

purchase a whole advance, if the following conditions are met:

(1) The member to which the advance(s) was made originally has ceased to exist as a result of a merger or other business combination with and into a member of the purchasing Bank, or has become a member of the purchasing Bank;

(2) The sale and purchase of the advance(s) is done pursuant to a written agreement between the Banks that identifies the advance(s) to be sold and sets forth the terms and conditions of the sale and purchase;

(3) The board of directors of each Bank has approved the sale and purchase and the terms of the agreement described in paragraph (b)(2) of this section;

(4) The advance(s) remains fully secured by eligible collateral at all times;

(5) The member of the purchasing Bank maintains not less than the minimum amount of stock of that Bank required to support the advance; and

(6) If the advance(s) being sold was made pursuant to part 960 of this chapter as an Affordable Housing Program advance, the agreement described in paragraph (b)(2) of this section must provide that the parties will ensure that the advance remains in compliance with all of the requirements of part 960 of this chapter, including monitoring requirements, after the sale.

(c) *Finance Board approval.* Any proposed sale and purchase of an advance that does not meet the requirements of paragraph (b) of this section must be approved by the Finance Board pursuant to section 10(d) of the Bank Act.

Dated: August 6, 1999.

By the Board of Directors of the Federal Housing Finance Board.

Bruce A. Morrison,
Chairman.

[FR Doc. 99-21059 Filed 8-13-99; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. 98-ANE-47-AD]

RIN 2120-AA64

Airworthiness Directives; Pratt & Whitney JT9D Series Turbofan Engines

AGENCY: Federal Aviation Administration, DOT.

ACTION: Notice of proposed rulemaking (NPRM).

SUMMARY: This document proposes the superseding of an existing airworthiness directive (AD), applicable to certain Pratt & Whitney JT9D series turbofan engines, that currently requires revisions to the Airworthiness Limitations Section (ALS) of the manufacturer's Instructions for Continued Airworthiness (ICA) to include required enhanced inspection of selected critical life-limited parts at each piece-part exposure. This action would add additional critical life-limited parts for enhanced inspection. This proposal is prompted by additional focused inspection procedures for other critical life-limited rotating engine parts that have been developed by the manufacturer. The actions specified by this proposed AD are intended to prevent critical life-limited rotating engine part failure, which could result in an uncontained engine failure and damage to the airplane.

DATES: Comments must be received by September 15, 1999.

ADDRESSES: Submit comments in triplicate to the Federal Aviation Administration (FAA), New England Region, Office of the Regional Counsel, Attention: Rules Docket No. 98-ANE-47-AD, 12 New England Executive Park, Burlington, MA 01803-5299. Comments may also be sent via the Internet using the following address: "9-ane-adcomment@faa.gov". Comments sent via the Internet must contain the docket number in the subject line. Comments may be inspected at this location between 8:00 a.m. and 4:30 p.m., Monday through Friday, except Federal holidays.

FOR FURTHER INFORMATION CONTACT:

Wego Wang, Aerospace Engineer, Engine Certification Office, FAA, Engine and Propeller Directorate, 12 New England Executive Park, Burlington, MA 01803-5299; telephone (781) 238-7134, fax (781) 238-7199.

SUPPLEMENTARY INFORMATION:

Comments Invited

Interested persons are invited to participate in the making of the proposed rule by submitting such written data, views, or arguments as they may desire. Communications should identify the Rules Docket number and be submitted in triplicate to the address specified above. All communications received on or before the closing date for comments, specified above, will be considered before taking action on the proposed rule. The proposals contained in this notice may be changed in light of the comments received.

Comments are specifically invited on the overall regulatory, economic, environmental, and energy aspects of the proposed rule. All comments submitted will be available, both before and after the closing date for comments, in the Rules Docket for examination by interested persons. A report summarizing each FAA-public contact concerned with the substance of this proposal will be filed in the Rules Docket.

Commenters wishing the FAA to acknowledge receipt of their comments submitted in response to this notice must submit a self-addressed, stamped postcard on which the following statement is made: "Comments to Docket Number 98-ANE-47-AD." The postcard will be date stamped and returned to the commenter.

Availability of NPRMs

Any person may obtain a copy of this NPRM by submitting a request to the FAA, New England Region, Office of the Regional Counsel, Attention: Rules Docket No. 98-ANE-47-AD, 12 New England Executive Park, Burlington, MA 01803-5299.

