

and inspection instructions for any items in the fuel tank system that are determined to require repetitive inspections or maintenance, to assure the safety of the fuel tank system. In addition, the rule requires certain operators of those airplanes to incorporate FAA-approved fuel tank system maintenance and inspection instructions into their current maintenance or inspection program.

In addition to the rule changes adopted by amendment 25–102, the FAA also developed advisory material to supplement the rule changes. That advisory material was issued on April 18, 2001, as Advisory Circular (AC) 25.981–1B and AC 25.981–2. The FAA now announces the availability of a revised version of AC 25.981–1B for public comment.

The revised advisory material, AC 25.981–1C, provides guidance on how to substantiate that ignition sources will not be present in airplane fuel tank systems following failures or malfunctions of airplane components or systems. Also included is guidance for developing any limitations for the Instructions for Continued Airworthiness that may be generated by the fuel tank system safety assessment identified in amendment 25–102.

Since issuance of AC 25.981–1B, the FAA has received a number of comments and requests for additional guidance from users of the AC and has developed the revised AC to address these issues. Changes to the AC include:

- Clarification of the definition of filament heating energy levels,
- A new paragraph addressing electrostatics,
- A new paragraph describing considerations for establishing minimum wire separation distances,
- Discussion of use of silver inside fuel tanks,
- Additional guidance regarding spaces adjacent to fuel tanks
- New guidance on considerations for electrical bond redundancy, self bonding couplings, bond integrity checks, bond corrosion and integrity, and definition of major components.

In addition, several portions of the AC have been reorganized to present the material in a more useable form. Revised text is highlighted in yellow for ease in identifying changes from the previous version (AC 25.981–1B). You may also review the previous version at the Internet address provided earlier in this document under the heading, “How do I obtain a copy of the proposed advisory circular revision?”

Issued in Renton, Washington, on May 30, 2002.

Vi L. Lipski,
*Manager, Transport Airplane Directorate,
Aircraft Certification Service.*
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BILLING CODE 4910–13–M

Issued in Washington, DC on June 4, 2002.

Donald P. Byrne,
*Assistant Chief Counsel, Regulations
Division.*
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BILLING CODE 4910–13–M

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

[Docket No. FAA–2002–12426]

Draft Advisory Circular 93–1, Reservations for Unscheduled Flights at High Density Traffic Airports; Correction

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Notice of draft advisory circular and request for comments; correction.

SUMMARY: This document contains a correction to the notice, published in the **Federal Register** on June 3, 2002 (67 FR 38305). That notice requests comments on Advisory Circular, “Reservations for Unscheduled Flights at High Density Traffic Airports.” That advisory circular would harmonize and clarify procedures currently in the Aeronautical Information Manual and the Aeronautical Information Publication, update methods of obtaining reservations to include a new web-based application, discontinue use of telephone modem access, provide for an increase in the number of hours in advance of operation that reservations may be made, and reflect recent statutory changes affecting operations at Chicago O’Hare International Airport.

FOR FURTHER INFORMATION CONTACT:
Diane Crean, (202) 267–3538.

Correction of Publication

In the notice FR Doc. 02–13820, beginning on page 38305 in the **Federal Register** issue of June 3, 2002, make the following corrections:

1. On page 38305, in column 1, in the heading section, beginning on line 4, include the docket number to read, “[Docket No. FAA–2002–12426].”
2. On page 38305, in column 1, in the **ADDRESSES** section, beginning on line 4, correct “Docket No. FAA–2002–XXXX” to read “Docket No. FAA–2002–12426.”
3. On page 38305, in column 2, in the Comments Invited section, beginning on line 17, correct “Comments to Docket No. FAA–2002–XXXX” to read “Comments to Docket No. FAA–2002–12426.”

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

Notice of Intent To Issue a Release of Obligations on Surplus Property at Elmira–Corning Regional Airport, Elmira, NY

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Notice of intent of waiver with respect to land.

SUMMARY: The FAA is publishing notice of the proposed release of 13 parcels of land, totaling approximately 21.1 acres, at Elmira–Corning Regional Airport, to allow their sale to the New York State Department of Transportation (NYSDOT) for the construction of a full-serve cloverleaf interchange at Kahler Road/NYS Route 17, as part of the Interstate Highway designation of Route 17.

Eleven of the subject 13 parcels of airport property were acquired between 1959 and 1981, with federal funding participation through the Airport Improvement Program (AIP), and its predecessor, the Airport Development and Planning Program (ADAP). The 2 other parcels were acquired by the Chemung County, the owner of the airport, without federal funding participation.

FAA’s action is to release the land parcels from the deed provisions requiring aeronautical use of the property. These properties are not needed for current airport use, nor will they be needed for any future aeronautical use, based on the Elmira–Corning Regional Airport Layout Plan.

The NYSDOT will purchase the 21.1 acres from Chemung County at the Fair Market Value of \$464,650. Chemung County will use these funds for the maintenance, operation and capital development of the Elmira–Corning Regional Airport.

Any comments the agency receives will be considered as a part of the decision.

DATES: Comments must be received on or before July 12, 2002.

ADDRESSES: Comments on this application may be mailed or delivered in triplicate to the FAA at the following address: Philip Brito, Manager, FAA New York Airports District Office, 600