

§ 996.73 Verification of reports.

For the purpose of checking and verifying reports filed by handlers and importers and the operation of handlers and importers under the provisions of this Part, the officers, employees or duly authorized agents of USDA shall have access to any premises where peanuts may be held and at any time during reasonable business hours and shall be permitted to inspect any peanuts so held by such handler or importer and any and all records of such handler with respect to the acquisition, holding, or disposition of all peanuts which may be held or which may have been disposed by the handler.

§ 996.74 Compliance.

- (a) A handler or importer shall be subject to withdrawal of inspection services, for a period of time to be determined by USDA, if the handler or importer:
 - (1) Acquires farmers stock peanuts without official incoming inspection, pursuant to § 996.30;
 - (2) Fails to obtain outgoing inspection on shelled or cleaned-inshell peanuts, pursuant to § 996.31, and ships such peanuts for human consumption use;
 - (3) Ships failing quality peanuts, pursuant to § 996.31, for human consumption use;
 - (4) Commingles failing quality peanuts with certified edible quality peanuts and ships the commingled lot for human consumption use;
 - (5) Fails to maintain positive lot identification, pursuant to § 996.40(a), on peanut lots certified for human consumption use;
 - (6) Fails to maintain and provide access to records, pursuant to § 996.71, on the reconditioning or disposition of peanuts acquired by such handler or importer; or
 - (7) Otherwise violates any provision of section 1308 of the Act or any provision of this part.
- (b) Any peanut lot which fails to meet the Outgoing quality standards specified in § 996.31, and is not reconditioned to meet such standards, or is not disposed to non-human consumption outlets as specified in § 996.50, shall be reported by USDA to the Food and Drug Administration and listed on an Agricultural Marketing Service Web site.

§ 996.75 Effective time.

The provisions of this part, as well as any amendments, shall apply to the remainder of the 2002 crop year peanuts and subsequent crop year peanuts, to 2001 crop year peanuts not yet inspected, and to 2001 crop year failing peanuts that have not met disposition

standards, and shall continue in force and effect until modified, suspended, or terminated. Indemnification payments for the 2001 crop peanuts will continue through December 31, 2002, under the terms and conditions of 7 CFR part 998.

PART 997—[REMOVED]

2. Part 997 is removed.

PART 998—[REMOVED]

3. Part 998 is removed, effective January 1, 2003.

PART 999—SPECIALTY CROPS; IMPORT REGULATIONS

4. The authority citation for part 999 continues to read as follows:

Authority: 7 U.S.C. 601–674; 7 U.S.C. 1445c–3, and 7 U.S.C. 7271.

§999.600 [Removed]

5. Section 999.600 is removed.

Dated: September 3, 2002.

A.J. Yates,
Administrator, Agricultural Marketing Service.
 [FR Doc. 02–22700 Filed 9–6–02; 8:45 am]
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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. 98–ANE–48–AD; Amendment 39–12867; AD 2002–17–02]

RIN 2120–AA64

Airworthiness Directives; Pratt & Whitney JT8D Series Turbofan Engines; Correction

AGENCY: Federal Aviation Administration, DOT.

ACTION: Final rule; correction.

SUMMARY: This document makes a correction to Airworthiness Directive (AD) 2002–17–02 applicable to Pratt & Whitney JT8D series turbofan engines that was published in the **Federal Register** on August 28, 2002 (67 FR 55108). The first sentence in the amendatory language that states “2. Section 39.13 is amended by removing Amendment 39–11940 (65 FR 65731, November 2, 2000) and by adding a new airworthiness directive to read as follows:” is incorrect. This document corrects that sentence. In all other respects, the original document remains the same.

EFFECTIVE DATE: August 28, 2002.

FOR FURTHER INFORMATION CONTACT: Christopher Spinney, Aerospace Engineer, Engine Certification Office, FAA, Engine and Propeller Directorate, 12 New England Executive Park; Burlington, MA 01803–5299; telephone (781) 238–7175; fax (781) 238–7199.

