review.

SUMMARY: In accordance with the memorandum of January 20, 2001, from the Assistant to the President and Chief of Staff, entitled "Regulatory Review Plan," published in the **Federal Register** on January 24, 2001 (66 FR 7702), DOE temporarily delayed for 60 days (66 FR 8746, February 2, 2001) the effective date of the final rule entitled "Alternative Fuel Transportation Program; Biodiesel Fuel Use Credit" published in the **Federal Register** on January 11, 2001 (66 FR 2207). DOE has now completed its review of that regulation, and does not intend to initiate any further rulemaking action to modify its provisions.

DATES: The effective date of the rule amending 10 CFR part 490 published at 66 FR 2207, January 11, 2001, and delayed at 66 FR 8746, February 2, 2001, is confirmed as April 13, 2001.

FOR FURTHER INFORMATION CONTACT: David Rodgers, Office of Energy Efficiency and Renewable Energy, (202) 586-9118, david.rodgers@hq.doe.gov.

Issued in Washington, DC on April 24, 2001.

Spencer Abraham,
Secretary of Energy.

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. 2000-NM-147-AD; Amendment 39-12207; AD 2001-09-02]

RIN 2120-AA64

Airworthiness Directives; Boeing Model 777-200 Series Airplanes

AGENCY: Federal Aviation Administration, DOT.

ACTION: Final rule.

SUMMARY: This amendment adopts a new airworthiness directive (AD), applicable to certain Boeing Model 777-200 series airplanes, that requires replacement of certain existing bushings of the aft trunnion of the outer cylinder of the main landing gear (MLG) with new bushings, and replacement of grease in an undercut on the aft trunnion, if necessary. The actions specified by this AD are intended to prevent stress corrosion cracking and consequent fracture of the aft trunnion of the outer cylinder of the MLG, which could result in collapse of the MLG. This action is intended to address the identified unsafe condition.

DATES: Effective June 6, 2001.

The incorporation by reference of certain publications listed in the regulations is approved by the Director of the Federal Register as of June 6, 2001.

ADDRESSES: The service information referenced in this AD may be obtained from Boeing Commercial Airplane Group, P.O. Box 3707, Seattle, Washington 98124-2207. This information may be examined at the Federal Aviation Administration (FAA), Transport Airplane Directorate, Rules Docket, 1601 Lind Avenue, SW., Renton, Washington; or at the Office of the Federal Register, 800 North Capitol Street, NW., suite 700, Washington, DC.

FOR FURTHER INFORMATION CONTACT: Stan Wood, Aerospace Engineer, Airframe Branch, ANM-120S, FAA, Seattle Aircraft Certification Office, 1601 Lind Avenue, SW., Renton, Washington 98055-4056; telephone (425) 227-2772; fax (425) 227-1181.

SUPPLEMENTARY INFORMATION: A proposal to amend part 39 of the Federal Aviation Regulations (14 CFR part 39) to

include an airworthiness directive (AD) that is applicable to certain Boeing Model 777-200 series airplanes was published in the **Federal Register** on December 29, 2000 (65 FR 82959). That action proposed to require replacement of certain existing bushings of the aft trunnion of the outer cylinder of the main landing gear (MLG) with new bushings, and replacement of grease in an undercut on the aft trunnion, if necessary.

Comments

Interested persons have been afforded an opportunity to participate in the making of this amendment. Due consideration has been given to the comments received.

Request To Delete Airplane With Line Number (L/N) 1

One commenter requests that the Boeing Model 777 series airplane having L/N 1 be removed from the applicability section of the proposed rule. The commenter states that the main landing gear on that airplane was reworked prior to airplane delivery, and the outer cylinders with the final configuration of the aft trunnion were installed. The commenter adds that this rework was done at the manufacturer per Boeing Production Revision Record 61571, part G95. Such rework meets the intent of Boeing Service Bulletin 777-32-0003, dated October 9, 1997, which was specified in the applicability section of the proposed rule.

The FAA concurs with the commenter. The FAA has determined that this airplane was retained by the manufacturer until delivery to an operator at the end of the year 2000. The following changes have been made to the final rule: The applicability and cost impact sections have been revised accordingly; paragraph (a)(3) of the final rule has been revised to remove the reference to the airplane having L/N 1; and Note 3, which specified, "For the purposes of this AD, the airplane having L/N 1 is considered to have the configuration of a Group 1 airplane," has been removed.

Revised Service Information

The same commenter states that, subsequent to issuance of the proposed rule, Boeing Alert Service Bulletin 777-32A0025, Revision 1, dated March 8, 2001, was submitted to the FAA for approval. (The original issue of the