

(2) A herd newly assembled on premises where a tuberculous herd has been depopulated must be given two consecutive annual whole herd tests. The first test must be administered at least 6 months after the assembly of the new herd. If the whole herd tests are not conducted within the indicated time frame, the herd will be quarantined. If the herd tests negative to the two whole herd tests, there are no further requirements. If any captive cervid in the herd responds on one of the whole herd tests, the herd will be subject to the provisions of § 77.16(a) or (b). If the premises has been vacant for more than 1 year preceding the assembly of the new herd on the premises, these requirements may be waived if the risk of tuberculosis transmission to the newly assembled herd is deemed negligible by cooperating State and Federal animal health officials.

§ 77.17 Procedures for and interstate movement to necropsy and slaughter.

(a) *Procedures for necropsy and slaughter.*

(1) A necropsy must be performed by or under the supervision of a veterinarian who is employed by USDA or employed by the State in which the captive cervid was classified, and who is trained in tuberculosis necropsy procedures.

(2) If, upon necropsy, a captive cervid is found without evidence of *M. bovis* infection by histopathology and culture, the captive cervid will be considered negative for tuberculosis.

(3) Reactors, suspects, and exposed captive cervids may be slaughtered only at an approved slaughtering establishment, as defined in § 77.8.

(b) *Interstate movement to necropsy or slaughter.*

(1) *Permit.* Any reactor, suspect, or exposed captive cervid to be moved interstate to necropsy or slaughter must be accompanied by a permit issued by a representative of APHIS, a State representative, or an accredited veterinarian. The captive cervid must remain on the premises where it was identified as a reactor, suspect, or exposed captive cervid until a permit for its movement is obtained. No stopover or diversion from the destination listed on the permit is allowed. If a change in destination becomes necessary, a new permit must be obtained from a cooperating State or Federal animal health official or an accredited veterinarian before the interstate movement begins. The permit must list:

(i) The classification of the captive cervid (reactor, suspect, or exposed);

(ii) The reactor eartag number, or, for suspects and exposed captive cervids, the official eartag or other approved identification number;

(iii) The owner's name and address;

(iv) The origin and destination of the captive cervids;

(v) The number of captive cervids covered by the permit; and

(vi) The purpose of the movement.

(2) *Identification of reactors.* Reactors must be tagged with an official eartag attached to the left ear and bearing a serial number and the inscription "U.S. Reactor," and either:

(i) Branded with the letter "T" high on the left hip near the tailhead and at least 5 by 5 centimeters (2 by 2 inches) in size; or

(ii) Permanently identified by the letters "TB" tattooed legibly in the left ear, sprayed on the left ear with yellow paint, and either accompanied directly to necropsy or slaughter by an APHIS or State representative or moved directly to necropsy or slaughter in a vehicle closed with official seals. Such official seals must be applied and removed by an APHIS representative, State representative, accredited veterinarian, or an individual authorized for this purpose by an APHIS representative.

(3) *Identification of exposed captive cervids.* Exposed captive cervids must be identified by an official eartag or other approved identification and either:

(i) Branded with the letter "S" high on the left hip near the tailhead and at least 5 by 5 centimeters (2 by 2 inches) in size; or

(ii) Either accompanied directly to necropsy or slaughter by an APHIS or State representative, or moved directly to necropsy or slaughter in a vehicle closed with official seals. Such official seals must be applied and removed by an APHIS representative, State representative, accredited veterinarian, or an individual authorized for this purpose by an APHIS representative.

§ 77.18 Cleaning and disinfection of premises, conveyances, and materials.

All conveyances and associated equipment, premises, and structures that are used for receiving, holding, shipping, loading, unloading, and delivering captive cervids in connection with their interstate movement and that are determined by cooperating State and Federal animal health officials to be contaminated because of occupation or use by tuberculous or reactor livestock must be cleaned and disinfected under the supervision of the cooperating State or Federal animal health officials. Such cleaning and disinfecting must be done in accordance with the procedures

approved by the cooperating State or Federal animal health officials. Cleaning and disinfection must be completed before the premises, conveyances, or materials may again be used to convey, hold, or in any way come in contact with any livestock.

