

airplane is capable of recovering adequate primary electrical power generation for safe flight and landing. This demonstration would provide that the ability to restore operation of portions of the electrical power generation capability would be considered if unrecoverable loss of those portions is shown to be extremely improbable. An alternative source of electrical power would have to be provided for the time necessary to restore the minimum power generation capability necessary for safe flight and landing.

#### Discussion of Comments

Notice of Proposed Special Conditions No. 25-07-11-SC for the 787 was published in the **Federal Register** on October 16, 2007 (72 FR 58560). No comments were received on this proposal, and we are issuing these special conditions as proposed.

#### Applicability

As discussed above, these special conditions are applicable to the 787. Should Boeing apply at a later date for a change to the type certificate to include another model on the same type certificate incorporating the same novel or unusual design features, these special conditions would apply to that model as well.

#### Conclusion

This action affects only certain novel or unusual design features of the 787. It is not a rule of general applicability.

#### List of Subjects in 14 CFR Part 25

Aircraft, Aviation safety, Reporting and recordkeeping requirements.

■ The authority citation for these special conditions is as follows:

**Authority:** 49 U.S.C. 106(g), 40113, 44701, 44702, 44704.

#### The Special Conditions

Accordingly, pursuant to the authority delegated to me by the Administrator, the following special conditions are issued as part of the type certification basis for the Boeing Model 787-8 airplane.

In lieu of the requirements of 14 CFR 25.1351(d), the following special conditions apply:

(1) The applicant must show by test or a combination of test and analysis that the airplane is capable of continued safe flight and landing with all normal sources of engine- and auxiliary-power-unit (APU)-generated electrical power inoperative, as prescribed by paragraphs (1)(a) and (1)(b) below. For purposes of this special condition, normal sources of

electrical power generation do not include any alternate power sources such as the battery, ram air turbine (RAT), or independent power systems such as the flight control permanent magnet generating system. In showing capability for continued safe flight and landing, consideration must be given to systems capability, effects on crew workload and operating conditions, and the physiological needs of the flightcrew and passengers for the longest diversion time for which approval is sought.

(a) Common cause failures, cascading failures, and zonal physical threats must be considered in showing compliance with this requirement.

(b) In showing compliance with this requirement, the ability to restore operation of portions of the electrical power generation and distribution system may be considered if it can be shown that unrecoverable loss of those portions of the system is extremely improbable. An alternative source of electrical power must be provided for the time required to restore the minimum electrical power generation capability required for safe flight and landing. (Unrecoverable loss of all engines may be excluded when showing that unrecoverable loss of critical portions of the electrical system is extremely improbable.)

(2) Regardless of any electrical generation and distribution system recovery capability shown under paragraph 1, sufficient electrical system capability must be provided—

(a) to allow time to descend, with all engines inoperative, at the speed that provides the best glide slope, from the maximum operating altitude to the altitude at which the soonest possible engine restart could be accomplished, and

(b) to subsequently allow multiple start attempts of the engines and APU. This capability must be provided in addition to the electrical capability required by existing part 25 requirements related to operation with all engines inoperative.

(3) The electrical energy used by the airplane in descending with engines inoperative from the maximum operating altitude at the best glide slope, and in making multiple attempts to start the engines and APU, must be considered when showing compliance with paragraphs (1) and (2) of these special conditions and with existing 14 CFR part 25 requirements related to continued safe flight and landing.

Issued in Renton, Washington, on February 13, 2008.

**Stephen P. Boyd,**

*Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.*  
[FR Doc. E8-3714 Filed 2-26-08; 8:45 am]

**BILLING CODE 4910-13-P**

## DEPARTMENT OF COMMERCE

### Office of the Secretary

#### 15 CFR Part 4

[Docket No. 050516131-5131-01]

RIN 0605-AA19

#### Disclosure of Government Information

**AGENCY:** Office of the Secretary, Department of Commerce.

**ACTION:** Final rule.

**SUMMARY:** This document amends the Department of Commerce's (Department) Privacy Act (PA) regulations (15 CFR Part 4) by adding an additional method of authorization to determine the identification of individuals seeking access to records under the Privacy Act, consistent with 28 U.S.C. 1746, which permits statements to be made under penalty of perjury as a substitute for notarization.

**DATES:** Effective February 27, 2008.

**FOR FURTHER INFORMATION CONTACT:** Brenda Dolan, 202-482-3258.

**SUPPLEMENTARY INFORMATION:** 15 CFR 4.24(d)(2) of the Department of Commerce's regulations implementing the Privacy Act (5 U.S.C. 552a) provides that individuals seeking access to their records under the Privacy Act must provide notarized proof of identity. In order to create an additional method of verifying identity, we are amending section 4.24(d)(2) to provide that statements made under penalty of perjury may be submitted as a substitute for notarization to determine the identification of individuals seeking access to records under the Privacy Act, consistent with 28 U.S.C. 1746.

#### Classification

It has been determined that this notice is not significant for purposes of E.O. 12866.

*Administrative Procedure Act:* The rulemaking requirements pursuant to 5 U.S.C. 553 do not apply to rules of agency organization, procedure or practice. This rule amends the Department's Privacy Act regulations by adding an additional method of authorization to determine the identification of individuals seeking access to records under the Privacy Act.

Because this action addresses agency procedures and practice, the rulemaking requirements of the Administrative Procedure Act do not apply.

*Regulatory Flexibility Act:* Because notice and opportunity for comment are not required pursuant to 5 U.S.C. 553 or any other law, the analytical requirements of the Regulatory Flexibility Act (5 U.S.C. 601 et seq.) are inapplicable. Therefore, a regulatory flexibility analysis is not required and has not been prepared.

