

**DEPARTMENT OF AGRICULTURE****Animal and Plant Health Inspection Service****9 CFR Part 97**

[Docket No. 97-032-1]

**Commuted Traveltime Periods: Overtime Services Relating to Imports and Exports**

AGENCY: Animal and Plant Health Inspection Service, USDA.

ACTION: Final rule.

**SUMMARY:** We are amending the regulations concerning overtime services provided by employees of Veterinary Services by changing the commuted traveltime allowance for travel between Champlain, NY, and Highgate, VT. Commuted traveltime allowances are the periods of time required for Veterinary Services employees to travel from their dispatch points and return there from the places where they perform Sunday, holiday, or other overtime duty. The Government charges a fee for certain overtime services provided by Veterinary Services employees and, under certain circumstances, the fee may include the cost of commuted traveltime. This action is necessary to inform the public of commuted traveltime for this location.

EFFECTIVE DATE: October 16, 1997.

**FOR FURTHER INFORMATION CONTACT:** Ms. Louise Rakestraw Lothery, Director, Resource Management Support, VS, APHIS, suite 3B08, 4700 River Road Unit 44, Riverdale, MD 20737-1231, (301) 734-7517; or e-mail: llothery@aphis.usda.gov.

**SUPPLEMENTARY INFORMATION:****Background**

The regulations in 9 CFR, chapter I, subchapter D, and 7 CFR, chapter III, require inspection, laboratory testing, certification, or quarantine of certain animals, animal products, plants, plant products, or other commodities intended for importation into, or exportation from, the United States. When these services must be provided by an employee of Veterinary Services (VS) on a Sunday or holiday, or at any other time outside the VS employee's regular duty hours, the Government

charges a fee for the services in accordance with 9 CFR part 97. Under circumstances described in § 97.1(a), this fee may include the cost of commuted traveltime. Section 97.2 contains administrative instructions prescribing commuted traveltime allowances, which reflect, as nearly as practicable, the periods of time required for VS employees to travel from their dispatch points and return there from the places where they perform Sunday, holiday, and other overtime duty.

We are amending § 97.2 of the regulations by changing the commuted traveltime allowances for travel between Champlain, NY, and Highgate, VT. The amendment is set forth in the rule portion of this document. This action is necessary to inform the public of the commuted traveltime between the dispatch and service locations.

**Effective Date**

The commuted traveltime allowances appropriate for employees performing services at ports of entry, and the features of the reimbursement plan for recovering the cost of furnishing port of entry services, depend upon facts within the knowledge of the Department of Agriculture. It does not appear that public participation in this rulemaking proceeding would make additional relevant information available to the Department.

Accordingly, pursuant to the administrative procedure provisions in 5 U.S.C. 553, we find upon good cause that prior notice and other public procedure with respect to this rule are impracticable and unnecessary; we also find good cause for making this rule effective less than 30 days after publication of this document in the **Federal Register**.

**Executive Order 12866 and Regulatory Flexibility Act**

This final rule has been reviewed under Executive Order 12866. For this action, the Office of Management and Budget has waived its review process required by Executive Order 12866.

The number of requests for overtime services of a VS employee at the locations affected by our rule represents an insignificant portion of the total number of requests for these services in the United States.

Under these circumstances, the Administrator of the Animal and Plant

Health Inspection Service has determined that this action will not have a significant economic impact on a substantial number of small entities.

**Executive Order 12372**

This program/activity is listed in the Catalog of Federal Domestic Assistance under No. 10.025 and is subject to Executive Order 12372, which requires intergovernmental consultation with State and local officials. (See 7 CFR part 3015, subpart V.)

**Executive Order 12988**

This final rule has been reviewed under Executive Order 12988, Civil Justice Reform. This rule is intended to have a preemptive effect with respect to any State or local laws, regulations, or policies that conflict with its provisions or that would otherwise impede its full implementation. This rule is not intended to have retroactive effect. There are no administrative procedures that must be exhausted prior to any judicial challenge to the provisions of this rule or the application of its provisions.

**Paperwork Reduction Act**

This rule contains no new information collection or recordkeeping requirements under the Paperwork Reduction Act of 1995 (44 U.S.C. 3501 *et seq.*).

**List of Subjects in 9 CFR Part 97**

Exports, Government employees, Imports, Livestock, Poultry and poultry products, Travel and transportation expenses.