Discussion

On April 13, 1999, the Federal Aviation Administration (FAA) issued airworthiness directive (AD) 99-08-12, Amendment 39-11118 (64 FR 17954, April 13, 1999), to require revisions to the Time Limits section in the Engine Manual (EM) for certain Pratt & Whitney (PW) JT9D series turbofan engines to include required enhanced inspection of selected critical life-limited parts at each piece-part exposure.

Since the issuance of that AD, additional focused inspection procedures for other critical life-limited rotating engine parts have been developed by PW.

Since an unsafe condition has been identified that is likely to exist or develop on other products of this same type design, the proposed AD would supersede AD 99-508-512 to require the additional critical life-limited rotating engine parts to be subject to focused inspection at each piece-part opportunity.

The FAA estimates that 1,372 engines installed on airplanes of US registry would be affected by this proposed AD, that it would take approximately 1 work hour per engine to accomplish the proposed actions. The average labor rate is \$60 per work hour. Based on these figures the total cost impact of the proposed AD on U.S. operators is estimated to be \$82,320.

The regulations proposed herein would not have substantial direct effects

on the States, on the relationship between the national government and the States, or on the distribution of power and responsibilities among the various levels of government. Therefore, in accordance with Executive Order 12612, it is determined that this proposal would not have sufficient federalism implications to warrant the preparation of a Federalism Assessment.

For the reasons discussed above, I certify that this proposed regulation (1) is not a "significant regulatory action" under Executive Order 12866; (2) is not a "significant rule" under the DOT Regulatory Policies and Procedures (44 FR 11034, February 26, 1979); and (3) if promulgated, will not have a significant economic impact, positive or negative, on a substantial number of small entities under the criteria of the Regulatory Flexibility Act. A copy of the draft regulatory evaluation prepared for this action is contained in the Rules Docket. A copy of it may be obtained by contacting the Rules Docket at the location provided under the caption ADDRESSES.

List of Subjects in 14 CFR Part 39

Air transportation, Aircraft, Aviation safety, Safety.

The Proposed Amendment

Accordingly, pursuant to the authority delegated to me by the Administrator, the Federal Aviation Administration proposes to amend part 39 of the Federal Aviation Regulations (14 CFR part 39) as follows:

PART 39—AIRWORTHINESS DIRECTIVES

1. The authority citation for part 39 continues to read as follows:

Authority: 49 U.S.C. 106(g), 40113, 44701.

§ 39.13 [Amended]

2. Section 39.13 is amended by removing Amendment 39–11118 (63 FR 40220, April 13, 1999), and by adding a new airworthiness directive, to read as follows:

Pratt & Whitney: Docket No. 98–ANE–47–AD. Supersedes AD 99–08–12, Amendment 39–11118.

Applicability: Pratt & Whitney (PW) JT9D–7, –7A, –7H, –7AH, –7F, –7J, –20, –20J, –59A, –70A, –7Q, –7Q3, –7R4D, –7R4D1, –7R4E, –7R4E1, –7R4E4, –7R4G2, and –7R4H1 series turbofan engines, installed on but not limited to Boeing 747 and 767 series, McDonnell Douglas DC–10 series, and Airbus Industrie A300 and A310 airplanes.

Note 1: This airworthiness directive (AD) applies to each engine identified in the

preceding applicability provision, regardless of whether it has been modified, altered, or repaired in the area subject to the requirements of this AD. For engines that have been modified, altered, or repaired so that the performance of the requirements of this AD is affected, the owner/operator must request approval for an alternative method of compliance in accordance with paragraph (c) of this AD. The request should include an assessment of the effect of the modification, alteration, or repair on the unsafe condition addressed by this AD; and, if the unsafe condition has not been eliminated, the request should include specific proposed actions to address it.

Compliance: Required as indicated, unless accomplished previously.

To prevent critical life-limited rotating engine part failure, which could result in an uncontained engine failure and damage to the airplane, accomplish the following:

(a) Within the next 30 days after the effective date of this AD, revise the manufacturer's Airworthiness Limitations Section (ALS) of the Instructions for Continued Airworthiness (ICA), and for air carrier operations revise the approved continuous airworthiness maintenance program, by adding the following:

"Mandatory Inspections"

(1) Perform inspections of the following parts at each piecepart opportunity in accordance with the instructions provided in the applicable manual provisions:

