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## NUCLEAR REGULATORY COMMISSION

### 10 CFR Chapter 1

RIN 3150-AF61

#### Electronic Maintenance and Submission of Information Revision, Withdrawal of Direct Final Rule

**AGENCY:** Nuclear Regulatory Commission.

**ACTION:** Direct final rule: Withdrawal.

**SUMMARY:** The Nuclear Regulatory Commission (NRC) is withdrawing a direct final rule that would have amended its rules to clarify when and how licensees and other members of the public might use electronic means to communicate with the agency. The NRC is taking this action because it has received significant adverse comments on the rule. Those comments will now be considered as comments on the identical proposed rule that was published concurrently with the direct final rule. The agency will address those comments in a later final rule.

**FOR FURTHER INFORMATION CONTACT:** John A. Skoczlas, (301) 415-7186, [EIE@nrc.gov](mailto:EIE@nrc.gov); or Brenda J. Shelton, (301) 415-7233, [bjs1@nrc.gov](mailto:bjs1@nrc.gov).

**SUPPLEMENTARY INFORMATION:** On September 6, 2002 (67 FR 57084), the NRC published a direct final rule in the **Federal Register** amending its regulations to clarify when and how the public might communicate with the agency through electronic media. Appended to the rule, for comment, was guidance on how to submit documents to the agency electronically. The direct final rule and the guidance were to have become effective on December 5, 2002. The NRC also concurrently published for comment an identical proposed rule on September 6, 2002 (67 FR 57120).

In the September 6, 2002, notice of the direct final rule, the NRC stated that if any significant adverse comments

were received, a timely notice of withdrawal of the direct final rule would be published in the **Federal Register**, and no rule and guidance would take effect until the comments had been addressed and rule text revised if necessary.

The NRC received significant adverse comments on the rule; therefore, the NRC is withdrawing the direct final rule, and neither it nor the guidance that was appended to it will take effect on December 5, 2002. As stated in the September 6, 2002, notice of the direct final rule, the NRC will now treat the comments as comments on the companion proposed rule, and will address those comments in a later final rule. The NRC will not initiate a second comment period on the rule.

Dated at Rockville, Maryland this 27th day of November, 2002.

For the Nuclear Regulatory Commission.

**Annette Vietti-Cook,**  
*Secretary of the Commission.*

[FR Doc. 02-30704 Filed 12-3-02; 8:45 am]

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## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### 14 CFR Part 39

[Docket No. 99-CE-86-AD; Amendment 39-12972; AD 2002-24-07]

RIN 2120-AA64

#### Airworthiness Directives; Aerostar Aircraft Corporation Models PA-60-601 (Aerostar 601), PA-60-601P (Aerostar 601P), PA-60-602P (Aerostar 602P), and PA-60-700P (Aerostar 700P) Airplanes

**AGENCY:** Federal Aviation Administration, DOT.

**ACTION:** Final rule.

**SUMMARY:** This amendment adopts a new airworthiness directive (AD) that applies to certain Aerostar Aircraft Corporation (Aerostar) Models PA-60-601 (Aerostar 601), PA-60-601P (Aerostar 601P), PA-60-602P (Aerostar 602P), and PA-60-700P (Aerostar 700P). This AD requires you to replace Roto-Master and Rajay scavenger pumps with improved design Aerostar scavenger pumps. This AD is the result of failures of the existing Roto-Master and Rajay

scavenger pumps found during regular maintenance inspections. The actions specified by this AD are intended to prevent in-flight failure of the oil scavenger pumps, which could result in loss of engine oil and possible loss of engine power.

**DATES:** This AD becomes effective on January 17, 2003.

The Director of the Federal Register approved the incorporation by reference of certain publications listed in the regulations as of January 17, 2003.

**ADDRESSES:** You may get the service information referenced in this AD from Aerostar Aircraft Corporation, 10555 Airport Drive, Coeur d'Alene Airport, Hayden Lake, Idaho 83835-8742; telephone: (208) 762-0338; facsimile: (208) 762-8349. You may view this information at the Federal Aviation Administration (FAA), Central Region, Office of the Regional Counsel, Attention: Rules Docket No. 99-CE-86-AD, 901 Locust, Room 506, Kansas City, Missouri 64106; or at the Office of the Federal Register, 800 North Capitol Street, NW., suite 700, Washington, DC.

**FOR FURTHER INFORMATION CONTACT:** Richard Simonson, Aerospace Engineer, FAA, Seattle Aircraft Certification Office, 1601 Lind Avenue, SW., Renton, Washington 98055; telephone: (425) 687-4247; facsimile: (425) 687-4248.

#### SUPPLEMENTARY INFORMATION:

##### Discussion

##### *What Events Have Caused This AD?*

The FAA has received several reports of excessive internal pump wear found during normal maintenance inspections on Aerostar Models PA-60-601 (Aerostar 601), PA-60-601P (Aerostar 601P), PA-60-602P (Aerostar 602P), and PA-60-700P (Aerostar 700P) airplanes. Analysis of these incidents reveals that inadequate retention of the existing left-hand (LH) oil scavenger pump rotor allows the rotor to machine its way through the LH end plate.

Also, through the buildup of the right-hand (RH) scavenger pump/hydraulic pump stack, axial migration of the RH pump rotor causes damage to the washers and seals. This then causes hydraulic and engine oil to be mixed along with metal shavings being released into the engine oil system.

For these reasons, the FAA determined that both the LH and RH scavenger pumps should be replaced.