

Lists of Subjects in 9 CFR Part 94

Animal diseases, Imports, Livestock, Meat and meat products, Milk, Poultry and poultry products, Reporting and recordkeeping requirements.

Accordingly, we are amending 9 CFR part 94 as follows:

PART 94—RINDERPEST, FOOT-AND-MOUTH DISEASE, FOWL PEST (FOWL PLAGUE), EXOTIC NEWCASTLE DISEASE, AFRICAN SWINE FEVER, HOG CHOLERA, AND BOVINE SPONGIFORM ENCEPHALOPATHY: PROHIBITED AND RESTRICTED IMPORTATIONS

1. The authority citation for part 94 continues to read as follows:

Authority: 7 U.S.C. 450, 7711, 7712, 7713, 7714, 7751, and 7754; 19 U.S.C. 1306; 21 U.S.C. 111, 114a, 134a, 134b, 134c, 134f, 136, and 136a; 31 U.S.C. 9701; 42 U.S.C. 4331 and 4332; 7 CFR 2.22, 2.80, and 371.4.

§ 94.1 [Amended]

2. Section 94.1 is amended as follows:

a. In paragraph (a)(2), by adding, in alphabetical order, the word “Greece.”.

b. In paragraph (a)(3), by removing the words “Greece and the” and adding the word “The” in their place.

§ 94.11 [Amended]

3. In § 94.11, paragraph (a), the first sentence is amended by adding, in alphabetical order, the word “Greece.”.

Done in Washington, DC, this 27th day of June, 2002.

Bobby R. Acord,

Administrator, Animal and Plant Health Inspection Service.

[FR Doc. 02-16682 Filed 7-2-02; 8:45 am]

BILLING CODE 3410-34-P

FEDERAL RESERVE SYSTEM**12 CFR Part 261a**

[Docket No. R-1126]

Privacy Act of 1974; Implementation

AGENCY: Board of Governors of the Federal Reserve System.

ACTION: Final rule.

SUMMARY: The Board of Governors of the Federal Reserve System (Board) is amending its Rules Regarding Access to Personal Information under the Privacy Act (Privacy Act Rules) to reflect the implementation of a new system of records. Notice of this new system of records, entitled Visitor Log (BGFRS-32) is published in an adjacent notice. **EFFECTIVE DATE:** August 12, 2002.

FOR FURTHER INFORMATION CONTACT: Elaine M. Boutilier, Managing Senior

Counsel, Legal Division (202/452-2418), Board of Governors of the Federal Reserve System, 20th Street and Constitution Avenue, NW., Washington, DC 20551.

SUPPLEMENTARY INFORMATION: In light of the heightened concerns regarding security of Federal government personnel and buildings, the Board is implementing a procedure to screen visitors to the Board's premises before admission to those premises. To conduct this screening, the Board will request, in advance, that each visitor provide his or her name, date of birth, and social security number. Persons who refuse to provide the requested information may be denied admittance to the premises. Using the requested information, the Board will run a brief check through law enforcement data bases to determine whether the visitor may present a risk to the security of the Board. Thus, these records may contain information provided by law enforcement agencies that is exempt from certain provisions of the Privacy Act, including the access provisions, pursuant to section (k)(2), 5 U.S.C. 552a(k)(2).

The Board's Privacy Act Rules must be amended to include this system of records in the list of “exempt” systems of records. The Visitor Log system of records is exempt from certain provisions of the Privacy Act, including those regarding accounting of disclosures and access to records.

Regulatory Flexibility Act

In accordance with 5 U.S.C. 605, the Board certifies that this rule will not have a significant economic impact on a substantial number of small entities.

Administrative Procedure Act

This rule is exempt from the rulemaking provisions of the Administrative Procedure Act, 5 U.S.C. 553, and the Congressional Review Act, pursuant to 5 U.S.C. 804(3)(B) and (C), because it is a rule relating to agency management or personnel and a rule of agency procedure that does not substantially affect the rights or obligations of non-agency parties.

