

Proposed Rules

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This section of the FEDERAL REGISTER contains notices to the public of the proposed issuance of rules and regulations. The purpose of these notices is to give interested persons an opportunity to participate in the rule making prior to the adoption of the final rules.

OFFICE OF PERSONNEL MANAGEMENT

5 CFR Parts 351 and 430

RIN 3206–AO06

Reduction in Force

AGENCY: Office of Personnel Management.

ACTION: Withdrawal of proposed rule.

SUMMARY: The Office of Personnel Management is clarifying its withdrawal of a proposed rule published on December 17, 2020. The notice of proposed rulemaking, *inter alia*, proposed revising OPM's reduction-in-force regulations to prioritize performance over length of service when determining which employees will be retained in a RIF. OPM withdrew the proposed rule on March 12, 2021, but in an abundance of caution issues this clarification reiterating that the proposed rule is withdrawn.

DATES: OPM withdraws the proposed rule as of March 12, 2021, or no later than December 20, 2024.

ADDRESSES: The docket for this withdrawn rule is available at https://www.regulations.gov/document/OPM_FRDOC_0001-2024.

FOR FURTHER INFORMATION CONTACT: Latonia Page (202) 936–3459 or email: employ@opm.gov.

SUPPLEMENTARY INFORMATION: On December 17, 2020, the Office of Personnel Management (OPM) published a notice of proposed rulemaking (NPRM or proposed rule) titled “Reduction in Force,” in the **Federal Register**. See 85 FR 81839. The NPRM proposed to revise OPM's reduction-in-force (RIF) regulations to prioritize performance over length of service when determining which employees will be retained in a RIF, in response to section 2(j) of Executive Order (E.O.) 13839 (May 25, 2018), titled “Promoting Accountability and Streamlining Removal Procedures Consistent with Merit Systems and

Principles.” OPM also proposed modifying the order of retention, clarifying tenure group definitions, and modifying how credit for performance is computed.

In response to the NPRM, OPM received approximately 44 comments during the 30-day comment period which ended on January 19, 2021.

On January 22, 2021, President Biden issued an E.O. 14003 titled “Protecting the Federal Workforce,” which, among other things, revoked E.O. 13839. See 86 FR 7231.

On March 12, 2021, OPM withdrew its NPRM from its regulatory agenda (see <https://www.reginfo.gov/public/do/eAgendaViewRule?pubId=202104&RIN=3206-AO06>) for three independently sufficient reasons, among others: because E.O. 13839 was revoked, because the NPRM no longer reflected OPM's policy position, and because issuing such a rule was not a priority for OPM.

OPM believes its withdrawal on March 12, 2021, was valid and the agency, regulated entities, and the public have operated with that understanding. Nevertheless, in an abundance of caution, OPM hereby clarifies that the NPRM is withdrawn.

Office of Personnel Management.

Stephen Hickman,

Federal Register Liaison.

[FR Doc. 2024–30883 Filed 12–20–24; 11:15 am]

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. FAA–2024–2665; Project Identifier AD–2024–00203–T]

RIN 2120–AA64

Airworthiness Directives; The Boeing Company Airplanes

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Notice of proposed rulemaking (NPRM).

SUMMARY: The FAA proposes to supersede Airworthiness Directive (AD) 2016–14–04, which applies to certain The Boeing Company Model 787–8

airplanes. AD 2016–14–04 requires replacing the potable waterline couplings above the forward and aft electronics equipment (EE) bays with new, improved couplings. AD 2016–14–04 also requires sealing the main cabin floor areas above the aft EE bay, installing drip shields and foam blocks, and rerouting the wire bundles near the drip shields above the equipment in the aft EE bay. Since the FAA issued AD 2016–14–04, it was determined that sealant, moisture barrier tape and tape dam requirements above the EE bays may not have been installed on production airplanes. This proposed AD continues to require the actions in AD 2016–14–04 and would require an inspection of seat tracks above the EE bays for missing, damaged, or deteriorated sealant, moisture barrier tape, or tape dams, as applicable, and applicable on-condition actions. This proposed AD also adds airplanes to the applicability. The FAA is proposing this AD to address the unsafe condition on these products.

DATES: The FAA must receive comments on this proposed AD by February 10, 2025.

ADDRESSES: You may send comments, using the procedures found in 14 CFR 11.43 and 11.45, by any of the following methods:

- *Federal eRulemaking Portal:* Go to [regulations.gov](https://www.regulations.gov). Follow the instructions for submitting comments.

- *Fax:* 202–493–2251.

- *Mail:* U.S. Department of Transportation, Docket Operations, M–30, West Building Ground Floor, Room W12–140, 1200 New Jersey Avenue SE, Washington, DC 20590.

- *Hand Delivery:* Deliver to Mail address above between 9 a.m. and 5 p.m., Monday through Friday, except Federal holidays.

AD Docket: You may examine the AD docket at [regulations.gov](https://www.regulations.gov) under Docket No. FAA–2024–2665; or in person at Docket Operations between 9 a.m. and 5 p.m., Monday through Friday, except Federal holidays. The AD docket contains this NPRM, any comments received, and other information. The street address for Docket Operations is listed above.

Material Incorporated by Reference:

- For the material identified in this proposed AD, contact Boeing Commercial Airplanes, Attention: Contractual & Data Services (C&DS),