

Please state that your comment refers to Docket No. 98-095-1.

You may read any comments that we receive on this docket in our reading room. The reading room is located in room 1141 of the USDA South Building, 14th Street and Independence Avenue, SW., Washington DC. Normal reading room hours are 8 a.m. to 4:30 p.m., Monday through Friday, except holidays. To be sure someone is there to help you, please call (202) 690-2817 before coming.

APHIS documents published in the **Federal Register**, and related information, including the names of organizations and individuals who have commented on APHIS rules, are available on the Internet at <http://www.aphis.usda.gov/ppd/rad/webrepor.html>.

FOR FURTHER INFORMATION CONTACT: Dr. Michael David, Senior Staff Veterinarian, Animals Program, National Center for Import and Export, VS, APHIS, 4700 River Road Unit 39, Riverdale, MD 20737; (301) 734-4356.

SUPPLEMENTARY INFORMATION:

Background

The regulations in 9 CFR part 94 (referred to below as the regulations) allow fresh (chilled or frozen) pork and pork products from the Mexican States of Sonora, Chihuahua, Yucatan, and Baja California to transit the United States, under certain conditions, for export to another country. The transit provisions are contained in § 94.15(b) of the regulations. In a proposed rule published in the **Federal Register** on July 19, 1999 (64 FR 38599-38603, Docket No. 98-095-1), we proposed to amend the regulations to allow fresh (chilled or frozen) pork and pork products from additional Mexican States (Baja California Sur, Coahuila, Nuevo Leon, Tamaulipas, Sinaloa, Campeche, and Quintana Roo) to transit the United States under the conditions set forth in § 94.15(b) of the regulations.

Although we did not specify that the transit provisions in § 94.15(b) are intended to apply only to pork and pork products that transit the United States via land border ports, it was our intent to do so. Therefore, this document amends our original proposed rule to clarify that the transit provisions in § 94.15(b) would apply only to pork and pork products that transit the United States via land border ports.

The regulations in § 94.15(d) currently allow for the transit of animal products, including fresh (chilled or frozen) pork and products from Mexico, via maritime and air ports, under certain conditions. The conditions in 94.15(d)(3) specify

that animal products transiting the United States via maritime or air ports may not be moved overland outside the airport terminal or dock area of the maritime port. We do not allow such overland movements from maritime and land ports because we do not have the resources available to ensure that such movements are properly documented and that proper safeguards are applied. The provisions in § 94.15(b) are intended to provide safe procedures for overland transit of the United States.

Comments sent to us on our July 19, 1999, proposed rule (Docket No. 98-095-1) were required to be received on or before September 17, 1999. To allow the public enough time to comment on this amendment as it relates to the proposed rule, we are extending the period during which we will accept comments on Docket No. 98-095-1 until November 15, 1999.

List of Subjects in 9 CFR Part 94

Animal diseases, Imports, Livestock, Meat and meat products, Milk, Poultry and poultry products, Reporting and recordkeeping requirements.

Accordingly, we propose to amend 9 CFR part 94 as follows:

PART 94—RINDERPEST, FOOT-AND-MOUTH DISEASE, FOWL PEST (FOWL PLAGUE), VELOGENIC VISCEROTROPIC NEWCASTLE DISEASE, AFRICAN SWINE FEVER, HOG CHOLERA, AND BOVINE SPONGIFORM ENCEPHALOPATHY: PROHIBITED AND RESTRICTED IMPORTATIONS

1. The authority citation for part 94 would continue to read as follows:

Authority: 7 U.S.C. 147a, 150ee, 161, 162, and 450; 19 U.S.C. 1306; 21 U.S.C. 111, 114a, 134a, 134b, 134c, 134f, 136, and 136a; 31 U.S.C. 9701; 42 U.S.C. 4331 and 4332; 7 CFR 2.22, 2.80, and 371.2(d).