Engine model (manual P/N)	Part description	Part No.	FPI per inspection
77A/7AH/7F, 7H/7J/20/20J (646028*)	Fan Hub (Assy. P/N 648621 and 665321)	648501	72–31–04, Inspection –02.
77A/7AH/7F, 7H/7J/20/20J (646028*)	Fan Hub (Assy. P/N 665321, 719127, and 778621)	666101	72–31–04, Inspection –02.
77A/7AH/7F, 7H/7J/20/20J (646028*)	Fan Hub (Assy. P/N 678541, 726641, and 778631)	690501	72–31–04, Inspection –02.
77A/7AH/7F, 7H/7J/20/20J (646028*)	Fan Hub (Assy. P/N 726941)	734901	72–31–04, Inspection –02.
59A/70A (754459)	Fan Hub (Assy. P/N 732721, and 804221)	745401	72–31–00, Heavy Maintenance Check.
7Q/7Q3 (777210)	Fan Hub (Assy. P/N 732721, and 804221)	745401	72–31–00, Inspection –03.
7R4's (785059, 785058, 789328)	Fan Hub (Assy. P/N 5001331–01)	5001701–01	72–31–00, Inspection –03.

*P/N 770407 and 770408 are customized versions of P/N 646028 engine manual.

Engine model	Part description	FPI per Inspection	FPI per SPOP
59A/70A (754459)	All HPT, 1st disks	72–51–02, HMC–01	72–51–00, HMC–03.
	All HPT, 2nd Disks	72–51–02, HCM–02	72–51–00 HMC–03.
7Q/7Q3 (777210)	All HPT, 1st Disks	72–51–06, Insp–01	72–51–00, Insp–03.
	All HPT, 2nd Disks	72–51–07, Insp–01	72–51–00, Insp–03.
77A/7AH/7F 7H/7J/20/20J (646028*)	All HPT, 1st Disks	72–51–02, Insp–01	72–51–00, Insp–03.
	All HPT, 2nd Disks	72–51–02, Insp–03	72–51–00, Insp–03.
7R4's (785058, 785059, and 789328)	All HPT, 1st Disks	72–51–06, Insp/Chk–01	72–51–00, Insp/Chk–03.
	All HPT, 2nd Disks	72–51–07, Insp/Chk–01	72–51–00, Insp/Chk–03.

*P/N 770407 and 770408 are customized versions of P/N 646028 engine manual.

(2) For the purposes of these mandatory inspections, piece-part opportunity means:

(i) The part is considered completely disassembled when accomplished in accordance with the disassembly instructions in the manufacturer's engine manual to either part number listed in the table above; and

(ii) The part has accumulated more than 100 cycles in service since the last piece-part opportunity inspection, provided that the

part was not damaged or related to the cause for its removal from the engine."

(b) Except as provided in paragraph (c) of this AD, and notwithstanding contrary provisions in section 43.16 of the Federal Aviation Regulations (14 CFR 43.16), these mandatory inspections shall be performed only in accordance with the ALS of the manufacturer's ICA.

(c) An alternative method of compliance or adjustment of the compliance time that provides an acceptable level of safety may be used if approved by the Engine Certification Office (ECO). Operators shall submit their requests through an appropriate FAA Principal Maintenance Inspector (PMI), who may add comments and then send it to the ECO.

Note 2: Information concerning the existence of approved alternative methods of compliance with this airworthiness directive, if any, may be obtained from the ECO.

(d) Special flight permits may be issued in accordance with sections 21.197 and 21.199 of the Federal Aviation Regulations (14 CFR 21.197 and 21.199) to operate the airplane to a location where the requirements of this AD can be accomplished.

(e) FAA-certificated air carriers that have an approved continuous airworthiness maintenance program in accordance with the record keeping requirement of § 121.369 (c) of the Federal Aviation Regulations [14 CFR 121.369 (c)] of this chapter must maintain records of the mandatory inspections that result from revising the Time Limits section of the Instructions for Continuous Airworthiness (ICA) and the air carrier's continuous airworthiness program. Alternately, certificated air carriers may establish an approved system of record retention that provides a method for preservation and retrieval of the maintenance records that include the inspections resulting from this AD, and include the policy and procedures for implementing this alternate method in the air carrier's maintenance manual required by § 121.369 (c) of the Federal Aviation Regulations [14 CFR 121.369 (c)]; however, the alternate system must be accepted by the appropriate PMI and require the maintenance records be maintained either indefinitely or until the work is repeated. Records of the piece-part inspections are not required under § 121.380 (a)(2)(vi) of the Federal Aviation Regulations [14 CFR 121.380 (a)(2)(vi)]. All other Operators must maintain the records of mandatory inspections required by the applicable regulations governing their operations.

Note 3: The requirements of this AD have been met when the engine manual changes are made and air carriers have modified their continuous airworthiness maintenance plans to reflect the requirements in the Engine Manuals.

Issued in Burlington, Massachusetts, on August 9, 1999.

