PART 724—PROTECTION OF PRIVACY AND FREEDOM OF INFORMATION

724.170 [Amended]

PART 731—CONTRACT COST PRINCIPLES AND PROCEDURES

731.205 [Amended]

6 and 7. Subsection 731.205–6(d) is amended by removing "Foreign Service Officer Class FS–1" and "FS–1" and replacing it with "Executive Service level ES–6" and "ES–6" respectively.

8. Section 731.371(b) is amended by removing "Foreign Service Officer Class FS–1" and "FS–1" and replacing it with "Executive Service level ES–6" and "ES–6" respectively.

PART 752—SOLICITATION PROVISIONS AND CONTRACT CLAUSES

752.7004 [Amended]

9. Section 752.7004, paragraph (b)(5) is amended by removing the second "which" and replacing it with "such".

752.7035 [Amended]

10. Section 752.7035 is amended by removing "Office of External Affairs" wherever it appears and replacing it with "Legislative and Public Affairs (LPA)."

11. Appendix G to Chapter 7 is revised to read as follows:

Appendix G—Approval Procedures for Contractor Salaries

1. Purpose

This Appendix provides guidelines for use when considering contractor salaries, and procedures for approval of contractor salaries exceeding the maximum salary level for Senior Executive Service level ES–6.

2. Procedures

(a) *General.* Personnel compensation negotiated and payable under USAID contracts should be at the minimum levels necessary to attract needed technical services in a competitive market. Rates should be determined by the market place where the types of services are obtained. Using such criteria, very few salaries should approach or exceed the ES–6 level. Actual discussions with contractors concerning salaries should be held only by persons authorized to negotiate and execute contracts (see (AIDAR) Appendix A to this Chapter).

(b) In accordance with 731.205–6, 731– 371(b) and 731.772, approval of contractors salaries exceeding the maximum for Executive Service Level 6 are to be based upon a Memorandum from the technical office through the cognizant Assistant Administrator or Mission Director and the Contracting Officer to the Procurement Executive for approval. The reasonableness of proposed salaries exceeding the ES–6 level must be evaluated by the appropriate technical office in terms of the technical competence required, scope of supervisory responsibilities involved, and the relationship of the proposed salary level to the individual's customary salary level for similar work. The Contracting Officer shall clear the Memorandum if he/she concurs with the action. If he/she does not concur, a memorandum explaining the reasons shall be attached to the approval request and forwarded with it to the Procurement Executive. Increases in the ES-6 salary levels are not, and shall not be by themselves, the basis for upward salary increases of institutional contractor employees. Proposals for revisions should be considered normally when contracts are renewed or amended, and must be fully reviewed and negotiated to ensure that increases are not automatically granted without corresponding increases in the quality or quantity of services rendered. It is the Contracting Officer's responsibility to scrutinize increases as a matter of good business practice whenever USAID negotiations deal with any salaries payable under contracts. Salaries below the ES-6 maximum level should also be fully justified, even though formal approval procedures may not be involved. The justification should be a part of the negotiation memorandum and placed in the contract file.

Dated: December 12, 1994.

Michael D. Sherwin,

Procurement Executive.

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DEPARTMENT OF TRANSPORTATION

National Highway Traffic Safety Administration

49 CFR Parts 571, 575

[Docket No. 93-81, Notice 03]

RIN 2127-AE70

Federal Motor Vehicle Safety Standards, New Pneumatic Tires; Consumer Information Regulations Uniform Tire Quality Grading Standards

AGENCY: National Highway Traffic Safety Administration (NHTSA), Department of Transportation (DOT). **ACTION:** Final rule; correction.

SUMMARY: This document corrects test inflation pressures associated with the 350 kilopascal (kPa) (51 pounds per square inch (psi)) maximum inflation pressure for certain passenger car tires specified in the Uniform Tire Quality Grading Standards and the safety standard on new pneumatic tires. NHTSA makes this correction in response to a submission from the Rubber Manufacturers Association. **DATES:** *Effective date:* The amendments in this correction document are effective March 3, 1995.

FOR FURTHER INFORMATION CONTACT: Ms. Terri Droneburg, Office of Vehicle Safety Standards, National Highway Traffic Safety Administration, 400 Seventh Street SW., Room 5307, Washington, DC 20590. Ms. Droneburg's number is: (202) 366–4803.

SUPPLEMENTARY INFORMATION: Federal Motor Vehicle Safety Standard No. 109, *New Pneumatic Tires,* specifies requirements for passenger car tires for strength, endurance, high speed performance, and bead unseating resistance. In addition, the standard defines tire load ratings and specifies dimensions, maximum inflation pressures, and labeling requirements.

Paragraph S4.2.1(b) of the standard specifies separate maximum permissible inflation pressures for CT tires (pneumatic tires with an inverted flange tire and rim system in which the rim is designed with rim flanges pointed radially inward and the tire is designed to fit on the underside of the rim in a manner that encloses the rim flanges inside the air cavity of the tire), and for tires other than CT tires (non-CT tires). In effect, S4.2.1(b) proscribes maximum permissible inflation pressures other than the ones listed.

A manufacturer's selection of a maximum permissible inflation pressure for a given tire has the effect under the Standard of determining the pressure at which that tire will be tested for compliance. For each maximum permissible inflation pressure, Table II of Appendix A of Standard No. 109 specifies pressures at which compliance tests will be conducted. Table II specifies one pressure for tests of physical dimensions, bead unseating, tire strength, and tire endurances, and specifies another pressure for the high speed performance test.

A manufacturer's selection of a maximum permissible inflation pressure for a given tire also has the effect under the Standard of determining the pressure at which that tire will be tested under the Uniform Tire Quality Grading Standards (UTQGS) (49 CFR 575.104). The UTQGS specify that passenger car tires be labeled with information about the relative performance of the tires in the areas of treadwear, traction, and temperature resistance. Table 1 of the UTQGS specifies, for each maximum permissible inflation pressure, pressures at which compliance tests for treadwear and temperature resistance will be conducted.

On August 1, 1994, NHTSA published a final rule (59 FR 38938) amending Standard No. 109 and the UTQGS by making changes permitting the manufacture and sale of CT and non-CT