

§ 1955.107 [Amended]

19. In § 1955.107 remove from the second sentence of paragraph (a)(1) "subpart E of part 1922 of this chapter" and add in its place "§ 761.7 of this title".

PART 1965—REAL PROPERTY

20. The authority citation for part 1965 continues to read as follows:

Authority: 5 U.S.C. 301, 7 U.S.C. 1989, 42 U.S.C. 1480.

§ 1965.12 [Amended]

21. In § 1965.12 remove from the first and second sentences of paragraph (e) "subpart E of part 1922 of this chapter" and add in its place "§ 761.7 of this title".

§ 1965.13 [Amended]

22. In § 1965.13 remove from the first sentence of paragraph (d) "subpart E of part 1922 of this chapter" and add in its place "§ 761.7 of this title".

§ 1965.25 [Amended]

23. In § 1965.25 remove from paragraph (d)(1) "subpart E of part 1922 of this chapter" and add in its place "§ 761.7 of this title".

§ 1965.26 [Amended]

24. In § 1965.26 remove from the second sentence of paragraph (a)(2) "subpart E of part 1922 of this chapter" and add in its place "§ 761.7 of this title".

§ 1965.27 [Amended]

25. Amend § 1965.27 as follows:

a. Remove from paragraph (g)(5) "Forms FmHA or its successor agency under Public Law 103-354 1922-1 or FmHA or its successor agency under Public Law 103-354 1922-8, as appropriate," and add in its place "Real estate appraisals meeting the requirements of 761.7 of this title"; and

b. Remove from the fourth sentence of paragraph (h)(1) "subpart E of part 1922 of this chapter" and add in its place "§ 761.7 of this title".

Signed in Washington, D.C., on October 21, 1999.

August Schumacher, Jr.,

Under Secretary for Farm and Foreign Agricultural Services.

[FR Doc. 99-28371 Filed 11-16-99 8:45 am]

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DEPARTMENT OF AGRICULTURE**Animal and Plant Health Inspection Service****9 CFR Part 52**

[Docket No. 98-123-5]

Pseudorabies in Swine; Receipt of Additional Funds and Extension of Indemnity Program

AGENCY: Animal and Plant Health Inspection Service, USDA.

ACTION: Notice of receipt of additional funds and extension of indemnity program.

SUMMARY: In an interim rule published in the **Federal Register** on January 15, 1999, and effective as of January 12, 1999, we established animal health regulations to provide for the payment of indemnity by the United States Department of Agriculture for the voluntary depopulation of herds of swine known to be infected with pseudorabies. In that interim rule, we announced that the indemnity program would end when funds allocated for the program were depleted, but no later than 6 months after publication of the interim rule. On July 12, 1999, we extended the program beyond the initial 6 months until further notice. We are giving notice that additional funds have been allocated for the program and that the indemnity program will continue until funds are depleted or until further notice.

FOR FURTHER INFORMATION CONTACT: Dr. Reed Rollo, Senior Staff Veterinarian, VS, APHIS, USDA, 4700 River Road Unit 46, Riverdale, MD 20737-1231; (301) 734-5286.

SUPPLEMENTARY INFORMATION:**Background**

The Animal and Plant Health Inspection Service's regulations in 9 CFR part 52 govern the payment of indemnity to owners of herds of swine that are depopulated because they are infected with pseudorabies. Pseudorabies is a contagious, infectious, and communicable disease of livestock, primarily swine. The disease, also known as Aujeszky's disease, mad itch, and infectious bulbar paralysis, is caused by a herpes virus and is known to cause reproductive problems, including abortion and stillborn death in neonatal pigs, and, occasionally, death in breeding and finishing hogs.

A Federal eradication program for pseudorabies was implemented in the United States in 1989. The program is cooperative in nature and involves Federal, State, and industry

participation. Industry/State/Federal pseudorabies eradication efforts have been markedly successful. In 1992, for instance, approximately 8,000 herds of swine nationwide were known to be infected with the disease. At the end of 1998, approximately 1,300 herds were known to be infected. This represented slightly less than 1 percent of the herds of swine in the United States. The goal of the cooperative pseudorabies eradication program is the elimination of pseudorabies in the United States in the year 2000.

However, in 1998, market conditions in the swine industry jeopardized the progress of the pseudorabies eradication program. Depressed market conditions caused some producers to eliminate the costs they had been incurring to participate in the eradication program. Continued cessation of eradication efforts, particularly the elimination of herd vaccination, would likely have resulted in an increase in the number of herds infected with pseudorabies. This growth in pseudorabies-infected herds would likely have extended the amount of time necessary to eradicate pseudorabies and would ultimately have cost both the industry and the Federal and State governments additional time and monies in eradication efforts.

In response to this threat to the progress of the pseudorabies eradication program, we published an interim rule in the **Federal Register** (64 FR 2545-2550, Docket No. 98-123-2) on January 15, 1999, to establish an accelerated pseudorabies eradication program. In order to carry out the accelerated pseudorabies eradication program, the Secretary of Agriculture authorized the transfer of \$80 million in funds from the Commodity Credit Corporation.

Under the accelerated program, we began payment of fair market value to owners who depopulated infected herds. In addition to indemnity for the value of the animals, we have been providing funding for trucking costs to disposal, for euthanasia and disposal costs, and for cleaning and disinfection of conveyances used for transporting the swine to disposal.

In our January 15, 1999, interim rule, we stated that the indemnity program would extend 6 months from the date of publication of the interim rule (until July 15, 1999) or until funds allocated for the program were depleted, whichever came first. Based on the time we estimated to be necessary to depopulate all known infected herds should all owners take part, we projected that 6 months would be long enough to complete the program but

short enough to encourage rapid depopulation of infected herds.