SUPPLEMENTARY INFORMATION: A final rule airworthiness directive FR Doc. 02–21832 applicable to Pratt & Whitney JT8D series turbofan engines, was published in the **Federal Register** on August 28, 2002 (67 FR 55108). The following correction is needed:

§ 39.13 [Corrected]

On page 55110, in the second column, the first sentence of the amendatory language is corrected to read:

“2. Section 39.13 is amended by removing Amendment 39–11940 (65 FR 65731, November 2, 2000) and by adding a new airworthiness directive, Amendment 39–12867, to read as follows:”

Issued in Burlington, MA, on August 30, 2002.

Francis Favara,
Acting Manager, Engine and Propeller Directorate, Aircraft Certification Service.
 [FR Doc. 02–22759 Filed 9–6–02; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. 2002–NE–08–AD; Amendment 39–12865; AD 2002–16–26]

RIN 2120–AA64

Airworthiness Directives; Bombardier-Rotax GmbH Type 912 F and 914 F Series Reciprocating Engines; Correction

AGENCY: Federal Aviation Administration, DOT.

ACTION: Final rule; request for comments, correction.

SUMMARY: This document makes a correction to Airworthiness Directive (AD) 2002–16–26, applicable to Bombardier-Rotax GmbH type 912 F and 914 F series reciprocating engines. AD 2002–16–26 was published in the **Federal Register** on August 15, 2002 (67 FR 53296). The effective date in the **DATES:** section is incorrect. This document corrects that date. In all other respects, the original document remains the same.

EFFECTIVE DATE: August 30, 2002.

FOR FURTHER INFORMATION CONTACT: James Lawrence, Aerospace Engineer,

Engine Certification Office, FAA, Engine and Propeller Directorate, 12 New England Executive Park, Burlington, MA 01803-5299; telephone (781) 238-7176; fax (781) 238-7199.

SUPPLEMENTARY INFORMATION: A final rule; request for comments airworthiness directive FR DOC. 02-20679, applicable to Bombardier-Rotax GmbH type 912 F and 914 F series reciprocating engines, was published in the **Federal Register** on August 15, 2002 (67 FR 53296). The following correction is needed:

On page 53296, in the second column, in the **DATES:** section, "Effective September 16, 2002" is corrected to read "Effective August 30, 2002".

Issued in Burlington, MA, on August 30, 2002.

Francis A. Favara,

Acting Manager, Engine and Propeller Directorate, Aircraft Certification Service.
[FR Doc. 02-22760 Filed 9-6-02; 8:45 am]

BILLING CODE 4910-13-P

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. 95-ANE-64-AD; Amendment 39-12876; AD 97-09-02R1]

RIN 2120-AA64

Airworthiness Directives; CFM International CFM56 Series Turbofan Engines

AGENCY: Federal Aviation Administration, DOT.

ACTION: Final rule; request for comments.

SUMMARY: This amendment revises an existing airworthiness directive (AD) that is applicable to CFM International (CFMI) CFM56-5C series turbofan engines. This action establishes new life limits for certain low pressure turbine rotor (LPTR) stage 3 disks and all high pressure turbine rotor (HPTR) disks listed in the existing AD. This amendment is prompted by the results of an extensive life management program performed by the manufacturer. The actions specified in this AD are intended to prevent low-cycle-fatigue (LCF) failure of certain HPTR front shafts, HPTR front air seals, HPTR disks, booster spools, and LPTR stage 3 disks, which could result in an uncontained engine failure and damage to the airplane.

DATES: Effective September 24, 2002.

Comments for inclusion in the Rules Docket must be received on or before November 8, 2002.

ADDRESSES: Submit comments in triplicate to the Federal Aviation Administration (FAA), New England Region, Office of the Regional Counsel, Attention: Rules Docket No. 95-ANE-64-AD, 12 New England Executive Park, Burlington, MA 01803-5299. Comments may be inspected at this location, by appointment, between 8 a.m. and 4:30 p.m., Monday through Friday, except Federal holidays. Comments may also be sent via the Internet using the following address: "9-ane-adcomment@faa.gov". Comments sent via the Internet must contain the docket number in the subject line.

