conjunction with MSS or as an alternative mobile service. Additional technical comment on this alternative proposal will assist the Commission in reaching a decision in this proceeding.

2. This document allows an additional seven days for parties to file technical comment on issues pertaining to the alternative proposal for MSS operations. The new deadline for additional technical comment is March 22, 2002.

Federal Communications Commission.

James Ball,

Chief, Policy Division, International Bureau.

[FR Doc. 02–8252 Filed 4–4–02; 8:45 am]

BILLING CODE 6712–01–P

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. 2001–NM–149–AD]

RIN 2120–AA64

Airworthiness Directives; McDonnell Douglas Model MD–90–30 Series Airplanes

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 McDonnell Douglas Model MD–90–30 series airplanes. That action would have required an inspection of the aft galley power feeder wire assembly for riding, chafing, and damage located above the main cabin, left side, overwing ceiling panels; and follow-on actions. Since the issuance of that NPRM, the FAA has reviewed and approved a McDonnell Douglas service bulletin which describes procedures for modification of the installation of the aft galley power feeder wire assembly. The FAA has issued a new NPRM which combines the proposed requirements to inspect the aft galley power feeder wire assembly and perform follow-on actions with new proposed requirements to modify the installation of the galley power feeder wire assembly. Accordingly, the previous NPRM is being withdrawn.

FOR FURTHER INFORMATION CONTACT: George Y. Mabuni, Aerospace Engineer, Systems and Equipment Branch, ANM–130L, FAA, Los Angeles Aircraft Certification Office, 3960 Paramount Boulevard, Lakewood, California 90712–4137; telephone (562) 627–5341; fax (562) 627–5210.

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 McDonnell Douglas Model MD–90–30 series airplanes, was published in the **Federal Register** as a Notice of Proposed Rulemaking (NPRM) on August 31, 2001 (66 FR 45948). The proposed rule would have required an inspection of the aft galley power feeder wire assembly for riding, chafing, and damage located above the main cabin, left side, overwing ceiling panels; and follow-on actions. The proposed actions were intended to prevent damage to the electrical wire insulation of the aft galley power feeder wires, electrical arcing, and potential smoke and/or fire.

Actions That Occurred Since the NPRM Was Issued

The FAA has reviewed and approved McDonnell Douglas Alert Service Bulletin MD90–24A047, Revision 01, dated July 31, 2000, which describes procedures for modification of the installation of the galley power feeder cable. The modification involves installing two standoffs on frames at stations Y=924.000 and Y=943.000 and rerouting wire assemblies and relocating the wire assembly clamps from the ceiling support structure to the new standoffs. That service bulletin recommends that McDonnell Douglas Alert Service Bulletin MD90–24A046, Revision 02 (the applicable service information specified in NPRM Docket No. 2001–NM–149–AD), be accomplished prior to or concurrently with modification of the installation of the power feeder cable.

FAA's Conclusions

Upon consideration, the FAA has determined that it makes technical sense to combine the proposed action of NPRM Docket No. 2001–NM–149–AD with a new NPRM, Docket No. 2000–NM–197–AD, that proposes accomplishment of the previously described modification. Combining these actions would also provide a convenience for the operators and would not adversely affect safety. Accordingly, the proposed rule is hereby withdrawn.

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

Regulatory Impact

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 2001–NM–149–AD, published in the **Federal Register** on August 31, 2001 (66 FR 45948), is withdrawn.

Issued in Renton, Washington, on March 28, 2002.

Kalene C. Yanamura,

Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.

[FR Doc. 02–8282 Filed 4–4–02; 8:45 am]

BILLING CODE 4910–13–P

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. 88–NM–145–AD]

RIN 2120–AA64

Airworthiness Directives; McDonnell Douglas Model DC–8 Series Airplanes

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 all McDonnell Douglas Model DC–8 series airplanes. That action would have required incorporation of horizontal stabilizer position information into the existing takeoff configuration warning system. Since the issuance of the NPRM, the Federal Aviation Administration (FAA) has received new data that indicate that the identified unsafe condition does not exist. Accordingly, the proposed rule is withdrawn.