PART 91—INSPECTION AND HANDLING OF LIVESTOCK FOR EXPORTATION

9. The authority citation for part 91 continues to read as follows:

Authority: 21 U.S.C. 105, 112, 113, 114a, 120, 121, 134b, 134f, 136, 136a, 612, 613, 614, and 618; 46 U.S.C. 466a, 466b; 49 U.S.C. 1509(d); 7 CFR 2.22, 2.80, and 371.2(d).

§ 91.1 [Amended]

10. In § 91.1, the definition of *Animals* is amended by adding "captive cervids," immediately after "cattle (including American bison)."

11. Section 91.7 is added to read as follows:

§ 91.7 Captive cervids.

To be eligible for export, a captive cervid must be accompanied by an origin health certificate stating that the captive cervid has tested negative to an official single cervical tuberculin test for tuberculosis, as described in part 77, subpart B, of this chapter, within 90 days prior to export. The origin health certificate must specify the date the test was conducted and the test results.

Done in Washington, DC, this 23rd day of December 1998.

Joan M. Arnoldi,

Acting Administrator, Animal and Plant Health Inspection Service.

[FR Doc. 98-34726 Filed 12-30-98; 8:45 am]

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DEPARTMENT OF ENERGY

10 CFR Part 835

[Docket No: EH-RM-96-835]

RIN 1901-AA59

Occupational Radiation Protection; Correction

AGENCY: Department of Energy.

ACTION: Final rule; correction.

SUMMARY: The Department of Energy published a final rule amending its regulations on Occupational Radiation Protection on November 4, 1998. This document corrects errors in the amendatory language of that rule.

EFFECTIVE DATE: December 4, 1998.

FOR FURTHER INFORMATION CONTACT: Joel Rabovsky on (301) 903-2135.

SUPPLEMENTARY INFORMATION: This document makes corrections to the amendatory language in a final rule amending the Department's Occupational Radiation Protection regulations codified at 10 CFR part 835 published on November 4, 1998 (63 FR 59662). These changes are simply corrections to amendatory instructions which were inadvertently omitted the final rule.

In rule document 98-27366, beginning on page 59662, in the issue of Wednesday, November 4, 1998, make the following corrections:

PART 835—[CORRECTED]

§ 835.401 [Corrected]

1. On page 59683, in the first column, amendatory instruction 16a is corrected by adding the words "adding paragraph" before the reference to paragraph "(a)(6)."

§ 835.703 [Corrected]

2. On page 59685, in the second column, amendatory instruction 30 is corrected by adding the words "the section heading," after "§ 835.703," and before the word "paragraphs."

Subpart N [Corrected]

3. On page 59687, in the first column, add amendatory instruction 38a above the heading for Subpart N to read as follows:

38a. The heading for Subpart N is revised to read as follows:

§ 835.1301 [Corrected]

4. On page 59687, in the first column, amendatory instruction 39 is corrected by adding the words "and paragraph (e) is removed," before the words "to read as follows".

§ 835.1302 [Corrected]

5. On page 59687, in the first column, amendatory instruction 40 is corrected by adding the words "and paragraph (e) is removed," before the words "to read as follows".

6. On page 59687, in the second column, in § 835.1302, remove the 5 stars after paragraph (d).

Dated: December 14, 1998.

Peter N. Brush,

Acting Assistant Secretary, Environment, Safety and Health.

[FR Doc. 98-34785 Filed 12-30-98; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. 98-CE-23-AD; Amendment 39-10970; AD 99-01-03]

RIN 2120-AA64

Airworthiness Directives; Raytheon Aircraft Company Models 1900, 1900C, and 1900D Airplanes

AGENCY: Federal Aviation Administration, DOT.

ACTION: Final rule.

