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DEPARTMENT OF AGRICULTURE

Rural Utilities Service

7 CFR Part 1703

RIN 0572-AB70

Distance Learning and Telemedicine Loan and Grant Program; Correction

AGENCY: Rural Utilities Service, USDA.

ACTION: Correction to direct final rule.

SUMMARY: This document contains a correction to the direct final rule, which was published Wednesday, January 23, 2002 (67 FR 3039). The regulations related to requirements for submitting an application for financial assistance affecting the grant program.

DATES: The direct final rule, which published at 67 FR 3039, and the correction, are effective March 11, 2002.

FOR FURTHER INFORMATION CONTACT: Marilyn J. Morgan, Chief, DLT Branch, Advanced Services Division, Rural Utilities Service, U.S. Department of Agriculture, 1400 Independence Ave., SW., STOP 1550, Washington, DC 20250-1550. Telephone: 202-720-0413; e-mail at mmorgan@rus.usda.gov; or, Fax: 202-720-1051.

SUPPLEMENTARY INFORMATION:

Need for Correction

As published, the direct final rule contains an error and information that may be misleading and is in need of clarification.

Correction of Publication

According, the publication on January 23, 2002, which was the subject of FR Doc. 02-1537, is corrected as follows:

On page 3041, in the first column, in amendatory instruction 9., in the second line, "(a)(4)" should read "(b)(4)".

§ 1703.126 [Corrected]

On the same page, in the same column, in § 1703.126, in the first line

following the section heading, "(a)" should read "(b)".

Dated: March 27, 2002.

Blaine D. Stockton,

Acting Administrator, Rural Utilities Service.
[FR Doc. 02-7927 Filed 4-3-02; 8:45 am]

BILLING CODE 3410-15-P

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. 2002-NM-94-AD; Amendment 39-12697; AD 2002-07-03]

RIN 2120-AA64

Airworthiness Directives; Fokker Model F.28 Series Airplanes

AGENCY: Federal Aviation Administration, DOT.

ACTION: Final rule; request for comments.

SUMMARY: This amendment adopts a new airworthiness directive (AD) that is applicable to all Fokker Model F.28 series airplanes. This action requires revising the Airplane Flight Manual to prohibit operation of the auxiliary power unit (APU) during deicing. This action is necessary to prevent ingestion of deicing fluid into the APU, which could cause uncontained failure of the turbine wheel of the APU, and result in failed and uncontained parts penetrating the aft cabin pressure bulkhead, and consequent possible injury to the cabin crew or passengers. This action is intended to address the identified unsafe condition.

DATES: Effective April 19, 2002.

Comments for inclusion in the Rules Docket must be received on or before May 6, 2002.

ADDRESSES: Submit comments in triplicate to the Federal Aviation Administration (FAA), Transport Airplane Directorate, ANM-114, Attention: Rules Docket No. 2002-NM-94-AD, 1601 Lind Avenue, SW., Renton, Washington 98055-4056.

Comments may be inspected at this location between 9:00 a.m. and 3:00 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-iarcomment@faa.gov. Comments sent via fax or the Internet must contain "Docket No. 2002-NM-94-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 information concerning this amendment may be obtained from or examined at the Federal Aviation Administration (FAA), Transport Airplane Directorate, 1601 Lind Avenue, SW., Renton, Washington 98055-4056.

FOR FURTHER INFORMATION CONTACT: Tom Rodriguez, Aerospace Engineer, International Branch, ANM-116, FAA, Transport Airplane Directorate, 1601 Lind Avenue, SW., Renton, Washington 98055-4056; telephone (425) 227-1137; fax (425) 227-1149.

SUPPLEMENTARY INFORMATION: The FAA has received reports indicating that uncontained failure of the auxiliary power unit (APU) has occurred on three Fokker Model F.28 Mark 0100 series airplanes. In all cases, the overspeed of the APU caused uncontained failure of the turbine wheel of the APU with consequent penetration of the aft pressure bulkhead. Investigation revealed that deicing fluid was ingested into the APU inlet. The deicing fluid acted as an additional fuel source, which resulted in runaway acceleration, leading to failure of the turbine wheel. The deicing fluid entered into the APU through the intake air inlet on the upper fuselage surface. This intake air inlet is open only during operation of the APU. Subsequent to the first two occurrences of APU overspeed and turbine wheel failure, operators took actions to abate the occurrences of deicing fluid getting into the APU inlet through additional warnings to flight crews and the personnel performing the deicing. With the most recent event, the FAA has determined that those actions have not been totally effective and additional actions are warranted. Ingestion of deicing fluid into the APU could cause uncontained failure of the turbine wheel of the APU due to overspeed, and result in failed and uncontained parts penetrating the aft cabin pressure bulkhead, and consequent possible injury to the cabin crew or passengers.