*Paperwork Reduction Act:* This document does not contain a collection-of-information requirement subject to the Paperwork Reduction Act (PRA). Notwithstanding any other provision of law, no person is required to respond to, nor shall any person be subject to a penalty for failure to comply with a collection of information subject to the Paperwork Reduction Act unless that collection displays a currently valid OMB Control Number.

**List of Subjects in 15 CFR Part 4**

Freedom of information, Privacy.

■ For the reasons set forth in the preamble, amend part 45 of title 14 of the Code of Federal Regulations as follows:

**PART 4—DISCLOSURE OF GOVERNMENT INFORMATION**

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

**Authority:** 5 U.S.C. 301; 5 U.S.C. 552; 5 U.S.C. 552a; 5 U.S.C. 553; 31 U.S.C. 3717; 44 U.S.C. 3101; Reorganization Plan No. 5 of 1950.

**§ 4.24 [Amended]**

■ 2. Amend § 4.24(d)(2) to revise to read as follows:

\* \* \* \* \*

(d) \* \* \*

(2) *Not in person.* If the individual making a request does not appear in person before a Privacy Officer or other employee authorized to determine identity, then identity must be determined by:

(i) A certification of a notary public or equivalent officer empowered to administer oaths must accompany the request under the circumstances prescribed in § 4.23(b)(9). The certification in or attached to the letter must be substantially in accordance with the following text:

City of \_\_\_\_ County of \_\_\_\_\_. (Name of individual), who affixed (his) (her) signature below in my presence, came before me, a (title), in and for the aforesaid County and State, this \_\_\_\_ day of \_\_\_\_, 20\_\_, and established (his)

(her) identity to my satisfaction. My commission expires \_\_\_\_.

Signature: \_\_\_\_\_; or

(ii) Statement of identity made under 28 U.S.C. 1746, a law that permits statements to be made under penalty of perjury as a substitute for notarization.

\* \* \* \* \*

Dated: February 20, 2008.

**Brenda Dolan,**

*Departmental Freedom of Information and Privacy Act Officer.*

[FR Doc. E8-3573 Filed 2-26-08; 8:45 am]

**BILLING CODE 3510-17-P**

**SOCIAL SECURITY ADMINISTRATION**

[Docket No. SSA-2007-0045]

**20 CFR Parts 404, 405 and 416**

**RIN 0960-AG53**

**Suspension of New Claims to the Federal Reviewing Official Review Level; Correction**

**AGENCY:** Social Security Administration.

**ACTION:** Final rule; correction.

**SUMMARY:** The Social Security Administration is correcting a final rule that appeared in the **Federal Register** on January 15, 2008 (73 FR 2411). The document amends our disability administrative adjudication processes to suspend new claims to the Federal reviewing official (FedRO) level, now operating in the Boston region. Claims already transferred to the Office of the Federal Reviewing Official (OFedRO) for FedRO review will continue to be processed by the OFedRO and a related component of the disability determination process, the Medical and Vocational Expert System (MVES), commonly known as the Office of Medical and Vocational Expertise (OMVE).

**DATES:** This correction is effective February 27, 2008.

**FOR FURTHER INFORMATION CONTACT:** Dean S. Landis, Social Security Administration, 6401 Security Boulevard, Baltimore, MD 21235-6401, (410) 965-0520 for information about this notice. For information on eligibility or filing for benefits, call our national toll-free number, 1-800-772-1213 or TTY 1-800-325-0778, or visit our Internet site, Social Security Online, at <http://www.socialsecurity.gov>.

**SUPPLEMENTARY INFORMATION:** The final rule had an effective date of March 15, 2008. The Congressional Review Act requires a 60-day delay in the effective date of a major rule from the date of publication in the **Federal Register** or

receipt of the rule by Congress, whichever is later. (5 U.S.C. 801(a)(3)(A).) The rule was published on January 15, 2008, but it was not received by Congress until January 23, 2008. Therefore, the rule did not have the required 60-day delay in its effective date. Therefore, in FR Doc. E8-148 appearing on page 2411 in the **Federal Register** of Tuesday, January 15, 2008, the following corrections are made:

1. On page 2411, in the first column, in the **DATES** caption, “March 15, 2008” is corrected to read “March 23, 2008”.

**§ 405.240 [Corrected]**

■ 2. On page 2415, in the second column, in § 405.240, in paragraph (a), “March 17, 2008” is corrected to read “March 23, 2008”.

**Paul Kryglik,**

*Social Security Regulations Officer.*

[FR Doc. E8-3645 Filed 2-26-08; 8:45 am]

**BILLING CODE 4191-02-P**

**DEPARTMENT OF HOMELAND SECURITY**

**Coast Guard**

**33 CFR Part 100**

[Docket No. USCG-2007-0076]

**RIN 1625-AA08**

**Special Local Regulations for Marine Events; Severn River, College Creek, Weems Creek and Carr Creek, Annapolis, MD**

**AGENCY:** Coast Guard, DHS.

**ACTION:** Temporary final rule.

**SUMMARY:** The Coast Guard is suspending the special local regulations for an event in our regulation for Severn River, College Creek, Weems Creek and Carr Creek, Annapolis, Maryland and establishing a new temporary date for that event. This rulemaking is intended to accommodate a change in event date for the year 2008. The marine event set out in this temporary rule includes the Safety at Sea Seminar sponsored by the U.S. Naval Academy. This rule is intended to restrict vessel traffic in portions of the Severn River during the period of this marine event and is necessary to provide for the safety of life on navigable waters during the event.

**DATES:** This rule is effective from March 21, 2008, through March 31, 2008.

**ADDRESSES:** Documents indicated in this preamble as being available in the docket are part of docket USCG-2007-0076 and are available online at [www.regulations.gov](http://www.regulations.gov). They are also