

issues. Analysis revealed the issues addressed in the NPRM were largely a product of inconsistent maintenance practices. The FAA determined that issuance of an advisory circular was the proper method of dealing with the maintenance issues, and that a rule was not necessary. Advisory Circular No. 20-143, Installation, Inspection, and Maintenance of Controls for General Aviation Reciprocating Aircraft Engines, issued on June 6, 2000, addresses the issues contained in the NPRM. Therefore, we withdraw Notice No. 92-14, published October 20, 1992 at 57 FR 47934.

Issued in Washington, DC, on April 26, 2002.

John Hickey,

Director, Aircraft Certification Service, (AIR-1).

[FR Doc. 02-10946 Filed 5-1-02; 8:45 am]

BILLING CODE 4910-13-P

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 17

[Airspace Docket No. 01-AEA-22]

Establishment of Class E Airspace

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Final rule; correction.

SUMMARY: This action corrects an error in the description of the established airspace designation that was published in the **Federal Register** on January 31, 2002, Airspace Docket No. 01-AEA-22.

EFFECTIVE DATE: May 2, 2002.

FOR FURTHER INFORMATION CONTACT: Mr. Francis Jordan, Airspace Specialist, Airspace Branch, AEA-520, Air Traffic Division, Eastern Region, Federal Aviation Administration, 1 Aviation Plaza, Jamaica, New York 11434-4809, telephone: (718) 553-4521.

SUPPLEMENTARY INFORMATION:

History

Federal Register Document 02-1006, Airspace Docket No. 01-AEA-22FR, published on January 31, 2002 (67 FR 4655), established Class E airspace at Easton Memorial Hospital. A review of Federal Aviation Administration Order 7400.9J revealed a similarity to an existing airspace description. This action corrects that error.

Correction to Final Rule

Accordingly, pursuant to the authority delegated to me, the Class E airspace designation for the Easton

Memorial Hospital as published in the **Federal Register** on January 31, 2002 (67 FR 4655) (Federal Register Document 02-1006), is corrected as follows:

§ 71.1 [Corrected]

On page 4655, column 3, the 25th line is corrected removing "AEA MD E5, Easton Memorial Hospital [NEW] and substituting "AEA MD E5 Oxford"[NEW]

Issued in Jamaica, New York on April 22, 2002.

Richard J. Ducharme,

Assistant Manager, Air Traffic Division, Eastern Region.

[FR Doc. 02-10937 Filed 5-1-02; 8:45 am]

BILLING CODE 4910-13-M

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Parts 121, 125, and 135

[Docket No. 27694, Notice No. 94-11]

RIN 2120-AE98

Operator Flight Attendant English Language Program

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Advance notice of proposed rulemaking (ANPRM), withdrawal.

SUMMARY: The FAA is withdrawing a previously published ANPRM that sought information to establish requirements to ensure that flight attendants understand sufficient English language to communicate, coordinate, and perform all required safety related duties. The ANPRM discussion concerned domestic, flag, and supplemental operations; airplanes having a seating capacity of 20 or more passengers or a maximum payload capacity of 6,000 pounds or more; and commuter and on demand operations. We are withdrawing the document because we are incorporating the flight attendant English language issue into a separate regulatory action on the broader subject of crewmember training. We believe that consolidating the flight attendant English language issue into the proposed training rulemaking will enable a more effective and efficient use of FAA resources, and the broader proposal will better serve the public interest.

FOR FURTHER INFORMATION CONTACT: Cindy Nordlie, ARM-108, Office of Rulemaking, Federal Aviation Administration, 800 Independence

Avenue, SW., Washington, DC 20591; telephone (202) 267-7627.

SUPPLEMENTARY INFORMATION

Background

On April 18, 1994, the FAA published an Advance Notice of Proposed Rulemaking (ANPRM) (Notice No. 94-11, 59 FR 18456). The ANPRM informed the public that the FAA was considering amending parts 121, 125, and 135 of title 14 of the Code of Federal Regulations to require certificate holders to ensure flight attendants understand sufficient English to communicate, coordinate, and perform all required safety related duties. The comment period closed on July 18, 1994.

In 1996, the FAA's Aviation Rulemaking Advisory Committee (ARAC) was tasked with providing advice and recommendations on the flight attendant English language issue. ARAC's Operator Flight Attendant English Language Program Working Group was unable to reach consensus on an appropriate rulemaking action recommendation and asked ARAC to resolve the impasse. ARAC recommended proceeding with the rulemaking process. FAA determined that the most appropriate way to address the flight attendant English language issue in the overall context of crewmember training. ARAC concurred with the FAA's decision. Therefore, the task was withdrawn from ARAC and incorporated into a separate Crewmember Qualification and Training proposed rulemaking currently being developed by the FAA.

Discussion of Comments

All but one of the fourteen commenters expressed support for the proposal under consideration. The Air Transport Association strongly opposed any English language proficiency requirement, believing it to be the source of an unreasonable economic burden and unsupported by any identified specific safety problem.

Two individual commenters related personal experiences of communication difficulties with flight attendants and requested the problem be addressed before it results in tragedy. One individual noted that the ANPRM excludes operations that do not require flight attendants and stated that mandatory compliance by these operators would be burdensome and unfair.

The Canadian Air Line Pilots Association expressed complete agreement with the possible rulemaking without further comment.