Because, as of July 15, 1999, some States were still conducting their eradication programs, we considered it important to the pseudorabies eradication effort in the United States to continue our accelerated eradication program beyond that date. Therefore, on July 12, 1999, we informed the public in a notice in the **Federal Register** (64 FR 37395, Docket No. 98-123-4) that we would continue the accelerated eradication program until further notice.

To date, the accelerated pseudorabies eradication program, in combination with surveillance and quarantine under the ongoing standard pseudorabies eradication program, has significantly reduced the number of pseudorabies-infected herds in the United States. All States have eliminated or virtually eliminated their pseudorabies-infected herds, except for Indiana, Iowa, and Minnesota, which are still in the midst of substantial eradication programs.

At the start of the accelerated pseudorabies eradication program, 1,291 infected herds were known to exist in the United States. Enhanced surveillance for pseudorabies under the accelerated program contributed to the detection of another 550 infected herds. Of that total number of infected herds, 476 have been released from quarantine this year under the requirements of the ongoing standard pseudorabies eradication program and another 655 have been depopulated under the accelerated eradication program.

Due to increased surveillance efforts associated with our accelerated eradication program, we expect to discover approximately 200 more infected herds in FY 2000. In order to pay indemnity for those herds and for herds already known to be infected, we have received an additional \$40 million to conduct the accelerated eradication program and will continue the accelerated program until further notice. The accelerated program will be operated in combination with the ongoing standard pseudorabies eradication program.

Authority: 21 U.S.C. 111-113, 114, 114a, 114a-1, 120, 121, 125, and 134b; 7 CFR 2.22, 2.80, and 371.2(d).

Done in Washington, DC, this 10th day of November, 1999.

Bobby R. Acord,

Acting Administrator, Animal and Plant Health Inspection Service.

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. 99-NE-26-AD; Amendment 39-11423; AD 99-24-01]

RIN 2120-AA64

Airworthiness Directives; Rolls-Royce plc Tay 620-15, Tay 650-15, and Tay 651-54 Series Turbofan Engines

AGENCY: Federal Aviation Administration, DOT.

ACTION: Final rule.

SUMMARY: This amendment adopts a new airworthiness directive (AD), applicable to Rolls-Royce plc Tay 620-15, Tay 650-15, and Tay 651-54 series turbofan engines, that requires initial and repetitive visual inspections of the emergency fuel shutoff cable for broken strands or failed cables, and, if necessary, replacement with serviceable parts. This amendment is prompted by reports of broken strands and failed emergency fuel shutoff cables. The actions specified by this AD are intended to prevent emergency fuel shutoff cable failure, which could result in the non-operation of the emergency fuel shut-off system in the event of a low pressure shaft failure.

DATES: Effective January 18, 2000.

ADDRESSES: The service information referenced in this AD may be obtained from Rolls-Royce plc, Technical Publications Department, PO Box 31, Derby DE24 8BJ England; telephone +44 1332 242424, fax +44 1332 37645. This information may be examined at the Federal Aviation Administration (FAA), New England Region, Office of the Regional Counsel, 12 New England Executive Park, Burlington, MA; or at the Office of the Federal Register, 800 North Capitol Street, NW, suite 700, Washington, DC.

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 proposal to amend part 39 of the Federal Aviation Regulations (14 CFR part 39) to include an airworthiness directive (AD) that is applicable to Rolls-Royce plc (R-R) Tay 620-15, Tay 650-15, and Tay 651-54 series turbofan engines was published in the **Federal Register** on June 23, 1999 (64 FR 33435). That action proposed to require initial and repetitive visual inspections of the

emergency fuel shutoff cable for broken strands or failed cables, and, if necessary, replacement with serviceable parts. That action was prompted by reports of broken strands and failed emergency fuel shutoff cables. That condition, if not corrected, could result in the non-operation of the emergency fuel shutoff system in the event of a low pressure shaft failure.

Comments Received

Interested persons have been afforded an opportunity to participate in the making of this amendment. Due consideration has been given to the comments received.

Excessive Time for Initial Inspection

One commenter states the proposed compliance time of 1,000 hours time in service (TIS) after the effective date of this AD for the initial inspection is excessive. Considering the time needed to process rulemaking, the commenter believes the compliance time to be excessive and drawn out for the initial inspection considering the potential hazards if emergency fuel shut-off control is lost. The commenter believes that non-operation of this component could result in the initiation of or the continued feeding of a fire.

The Federal Aviation Administration (FAA) does not concur. The emergency fuel shutoff system is designed to protect the aircraft in the event of a low pressure shaft failure. It has no other function. The failure detection elements are a simple linkage actuated by relative rotational movement between the engine center oil tube that is splined to the fan disc, and the rear of the low pressure turbine shaft. Effectively, it is monitoring the angular positions of the fan disc relative to the rear of the low pressure turbine. A failure of the low pressure shaft is therefore the only way in which the system can be activated. The emergency fuel shutoff system is not designed as a mechanism to control fire and is not activated in the event of a fire. The FAA has determined that the inspection intervals specified have been established in accordance with extensive service investigation and are appropriate.

Inspection Intervals Do Not Match Maintenance Checks

One commenter states that the initial and repetitive inspection interval of 1,000 hours TIS does not match any of the commenter's maintenance check intervals. The commenter would like to do the inspection at every one-half C-check interval or 2600 hours. Then if cable replacement is necessary, experienced mechanics and equipment