List of Subjects in 12 CFR part 261a

Federal Reserve System, Privacy.

For the reasons set forth in the preamble, the Board amends 12 CFR part 261a as follows:

PART 261a—RULES REGARDING ACCESS TO PERSONAL INFORMATION UNDER THE PRIVACY ACT OF 1974

1. The authority citation for part 261a continues to read as follows:

Authority: 5 U.S.C. 552a.

2. In § 261a.13, add a new paragraph (b)(10) to read as follows:

§ 261a.13 Exemptions.

* * * * *
(b) * * *
(10) BGFRS—32 Visitor Log.
* * * * *

By order of the Board of Governors of the Federal Reserve System, June 27, 2002.

Jennifer J. Johnson,

Secretary of the Board.

[FR Doc. 02-16725 Filed 7-2-02; 8:45 am]

BILLING CODE 6210-01-S

DEPARTMENT OF TRANSPORTATION**Federal Aviation Administration****14 CFR Part 39**

[Docket No. 2001-NE-36-AD; Amendment 39-12735; AD 2002-09-02]

RIN 2120-AA64

Airworthiness Directives; Rolls-Royce plc. Tay Model 650-15 and 651-54 Turbofan Engines; Correction

AGENCY: Federal Aviation Administration, DOT.

ACTION: Final rule; correction.

SUMMARY: This document makes a correction to Airworthiness Directive (AD) 2002-09-02, applicable to Rolls-Royce plc. (RR) Tay Model 650-15 and 651-54 turbofan engines. AD 2002-09-02 was published in the **Federal Register** on May 2, 2002 (67 FR 21979). Note 3 in the Alternative Method of Compliance section is incorrect. This document corrects Note 3. In all other respects, the original document remains the same.

EFFECTIVE DATE: June 6, 2002.

FOR FURTHER INFORMATION CONTACT:

Keith Mead, Aerospace Engineer, Engine Certification Office, FAA, Engine and Propeller Directorate, 12 New England Executive Park, Burlington, MA 01803-5299; telephone (781) 238-7744; fax (781) 238-7199.

SUPPLEMENTARY INFORMATION: A final rule airworthiness directive FR DOC. 02-10549, applicable to RR Tay Model 650-15 and 651-54 turbofan engines, was published in the **Federal Register** on May 2, 2002 (67 FR 21979). The following correction is needed:

§ 39.13 [Corrected]

On page 21981, in the first column, in AD 2002-09-02, in the ALTERNATIVE METHOD OF COMPLIANCE Section, “**Note 3:** These record keeping requirements apply only to the records used to document the mandatory inspections required as a result of revising the ALS and the MSS of the Instructions for Continued Airworthiness in the Time Limits Manual (Chapter 05-10-00) of the Engine Manuals as provided in paragraph (a) of this AD, and do not alter or amend the record keeping requirements for any other AD or regulatory requirement” is corrected to read “**Note 3:** The requirements of this AD have been met when the engine shop manual changes are made and air carriers have modified their continuous airworthiness maintenance plans to reflect the requirements in the engine shop manuals”.

Issued in Burlington, MA, on June 20, 2002.

Francis A. Favara,

Acting Manager, Engine and Propeller Directorate, Aircraft Certification Service.
[FR Doc. 02-16534 Filed 7-2-02; 8:45 am]

BILLING CODE 4910-13-P

DEPARTMENT OF TRANSPORTATION**Federal Aviation Administration****14 CFR Part 39**

[Docket No. 98-ANE-43-AD; Amendment 39-12797; AD 2002-13-09]

RIN 2120-AA64

Airworthiness Directives; Pratt & Whitney JT8D-200 Series Turbofan Engines

AGENCY: Federal Aviation Administration, DOT.

ACTION: Final rule.