FOR FURTHER INFORMATION CONTACT: George Y. Mabuni, Aerospace Engineer, Systems and Equipment Branch, ANM–130L, FAA, Los Angeles Aircraft Certification Office, 3960 Paramount Boulevard, Lakewood, California 90712–4137; telephone (562) 627–5341; fax (562) 627–5210.

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 all McDonnell Douglas Model DC–8 series airplanes, was published in the **Federal Register** as a Notice of Proposed Rulemaking (NPRM) on November 30, 1988 (53 FR 48499). The proposed rule would have required incorporation of horizontal stabilizer position information into the existing takeoff configuration warning system. That action was prompted by an FAA review of takeoff configuration warning systems of large turbofan/turbojet transport airplanes. The review revealed that the horizontal stabilizer position was not monitored by the takeoff warning system on Model DC–8 series airplanes. The proposed actions were intended to prevent an airplane from taking off in the wrong takeoff configuration.

Since Issuance of the NPRM

Since the NPRM was issued, we have engaged in additional research into the identified unsafe condition and potentially related accidents and found that incorrect loading data—and not unsafe flight crew procedures—may have resulted in a miscalculated center of gravity on takeoff. Incorrect trim setting was cited or at least suspected as a factor in three accidents. There are a number of possible explanations for an incorrect trim setting: The pilot may have misread the loading data, the company flight operations department may have provided incorrect data, or the pilot may have erred in calculating and setting the trim. To be effective, an out-of-trim warning system requires accurate takeoff data from the pilot; therefore, it is not clear whether input error may have been involved or whether any of the accidents would have actually been prevented by an out-of-trim warning system.

We find that established crew procedures are sufficient to maintain the necessary level of safety. Notwithstanding the three accidents discussed above, the remaining service experience on Model DC–8 series airplanes (and most other airplanes of that vintage) confirms the effectiveness and adequacy of flight crew procedures in ensuring the correct takeoff setting of the horizontal stabilizer when the flight crew is provided correct information. In light of these findings, we have determined that the previously identified unsafe condition does not exist—provided the flight crew follows established takeoff procedures.

Furthermore, the economic impact of the proposed AD on operators would be significant. Five commenters to the NPRM indicated that accomplishment of the actions of the proposed AD would impose a significant economic burden. The cost of the modification kits would be high because the manufacturer must design, test, and certify the system before kits can be made available to the operators. The estimated total cost to accomplish the proposed actions would be $149,000 per airplane (adjusted for inflation from the date of the proposed AD). In fact, the cost of implementing the proposed requirements could exceed the value of the entire fleet. In light of our determination that an unsafe condition does not exist, we find that the large economic impact to mandate incorporation of the proposed system on these airplanes is impractical and unjustified.

FAA's Conclusions

Upon further consideration, we have determined that the unsafe condition identified in the proposed AD does not exist. Accordingly, the proposed rule is hereby withdrawn.

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

Regulatory Impact

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 88–NM–145–AD, published in the **Federal Register** on November 30, 1988 (53 FR 48499), is withdrawn.

Issued in Renton, Washington, on March 28, 2002.

Kalene C. Yanamura,

Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.

[FR Doc. 02–8281 Filed 4–4–02; 8:45 am]

BILLING CODE 4910–13–P

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. 2001–NM–313–AD]

RIN 2120–AA64

Airworthiness Directives; Dornier Model 328–100 and 328–300 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 Dornier Model 328–100 and 328–300 series airplanes. This proposal would require replacement of the bolts with new bolts with wirelocking on the Support One of the rudder spring tab. This action is necessary to ensure replacement of improper bolts installed on the rudder spring tab that could back out over time, which could result in reduced structural integrity of the airplane. This action is intended to address the identified unsafe condition.

DATES: Comments must be received by May 6, 2002.

ADDRESSES: Submit comments in triplicate to the Federal Aviation Administration (FAA), Transport Airplane Directorate, ANM–114, Attention: Rules Docket No. 2001–NM–313–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.* Comments sent via fax or the Internet must contain ''Docket No. 2001–NM–313–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 FAIRCHILD DORNIER, DORNIER Luftfahrt GmbH, P.O. Box 1103, D–82230 Wessling, Germany. This information may be examined at the FAA, Transport Airplane Directorate, 1601 Lind Avenue, SW., Renton, Washington.

FOR FURTHER INFORMATION CONTACT: Tom Groves, Aerospace Engineer,