Corrections

Federal Register Vol. 67, No. 226 Friday, November 22, 2002

This section of the FEDERAL REGISTER contains editorial corrections of previously published Presidential, Rule, Proposed Rule, and Notice documents. These corrections are prepared by the Office of the Federal Register. Agency prepared corrections are issued as signed documents and appear in the appropriate document categories elsewhere in the issue.

GENERAL SERVICES ADMINISTRATION

41 CFR Parts 101-37 and 1027-33

[FPMR Amendment G-117]

RIN 3090-AH63

Management of Government Aircraft

craft

In rule document 02–26841 beginning

Wednesday, November 6, 2002, make

On page 67757, in §102–33.370 (b), Table 2 is corrected to read as set forth

on page 67742 in the issue of

the following correction:

§102-33.370 [Corrected]

(1) If a life-limited part is installed in		
an aircraft or an engine, and it—		
(i) Is documented with service life remaining—	Then	(A) You may exchange or sell the aircraft or engine, or GSA may tranfer the aircraft or engine to another executive agency under parts 102–36 and 102–39 of this subchapter B and the rules in this parts.
		part; (B) GSA may donate the aircraft or engine for flight use; or
		(C) GSA may donate the aircraft or engine for ground use only, after
		you remove the part, mutilate it and mark it, "EXPIRED LIFE-LIM- ITED—NOT AIRWORTHY." (Note: An internal engine part may be
		left installed, if, as a condition of the donation agreement, the re-
		ceiving donee agrees to remove and mutilate the part, and mark it
		(the State Agency for Surplus Property must certify that the part has been multilated and marked)).
(ii) Is documented with no service	Then	(A) You must remove and mutilate the part before you exchange or
life remaining, or undocu- mented—		sell the aircraft or engine (see rules for disposing of uninstalled life- limited parts in Table 1 of paragraph (a) of this section). (Note: If an aircraft or engine is exchanged or sold to its OEM or PAH, you
		do not have to remove the expired life-limited part);
		(B) You must remove and mutilate it before GSA may transfer or do- nate the aircraft or engine for flight use (see the rules for disposing of uninstalled FSCAP in Table 1 in paragraph (a) of this section).
		(Note: An internal engine part may be left installed, if you identify
		the part individually to ensure that the receiving agency is aware of
		the part's service status and, as a condition of the transfer or dona- tion agreement, the receiving agency agrees to remove and muti-
		late the part before the engine is put into service. You must certify
		mutilation for transfers, and the State Agency for Surplus Property
		must certify that the part has been mutilated for donations); or (C) GSA may donate the aircraft or engine for ground use only, after
		you remove the part, mutilate and mark it "EXPIRED LIFE-LIM-
		ITED—NOT AIRWORTHY." (Note: An internal engine part may be
		left installed, if, as a condition of the donation agreement, the re- ceiving agency agrees to remove and mutilate the part and mark it
		(the State Agency for Surplus Property must certify that the part
		has been mutilated and marked)).

TABLE 2 FOR DISPOSING OF INSTALLED LIFE-LIMITED PARTS

Correction

below:

[FR Doc. C2–26841 Filed 11–21–02; 8:45 am] BILLING CODE 1505–01–D