SUMMARY: This amendment supersedes an existing airworthiness directive (AD), applicable to certain Pratt & Whitney JT8D-200 series turbofan engines, that currently requires revisions to the Time Limits Section (TLS) of the JT8D-200 Turbofan Engine Manual to include required enhanced inspection of selected critical life-limited parts at each piece-part exposure. This AD adds additional critical life-limited parts for enhanced inspection. This AD is prompted by additional focused inspection procedures that have been developed by the manufacturer. The actions specified by this AD are intended to prevent the failure of critical, life-limited, rotating engine

parts, which could result in an uncontained engine failure and damage to the airplane.

DATES: Effective date December 30, 2002.

ADDRESSES: The information referenced in this AD may be examined at the Federal Aviation Administration (FAA), New England Region, Office of the Regional Counsel, 12 New England Executive Park, Burlington, MA.

FOR FURTHER INFORMATION CONTACT:

Christopher Spinney, Aerospace Engineer, Engine Certification Office, FAA, Engine and Propeller Directorate, 12 New England Executive Park, Burlington, MA 01803; telephone 781-238-7175, fax 781-238-7199.

SUPPLEMENTARY INFORMATION: A proposal to amend part 39 of the Federal Aviation Regulations (14 CFR part 39) by superseding AD 2000-21-07, Amendment 39-11939, which is applicable to Pratt & Whitney (PW) JT8D-200 turbofan engines, was published in the **Federal Register** on October 24, 2000 (65 FR 63540) to require revisions to the Time Limits Section (TLS) of the PW JT8D-200 series Turbofan Engine Manual to include required enhanced inspection of selected critical life-limited parts at each piece-part exposure.

Since the issuance of that AD, additional focused inspection procedures for other critical life-limited rotating engine parts have been developed by PW.

Interested persons have been afforded an opportunity to participate in the making of this amendment. Due consideration has been given to the comments received.

Removal of HPT Assembly Inspection From AD

One commenter suggests that the HPT assembly inspection be removed from the AD because the part is not at piece part level and the prototype cleaning procedures are inadequate. The FAA disagrees. After assembly at manufacture, the HPT disk and shaft essentially can be treated as a single part. The HPT disk and shaft are not required to be separated at overhaul unless there is unrepairable damage to one of the parts or one of the parts has reached a time limit. Further, separation of the parts can cause mechanical damage to the tie rod holes that requires additional repair. The FAA does not want to force the separation of the disk and shaft at every overhaul but does want to have the HPT disk inspected at each opportunity throughout the life of the disk. Therefore, in order to provide a sufficient number of opportunity

inspections over the life of the HPT disk, the original equipment manager (OEM) developed an inspection of the disk and shaft assembly. Further, the OEM has addressed problems associated with the prototype process in the final approved inspection process for the disk and shaft assembly. Accordingly, this AD requires changes to the life-limits section that incorporate that inspection of the disk and shaft assembly.

Publication of NPRM

One commenter objects to the publication of the NPRM prior to having the inspection procedure available in the Engine Manual. The commenter states that air carriers that use the affected engines may not have had an opportunity to comment on the inspection procedure. The FAA disagrees. The FAA believes that the nature and scope of the added inspections will not differ significantly from existing inspection procedures. In addition, the FAA has set the effective date of this AD at 180 days after publication to allow time for the manufacturer to include these specific inspection procedures in the next revision of the Engine Manual. Operators may submit additional comments on those inspection procedures and the FAA will consider either extending the effective date further or additional rulemaking, as necessary. The FAA does not believe, however, that this final rule need be delayed pending publication of the inspection procedures.

Effective Date of AD

One commenter requests a 180-day period between the issue date and the effective date of the AD similar to that permitted by the previous rule. The FAA agrees and the effective date of this AD has been extended to 180 days after publication to allow time for the specific procedures to be published. The extra time until the AD becomes effective should allow the manufacturer to issue a manual revision.

Removal of Part Numbers

One commenter believes that the FAA has reversed its position relative to not incorporating part numbers in the AD. The FAA agrees in part. As the commenter notes, the FAA had previously viewed the engine manual for this engine model to be structured so as to make reference to “all” part numbers impractical. The FAA has reviewed the engine manual again and the proposed new changes and determined that individual part numbers may be removed. Therefore, this AD references “all” part numbers,