David A. Downey,

Assistant Manager, Engine and Propeller Directorate, Aircraft Certification Service.

[FR Doc. 99-21178 Filed 8-13-99; 8:45 am]

BILLING CODE 4910-13-U

DEPARTMENT OF THE INTERIOR

Office of Surface Mining Reclamation and Enforcement

30 CFR Part 914

[SPATS No. IN-143-FOR; State Program Amendment No. 98-5]

Indiana Regulatory Program

AGENCY: Office of Surface Mining Reclamation and Enforcement, Interior.

ACTION: Proposed rule; public comment period and opportunity for public hearing.

SUMMARY: The Office of Surface Mining Reclamation and Enforcement (OSM) is announcing receipt of a proposed amendment to the Indiana regulatory program (Indiana program) under the Surface Mining Control and Reclamation Act of 1977 (SMCRA). Indiana proposes revisions to rules concerning revegetation standards for success for nonprime farmland for surface and underground coal mining and reclamation operations under IC 14-34. Indiana intends to revise its program to be consistent with the corresponding Federal regulations.

This document gives the times and locations that the Indiana program and amendment to that program are available for your inspection, the comment period during which you may submit written comments on the amendment, and the procedures that will be followed for the public hearing, if one is requested.

DATES: We will accept written comments until 4:00 p.m., e.s.t., September 15, 1999. If requested, we will hold a public hearing on the amendment on September 10, 1999. We will accept requests to speak at the hearing until 4:00 p.m., e.s.t. on August 31, 1999.

ADDRESSES: You should mail or hand deliver written comments and requests to speak at the hearing to Andrew R. Gilmore, Director, Indianapolis Field Office, at the address listed below.

You may review copies of the Indiana program, the amendment, a listing of any scheduled public hearings, and all written comments received in response to this document at the addresses listed below during normal business hours, Monday through Friday, excluding holidays. You may receive one free copy of the amendment by contacting OSM's Indianapolis Field Office.

Andrew R. Gilmore, Director,
Indianapolis Field Office, Office of
Surface Mining Reclamation and
Enforcement, Minton-Capehart
Federal Building, 575 North
Pennsylvania Street, Room 301,
Indianapolis, IN 46204, Telephone:
(317) 226-6700.

Indiana Department of Natural
Resources, Bureau of Mine
Reclamation, 402 West Washington
Street, Room W-295, Indianapolis,
Indiana 46204, Telephone: (317) 232-
1291.

Indiana Department of Natural
Resources, Division of Reclamation,
R.R. 2, Box 129, Jasonville, Indiana

47438-9517, Telephone: (812) 665-2207.

FOR FURTHER INFORMATION CONTACT:

Andrew R. Gilmore, Director,
Indianapolis Field Office. Telephone:
(317) 226-6700. Internet:
INFOMAIL@indgw.osmre.gov.

SUPPLEMENTARY INFORMATION:

I. Background on the Indiana Program

On July 29, 1982, the Secretary of the Interior conditionally approved the Indiana program. You can find background information on the Indiana program, including the Secretary's findings, the disposition of comments, and the conditions of approval in the July 26, 1982, **Federal Register** (47 FR 32107). You can find later actions on the Indiana program at 30 CFR 914.10, 914.15, and 914.16.

II. Description of the Proposed Amendment

By letter dated August 2, 1999 (Administrative Record No. IND-1664), Indiana sent us an amendment to its program under SMCRA. This amendment replaces State Program Amendment No. 95-2, which we approved in the May 30, 1995 **Federal Register** (60 FR 28069). Indiana sent the amendment at its own initiative. Indiana proposes to amend the Indiana Administrative Code (IAC). Below is a summary of the changes proposed by Indiana. The full text of the proposed program amendment is available for your inspection at the locations listed above under **ADDRESSES**.

310 IAC 12-5-64.1 (Surface) and 12-5-128.1 (Underground) Revegetation Standards for Success for Nonprime Farmland

Since the revisions being proposed for surface mining at § 12-5-64.1(c) are identical to those being proposed for underground mining at § 12-5-128.1(c), they will be combined for ease of discussion. These subsections provide the standards for success which are to be applied under the approved postmining land uses.

Indiana proposes paragraph notation changes to reflect the organizational changes made throughout subsections (c). Additionally, Indiana proposes revisions throughout subsections (c) to correct the reference to the "Soil Conservation Service" to the "Natural Resources Conservation Service."

Indiana proposes to revise subsection (c)(3)(B) by adding the requirement that if current Natural Resources Conservation Service predicted yield by soil map units are used to determine production of living plants, then the standard for success shall be a weighted