

engines, farm trailers, farm carts, and farm wagons, but excluding automobiles and trucks.

3. Section 94.1 is amended as follows:

a. In paragraph (b)(2), by removing the words "paragraph (c)" and adding the words "paragraph (d)" in their place.

b. By redesignating paragraph (c) as paragraph (d).

c. By adding a new paragraph (c) to read as set forth below.

d. By revising the OMB control number citation at the end of the section to read as set forth below.

§ 94.1 Regions where rinderpest or foot-and-mouth disease exists; importations prohibited.

* * * * *

(c) The importation of any used farm equipment that originates in any region where rinderpest or foot-and-mouth disease exists, as designated in paragraph (a) of this section, is prohibited, unless the equipment is accompanied by an original certificate signed by an authorized official of the national animal health service of the exporting region that states that the equipment, after its last use and prior to export, was steam-cleaned free of all exposed dirt and other particulate matter. Such farm equipment is subject to APHIS inspection at the port of arrival. If it is found during such inspection to contain any exposed dirt or other particulate matter, it will be denied entry into the United States, unless, in the judgment of the APHIS inspector, the amount of exposed soil is minimal enough to allow cleaning at the port of arrival, and there are adequate facilities and personnel at the port to conduct such cleaning without risk of disease contamination.

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(Approved by the Office of Management and Budget under control numbers 0579-0015 and 0579-0195)

Done in Washington, DC, this 7th day of May 2002.

Peter Fernandez,

Acting Administrator, Animal and Plant Health Inspection Service.

[FR Doc. 02-11896 Filed 5-10-02; 8:45 am]

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NUCLEAR REGULATORY COMMISSION

10 CFR Part 72

RIN 3150-AG94

List of Approved Spent Fuel Storage Casks: NAC-MPC Revision; Confirmation of Effective Date

AGENCY: Nuclear Regulatory Commission.

ACTION: Direct final rule; confirmation of effective date.

SUMMARY: The Nuclear Regulatory Commission (NRC) is confirming the effective date of May 29, 2002, for the direct final rule that appeared in the **Federal Register** of March 15, 2002 (67 FR 11566). This direct final rule amended the NRC's regulations by revising the NAC-MPC cask system listing within the "List of approved spent fuel storage casks" to include Amendment No. 2 to Certificate of Compliance No. 1025. This document confirms the effective date.

DATES: The effective date of May 29, 2002 is confirmed for this direct final rule.

ADDRESSES: Documents related to this rulemaking, including comments received, may be examined at the NRC Public Document Room, 11555 Rockville Pike, Rockville, MD. These same documents may also be viewed and downloaded electronically via the rulemaking website (<http://ruleforum.llnl.gov>). For information about the interactive rulemaking website, contact Ms. Carol Gallagher (301) 415-5905; e-mail CAG@nrc.gov.

FOR FURTHER INFORMATION CONTACT: Jayne M. McCausland, Office of Nuclear Material Safety and Safeguards, U.S. Nuclear Regulatory Commission, Washington, DC 20555, telephone (301) 415-6219 (e-mail: jmm2@nrc.gov).

SUPPLEMENTARY INFORMATION: On March 15, 2002 (67 FR 11566), the NRC published in the **Federal Register** a direct final rule amending its regulations in part 72 by revising the NAC International Multi-Purpose Canister (NAC-MPC) cask system listing within the "List of approved spent fuel storage casks" to include Amendment 2 to Certificate of Compliance (CoC) No. 1025. This amendment allows for modification of the design of the cask system to accommodate a new type of fuel. The modifications include increased length of the fuel basket and canister, transfer cask, and vertical concrete cask. Changes also include a redesigned fuel basket to accommodate 26 fuel assemblies, with an alternate 24-

fuel assembly configuration and increased transfer cask radial shielding. The CoC has been revised in its entirety to include a reference to the new type of fuel and a revised format. The Technical Specifications (TS) have also been revised in their entirety to include specifications for the new type of fuel, new operational limits, and to incorporate a revised format for the TS. In the direct final rule, NRC stated that if no significant adverse comments were received, the direct final rule would become final on May 29, 2002. The NRC did not receive any comments on the direct final rule. Therefore, this rule will become effective as scheduled.