SUMMARY: This amendment supersedes Airworthiness Directive (AD) 97-14-16, which applies to Raytheon Aircraft Company (Raytheon) Models 1900, 1900C, and 1900D airplanes. AD 97-14-16 currently requires repetitively inspecting the outboard flap support roller bearings and flap attachment brackets for indications of contact (wear), inspecting for elongated holes in the flap attachment brackets, repairing or replacing any part showing wear, and replacing any bracket with elongated holes. AD 97-14-16 was the result of five incidents where the flap roller bearings rubbed on the flap attachment brackets and resulted in aileron interference. This AD retains the repetitive inspection requirement of AD 97-14-16, but reduces the number of ground-air-ground (GAG) cycles allowed between inspections and lowers the total number of accumulated GAG cycles allowed before mandatory accomplishment of the initial inspection. This AD also provides the option of replacing the outboard flap roller bearings with parts of improved design as terminating action for the repetitive inspection requirement. The actions specified by this AD are intended to prevent asymmetric flaps, jammed flaps, and/or possible interference between the flap and the aileron, which could inhibit aileron travel and result in possible loss of roll control of the airplane.

DATES: Effective February 8, 1999.

The incorporation by reference of Raytheon Aircraft Safety Communiqué No. 137, Revision 1, dated December, 1997; and Raytheon Aircraft Mandatory Service Bulletin SB 27-3158, Issued: July, 1998, as listed in the regulations, is approved by the Director of the Federal Register as of February 8, 1999.

The incorporation by reference of Raytheon Aircraft Temporary Revision No. 57-1 to the Raytheon Aircraft Beech 1900 Airliner Series Structural Repair Manual P/N 114-590021-9B, dated May

16, 1997; Reissued: June 30, 1992, as listed in the regulations, was previously approved by the Director of the Federal Register as of August 4, 1997 (62 FR 37128, July 11, 1997).

ADDRESSES: Service information that applies to this AD may be obtained from the Raytheon Aircraft Company, P.O. Box 85, Wichita, Kansas 67201-0085. This information may also be examined at the Federal Aviation Administration (FAA), Central Region, Office of the Regional Counsel, Attention: Rules Docket No. 98-CE-23-AD, Room 1558, 601 E. 12th Street, Kansas City, Missouri 64106; or at the Office of the Federal Register, 800 North Capitol Street, NW, suite 700, Washington, DC.

FOR FURTHER INFORMATION CONTACT: Mr. Steven E. Potter, Aerospace Engineer, Wichita Aircraft Certification Office, FAA, 1801 Airport Road, Mid-Continent Airport, Wichita, Kansas 67209; telephone: (316) 946-4124; facsimile: (316) 946-4407.

SUPPLEMENTARY INFORMATION:

Events Leading to the Issuance of This AD

A proposal to amend part 39 of the Federal

Aviation Regulations (14 CFR part 39) to include an AD that would apply to Raytheon Models 1900, 1900C, and 1900D airplanes was published in the **Federal Register** as a notice of proposed rulemaking (NPRM) on July 8, 1998 (63 FR 36864). The NPRM proposed to supersede AD 97-14-16, Amendment 39-10074 (62 FR 37128, July 11, 1997), which currently requires repetitively inspecting the outboard flap support roller bearings and flap attachment brackets for indications of contact (wear), inspecting for elongated holes in the flap attachment brackets, repairing or replacing any part showing wear, and replacing any bracket with elongated holes.

The NPRM proposed to retain the same actions as AD 97-14-16, but would reduce the number of ground-air-ground (GAG) cycles allowed between inspections and would lower the total number of accumulated GAG cycles allowed before mandatory accomplishment of the initial inspection.

Accomplishment of the proposed inspections as specified in the NPRM would be required in accordance with Raytheon Aircraft Mandatory Service Bulletin SB 27-158, Issued: June, 1998. Accomplishment of the proposed repairs as specified in the NPRM would be required in accordance with Raytheon Aircraft Temporary Revision No. 57-1 to the Raytheon Aircraft Beech