FOR FURTHER INFORMATION CONTACT:

Glorianne Niebuhr, Aerospace Engineer, Engine Certification Office, FAA, Engine and Propeller Directorate, 12 New England Executive Park, Burlington, MA 01803-5299; telephone (781) 238-7132; fax (781) 238-7199.

SUPPLEMENTARY INFORMATION: On April 22, 1997, the FAA issued AD 97-09-02, Amendment 39-9998 (62 FR 23642), applicable to CFMI CFM56-5C series turbofan engines, to reduce the LCF retirement lives of certain HPTR front shafts, HPTR front air seals, booster spools, HPTR disks, and LPTR stage 3 disks. That action was prompted by results of a refined life analysis performed by the manufacturer which revealed minimum calculated LCF lives lower than published LCF retirement lives. This condition could result in LCF failure of certain HPTR front shafts, HPTR front air seals, HPTR disks, booster spools, and LPTR stage 3 disks, which could result in an uncontained engine failure and damage to the airplane. Since AD 97-09-02 was issued, the manufacturer conducted an extensive life management program for the LPTR stage 3 disks installed in CFM56-5C2/G and -5C3/G engines and HPTR disks installed in all CFM56-5C series engines. This consisted of a mission cycle based on field data, an updated 2D heat transfer and stress analysis, and a 3D finite element analysis. The results indicated higher LCF retirement lives for certain LPTR stage 3 disks and all HPTR disks than the lives published in AD 97-09-02. Therefore, this revision establishes new life limits for LPTR stage 3 disks part numbers (P/N's) 337-001-602-0 and 337-001-605-0 installed in CFM56-5C2/G and -5C3/G engines and HPTR disk P/N 1498M43P04 installed in all CFM56-5C series engines. Except for CFM56-5C4 engines, the LCF retirement lives for LPTR stage 3 disks part

numbers (P/N's) 337-001-602-0 and 337-001-605-0 are now extended to 20,000 cycles-since-new (CSN) in Chapter 05 of the CFM56-5C Engine Shop Manual, CFMI-TP.SM.8. The LCF retirement lives for HPTR disk part number 1498M43P04 are now extended to 7,800 cycles-since-new (CSN) in Chapter 05 of the CFM56-5C Engine Shop Manual, CFMI-TP.SM.8. The cyclic lives of these LPTR stage 3 disks installed in CFM56-5C4 engines, and the cyclic lives of HPTR front shafts P/N's 1498M40P03, 1498M40P05, and 1498M40P06; HPTR front air seals, P/N's 1523M34P02 and 1523M34P03; and booster spools, P/N 337-005-210-0, remain unchanged.

FAA's Determination of an Unsafe Condition and Required Actions

Although these affected engine models are not used on any airplanes that are registered in the United States, the possibility exists these engine models could be used on airplanes that are registered in the United States in the future. This AD establishes new life limits for certain LPTR stage 3 disks and all HPTR disks listed in the existing AD.

Immediate Adoption of This AD

Since there are currently no domestic operators of CFM56-5C series turbofan engines, notice and opportunity for prior public comment are unnecessary. Therefore, a situation exists that allows the immediate adoption of this regulation.

Comments Invited

Although this action is in the form of a final rule that involves requirements affecting flight safety and, thus, was not preceded by notice and an opportunity for public comment, comments are invited on this rule. Interested persons are invited to comment on this rule by submitting such written data, views, or arguments as they may desire. Communications should identify the Rules Docket number and be submitted in triplicate to the address specified under the caption **ADDRESSES**. All communications received on or before the closing date for comments will be considered, and this rule may be amended in light of the comments received. Factual information that supports the commenter's ideas and suggestions is extremely helpful in evaluating the effectiveness of the AD action and determining whether additional rulemaking action would be needed.

Comments are specifically invited on the overall regulatory, economic, environmental, and energy aspects of the rule that might suggest a need to