Dated at Rockville, Maryland, this 7th day of May, 2002.

For the Nuclear Regulatory Commission.

Michael T. Lesar,

Chief, Rules and Directives Branch, Division of Administrative Services, Office of Administration.

[FR Doc. 02-11874 Filed 5-10-02; 8:45 am]

BILLING CODE 7590-01-P

FARM CREDIT ADMINISTRATION

12 CFR Parts 611 and 614

RIN 3052-AB86

Organization; Loan Policies and Operations; Termination of Farm Credit Status; Effective Date

AGENCY: Farm Credit Administration.

ACTION: Notice of effective date.

SUMMARY: The Farm Credit Administration (FCA) published a final rule under parts 611 and 614 on April 12, 2002 (67 FR 17907). This final rule amends our regulations to allow a Farm Credit System (FCS or System) bank or association to terminate its FCS charter and become a financial institution under another Federal or State chartering authority. Our purpose is to amend the existing regulations so they apply to all System banks and associations and to make other changes. In accordance with 12 U.S.C. 2252, the effective date of the final rule is 30 days from the date of publication in the **Federal Register** during which either or both Houses of Congress are in session. Based on the records of the sessions of Congress, the effective date of the regulations is May 13, 2002.

EFFECTIVE DATE: The regulation amending 12 CFR parts 609 and 620 published on April 12, 2002 (67 FR 17907) is effective May 13, 2002.

FOR FURTHER INFORMATION CONTACT: Alan Markowitz, Senior Policy Analyst, Office of Policy and Analysis, Farm

Credit Administration, McLean, VA
22102-5090, (703) 883-4498, TTY
(703) 883-4434;

or

Rebecca S. Orlich, Senior Attorney,
Office of General Counsel, Farm
Credit Administration, McLean, VA
22102-5090, (703) 883-4020, TTY
(703) 883-2020.

(12 U.S.C. 2252(a)(9) and (10))

Dated: May 8, 2002.

Kelly Mikel Williams,

Secretary, Farm Credit Administration Board.

[FR Doc. 02-11878 Filed 5-10-02; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. 2002-NM-99-AD; Amendment
39-12731; AD 2002-08-19]

RIN 2120-AA64

Airworthiness Directives; Bombardier Model CL-600-2C10 (Regional Jet Series 700 and 701) Series Airplanes

AGENCY: Federal Aviation
Administration, DOT.

ACTION: Final rule; request for
comments.

SUMMARY: This amendment supersedes an existing airworthiness directive (AD), applicable to certain Bombardier Model CL-600-2C10 (Regional Jet Series 700 and 701) series airplanes, that currently requires revising the Airplane Flight Manual to address uncommanded transfer of fuel between the wing fuel tanks and the center fuel tank; revising the Minimum Equipment List; limiting airplane operation; and increasing normal mission fuel requirements by 3,000 pounds. This amendment retains the requirements of the existing AD, and adds requirements for modification of the fuel distribution system for the center tank; and an inspection of that system for discrepancies, and corrective actions if necessary. This amendment is prompted by reports of uncommanded fuel transfer between wing fuel tanks and the center fuel tank, and reports of misaligned or damaged fuel tubes due to vibration. The actions specified in this AD are intended to ensure that the flight crew has the procedures necessary to address uncommanded fuel transfer; and to detect and correct discrepancies in the fuel distribution system, which could cause the center tank to overflow and fuel to leak from the center tank vent system or to become inaccessible,

and could result in engine fuel starvation.

DATES: Effective May 28, 2002.

The incorporation by reference of certain publications listed in the regulations is approved by the Director of the Federal Register as of May 28, 2002.

Comments for inclusion in the Rules Docket must be received on or before June 12, 2002.

