

# Rules and Regulations

Federal Register

Vol. 79, No. 101

Tuesday, May 27, 2014

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## FARM CREDIT ADMINISTRATION

### 12 CFR Part 620

#### Disclosure to Shareholders

##### CFR Correction

In Title 12 of the Code of Federal Regulations, Parts 600 to 899, revised as of January 1, 2014, on page 242, in § 620.2, paragraph (e) is reinstated to read as follows:

#### § 620.2 Preparing and filing reports.

\* \* \* \* \*

(e) All items of essentially the same character as items required to be reported in the reports of condition and performance pursuant to part 621 of this chapter shall be prepared in accordance with the rules set forth in part 621.

\* \* \* \* \*

[FR Doc. 2014-12307 Filed 5-23-14; 8:45 am]

BILLING CODE 1505-01-D

## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### 14 CFR Part 39

[Docket No. FAA-2008-0618; Directorate Identifier 2007-NM-355-AD; Amendment 39-17844; AD 2014-09-09]

RIN 2120-AA64

#### Airworthiness Directives; The Boeing Company Airplanes

**AGENCY:** Federal Aviation Administration (FAA), DOT.

**ACTION:** Final rule.

**SUMMARY:** We are adopting a new airworthiness directive (AD) for all The Boeing Company Model 777-200, -200LR, -300, -300ER, and 777F series airplanes. This AD was prompted by reports of two in-service occurrences on Model 737-400 airplanes of total loss of

boost pump pressure of the fuel feed system, followed by loss of fuel system suction feed capability on one engine, and in-flight shutdown of the engine. This AD requires revising the maintenance program to incorporate a revision to the Airworthiness Limitations Section of the maintenance planning data (MPD) document. We are issuing this AD to detect and correct failure of the engine fuel suction feed of the fuel system, which, in the event of total loss of the fuel boost pumps, could result in dual engine flameout, inability to restart the engines, and consequent forced landing of the airplane.

**DATES:** This AD is effective July 1, 2014.

**ADDRESSES:** For service information identified in this AD, contact Boeing Commercial Airplanes, Attention: Data & Services Management, P.O. Box 3707, MC 2H-65, Seattle, WA 98124-2207; telephone 206-544-5000, extension 1; fax 206-766-5680; Internet <https://www.myboeingfleet.com>. You may view this service information at the FAA, Transport Airplane Directorate, 1601 Lind Avenue SW., Renton, Washington. For information on the availability of this material at the FAA, call 425-227-1221.

#### Examining the AD Docket

You may examine the AD docket on the Internet at <http://www.regulations.gov> by searching for and locating Docket No. FAA-2008-0618; or in person at the Docket Management Facility between 9 a.m. and 5 p.m., Monday through Friday, except Federal holidays. The AD docket contains this AD, the regulatory evaluation, any comments received, and other information. The address for the Docket Office (phone: 800-647-5527) is Docket Management Facility, U.S. Department of Transportation, Docket Operations, M-30, West Building Ground Floor, Room W12-140, 1200 New Jersey Avenue SE., Washington, DC 20590.

**FOR FURTHER INFORMATION CONTACT:** Sue Lucier, Aerospace Engineer, Propulsion Branch, ANM-140S, 1601 Lind Avenue SW., Renton, Washington 98057-3356; phone: 425-917-6438; fax: 425-917-6590; email: [suzanne.lucier@faa.gov](mailto:suzanne.lucier@faa.gov).

#### SUPPLEMENTARY INFORMATION:

##### Discussion

We issued a second supplemental notice of proposed rulemaking (SNPRM)

to amend 14 CFR part 39 by adding an AD that would apply to all The Boeing Company Model 777-200, -200LR, -300, -300ER, and 777F series airplanes. The second SNPRM published in the **Federal Register** on July 30, 2013 (78 FR 45898). The second SNPRM proposed to add Model 777F series airplanes to the applicability.

We preceded the second SNPRM with the first SNPRM, which published in the **Federal Register** on March 7, 2013 (78 FR 14722). The first SNPRM proposed to revise the maintenance program to incorporate a revision to the Airworthiness Limitations Section of the maintenance planning data (MPD) document.

We preceded the first SNPRM with a notice of proposed rulemaking (NPRM) that published in the **Federal Register** on June 6, 2008 (73 FR 32253). The NPRM was prompted by reports of two in-service occurrences on Model 737-400 airplanes of total loss of boost pump pressure of the fuel feed system, followed by loss of fuel system suction feed capability on one engine, and in-flight shutdown of the engine. The subject area on Model 777 airplanes is almost identical to that area on Model 737-400 airplanes; therefore, Model 777 airplanes may be subject to the unsafe condition revealed on Model 737-400 airplanes. The NPRM proposed to require performing repetitive operational tests of the engine fuel suction feed of the fuel system, and other related testing if necessary.

We are issuing this AD to detect and correct failure of the engine fuel suction feed of the fuel system, which, in the event of total loss of the fuel boost pumps, could result in dual engine flameout, inability to restart the engines, and consequent forced landing of the airplane.

#### Comments

We gave the public the opportunity to participate in developing this AD. The following presents the comments received on the second SNPRM (78 FR 45898, July 30, 2013) and the FAA's response to each comment. FedEx concurs with the proposed requirements.

#### Request To Allow the Use of Later Revisions of the Maintenance Planning Document (MPD)

United Airlines (UAL) asked that we allow using the latest MPD revision of