Accordingly, 9 CFR part 97 is amended as follows:

**PART 97—OVERTIME SERVICES RELATING TO IMPORTS AND EXPORTS**

1. The authority citation for part 97 continues to read as follows:

**Authority:** 7 U.S.C. 2260; 49 U.S.C. 1741; 7 CFR 2.22, 2.80, and 371.2(d).

2. Section 97.2 is amended in the table, under New York, by revising the following entry to read as follows:

**§ 97.2 Administrative instructions prescribing commuted traveltime.**

\* \* \* \* \*

COMMUTED TRAVELTIME ALLOWANCES  
[In hours]

Locations covered	Served from	Metropolitan area	
		Within	Outside
* * * * *	* * * * *		*
New York:			
* * * * *	* * * * *		*
Champlain .....	Highgate, VT .....	2	.....
* * * * *	* * * * *		*

Done in Washington, DC, this 9th day of October 1997.  
**Craig A. Reed,**  
*Acting Administrator, Animal and Plant Health Inspection Service.*  
[FR Doc. 97-27426 Filed 10-15-97; 8:45 am]  
BILLING CODE 3410-34-P

**FEDERAL RESERVE SYSTEM**

**12 CFR Part 213**

[Regulation M; Docket Nos. R-0892, R-0952, and R-0961]

**Consumer Leasing; Delay of Compliance Date; Correction**

**AGENCY:** Board of Governors of the Federal Reserve System.  
**ACTION:** Final rule; delay of compliance date; correction.

**SUMMARY:** This document corrects the preamble to the document published in the **Federal Register** on September 30, 1997 (62 FR 51006), regarding the delay of the mandatory compliance date for Regulation M, which implements the Consumer Leasing Act. This correction clarifies that the delay of the mandatory compliance date for the revised regulation applies not only to the final rule published in the **Federal Register** in October 1996, but also to an amendment published on April 1, 1997 (62 FR 15364), and the official staff commentary published on April 4, 1997 (62 FR 16053).

**DATES:** The date for mandatory compliance with the final rule published on October 7, 1996 (61 FR 52246), an amendment published on April 1, 1997 (62 FR 15364), and the official staff commentary published on April 4, 1997 (62 FR 16053), is delayed until January 1, 1998.

**FOR FURTHER INFORMATION CONTACT:** Kyung H. Cho-Miller or Obrea O. Poindexter, Staff Attorneys, Division of Consumer and Community Affairs, Board of Governors of the Federal Reserve System, Washington, DC 20551,

at (202) 452-2412 or 452-3667. For users of Telecommunications Devices for the Deaf (TDDs), please contact Diane Jenkins at (202) 452-3544.

**Correction**

In the Board document for Docket R-0892 published on September 30, 1997, beginning on page 51006 in the **Federal Register**, the Dates section is corrected to read:

**Dates:** The date for mandatory compliance with the final rule published on October 7, 1996 (61 FR 52246), an amendment published on April 1, 1997 (62 FR 15364), and the official staff commentary published on April 4, 1997 (62 FR 16053), is delayed until January 1, 1998.

By order of the Board of Governors of the Federal Reserve System, acting through the Secretary of the Board under delegated authority, October 8, 1997.

**William W. Wiles,**

*Secretary of the Board.*

[FR Doc. 97-27276 Filed 10-15-97; 8:45 am]  
BILLING CODE 6210-01-P

**DEPARTMENT OF TRANSPORTATION**

**Federal Aviation Administration**

**14 CFR Part 23**

[Docket No. 136CE, Special Condition 23-ACE-88]

**Special Conditions; Ballistic Recovery Systems Cirrus SR-20 Installation**

**AGENCY:** Federal Aviation Administration (FAA), DOT.

**ACTION:** Final special conditions.

**SUMMARY:** These special conditions are being issued to become part of the type certification basis for the Ballistic Recovery Systems, Inc., (BRS) parachute recovery system installed in the Cirrus SR-20 Model airplane. This system is referred to as the General Aviation Recovery Device (GARD). Airplanes modified to use this system will incorporate novel or unusual design features for which the applicable

airworthiness regulations do not contain adequate or appropriate safety standards. These special conditions contain the additional airworthiness standards that the Administrator considers necessary to establish a level of safety equivalent to the original certification basis for these airplanes.  
**EFFECTIVE DATE:** November 17, 1997.

**FOR FURTHER INFORMATION CONTACT:** Lowell Foster, Aerospace Engineer, Standards Office (ACE-110), Small Airplane Directorate, Aircraft Certification Service, Federal Aviation Administration, 601 East 12th Street, Kansas City, Missouri 64106; telephone (816) 426-5688.

**SUPPLEMENTARY INFORMATION:**

**Background**

On March 7, 1996, Cirrus Design, 4515 Taylor Circle, Duluth, MN 55811, filed an application for a type certificate (TC). Included in this TC application was the provision to install the BRS GARD parachute recovery system as standard equipment on each Cirrus Model SR-20 airplane. The parachute recovery system is intended to recover an airplane in emergency situations such as mid-air collision, loss of engine power, loss of airplane control, severe structural failure, pilot disorientation, or pilot incapacitation with a passenger on board. The GARD system, which is only used as a last resort, is intended to prevent serious injuries to the airplane occupants by parachuting the airplane to the ground.

The parachute recovery system consists of a parachute packed in a canister mounted on the airframe. A solid propellant rocket motor deploys the canopy and is located on the side of the canister. A door positioned above the canister seals the canister, parachute canopy, and rocket motor from the elements and provides free exit when the canopy is deployed. The system is deployed by a mechanical pull handle mounted so that the pilot and passenger can reach it. At least two separate and