ADDRESSES: Submit comments in triplicate to the Federal Aviation Administration (FAA), Transport Airplane Directorate, ANM-114, Attention: Rules Docket No. 2002-NM-99-AD, 1601 Lind Avenue, SW., Renton, Washington 98055-4056. Comments may be inspected at this location between 9:00 a.m. and 3:00 p.m., Monday through Friday, except Federal holidays. Comments may be submitted via fax to (425) 227-1232. Comments may also be sent via the Internet using the following address: *9-anm-iarcomment@faa.gov*. Comments sent via fax or the Internet must contain "Docket No. 2002-NM-99-AD" in the subject line and need not be submitted in triplicate. Comments sent via the Internet as attached electronic files must be formatted in Microsoft Word 97 for Windows or ASCII text.

The service information referenced in this AD may be obtained from Bombardier, Inc., Canadair Aerospace Group, P.O. Box 6087, Station Centre-ville, Montreal, Quebec H3C-3G9, Canada. This information may be examined at the FAA, Transport Airplane Directorate, 1601 Lind Avenue, SW., Renton, Washington; or at the FAA, New York Aircraft Certification Office, 10 Fifth Street, Third Floor, Valley Stream, New York; or at the Office of the Federal Register, 800 North Capitol Street, NW., suite 700, Washington, DC.

FOR FURTHER INFORMATION CONTACT: James Delisio, Aerospace Engineer, Airframe and Propulsion Branch, ANE-171, FAA, New York Aircraft Certification Office, 10 Fifth Street, Third Floor, Valley Stream, New York 11581; telephone (516) 256-7521; fax (516) 568-2716.

SUPPLEMENTARY INFORMATION: On March 21, 2002, the FAA issued AD 2002-06-51, amendment 39-12688 (67 FR 14844, March 28, 2002), applicable to certain Bombardier Model CL-600-2C10 (Regional Jet Series 700 and 701) series airplanes, to require revising the Airplane Flight Manual (AFM) to provide procedures for addressing uncommanded transfer of fuel from wing fuel tanks to the center fuel tank. That action also requires revising the

Minimum Equipment List (MEL); limiting operation of the airplane to flight within 60 minutes of a suitable alternative airport; and ensuring that normal mission fuel requirements are increased by 3,000 pounds. That action was prompted by reports of uncommanded fuel transfer between the wing fuel tanks and the center fuel tank. The actions required by that AD are intended to ensure that the flight crew has the procedures necessary to address such uncommanded fuel transfer, which could cause the center tank to overflow, and fuel to leak from the center tank vent system or to become inaccessible, and result in engine fuel starvation.

Actions Since Issuance of Previous Rule

Since the issuance of that AD, Transport Canada Civil Aviation (TCCA), which is the airworthiness authority for Canada, has advised the FAA that vibration and misalignment of fuel lines in the center fuel tank could cause damage to the fuel line couplings, and result in leakage of fuel within the center tank. Extensive fuel leakage within the center tank could result in an increase in unusable fuel and consequent engine fuel starvation.

Explanation of Relevant Service Information

Bombardier has issued two alert service bulletins to provide increased reliability for the fuel system. The procedures included in these alert service bulletins are described as follows:

CRJ700 (Bombardier) Alert Service Bulletin A670BA-28-007, Revision B, dated March 18, 2002, specifies procedures for modifying the fuel distribution system for the center tank. Modification includes installing new brackets and attaching the ejectors with new P-clamps, replacing couplings (four in total) with new couplings, and relocating certain brackets.

CRJ700 (Bombardier) Alert Service Bulletin A670BA-28-005, Revision B, dated March 21, 2002, specifies procedures for inspection of the motive flow line and fuel feed line in the fuel distribution system for the center tank to detect discrepancies, and corrective actions if necessary. Discrepancies include misalignment, pre-loading, or damage to certain parts such as the fuel lines, couplings, boost pump canisters, check valves, ejectors, and P-clamps. Corrective actions include replacement of any part that exceeds the limit specified by the alert service bulletin, and proper alignment of parts.

TCCA issued Canadian airworthiness directive CF-2002-22, dated March 22, 2002, in order to ensure the continued