2. In § 94.15, paragraph (b) introductory text would be revised to read as follows:

§ 94.15 Animal products and materials; movement and handling.

* * * * *

(b) Pork and pork products from Baja California, Baja California Sur, Campeche, Chihuahua, Coahuila, Nuevo Leon, Quintana Roo, Sinaloa, Sonora, Tamaulipas, and Yucatan, Mexico, that are not eligible for entry into the United States in accordance with this part may transit the United States via land border ports for immediate export if the following conditions are met:

* * * * *

Done in Washington, DC, this 9th day of September 1999.

Bobby R. Acord,

Acting Administrator, Animal and Plant Health Inspection Service.

[FR Doc. 99-24050 Filed 9-14-99; 8:45 am]

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NUCLEAR REGULATORY COMMISSION

10 CFR Part 20

Contractor Meeting on Technical Assessments Related to Clearance of Materials and Equipment From Regulatory Control

AGENCY: Nuclear Regulatory Commission.

ACTION: Notice of meeting.

SUMMARY: The Nuclear Regulatory Commission (NRC) staff will meet with contractors who are providing technical assistance related to a potential rulemaking addressing clearance of materials and equipment from regulatory control. A portion of the meeting will be opened for the public to observe the processes used for the development of technical information. As space permits, all interested parties may attend as observers. Time will be allocated for brief statements from the public.

DATES: September 23 and 24, 1999, from 8:30 a.m. to 4 p.m.

ADDRESSES: Nuclear Regulatory Commission, Room T10-A1, Two White Flint North, 11545 Rockville Pike, Rockville, Maryland.

FOR FURTHER INFORMATION CONTACT: Robert A. Meck; e-mail: ram2@nrc.gov, telephone: (301) 415-6205; Office of Nuclear Regulatory Research, USNRC, Washington DC 20555-0001.

SUPPLEMENTARY INFORMATION: The NRC previously announced in a **Federal Register** notice (FRN) on June 30, 1999 (64 FR 35090), that it is considering a rulemaking that would set specific requirements for the release of solid materials. That notice also indicated that NRC is supplementing its standard rulemaking process by conducting enhanced public participatory activities, including facilitated public meetings, before the start of any formal rulemaking process. These public participatory activities are to solicit early and active public input on major issues associated with the release of solid materials, including whether the NRC should proceed with such a rulemaking. The NRC staff is holding a planning meeting with contractors

preparing dose assessments and analyzing trade-offs (benefits and costs) of various potential regulatory actions. As space permits, all interested parties are invited to the portion of the contractor meeting that will summarize the technical approaches and coordination among contractors. Opening this meeting to the public is intended to clarify for interested parties the NRC's development of technical information and to allow observers to comment on the planned development of technical information.

The public meeting will be held at the Nuclear Regulatory Commission offices in Rockville, Maryland, on September 23 and 24, 1999, from 8:30 a.m. to 4:00 p.m. in Room T10-A1, Two White Flint North, 11545 Rockville Pike. For planning purposes, observers from the public are requested to notify Juanda Fletcher at (301) 415-6238 if they plan to attend.

Dated at Rockville, Maryland, this 9th day of September 1999.

For the Nuclear Regulatory Commission.

Cheryl A. Trottier,

Chief, Radiation Protection, Environmental Risk & Waste Management Branch, Office of Nuclear Regulatory Research.

[FR Doc. 99-24057 Filed 9-14-99; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. 99-NM-124-AD]

RIN 2120-AA64

Airworthiness Directives; Boeing Model 757-200 Series Airplanes

AGENCY: Federal Aviation Administration, DOT.

ACTION: Notice of proposed rulemaking (NPRM).

SUMMARY: This document proposes the adoption of a new airworthiness directive (AD) that is applicable to all Boeing Model 757-200 series airplanes. This proposal would require repetitive clearing of the drain passage at the aft end of the main landing gear truck beam to ensure moisture and contaminants within the truck beam can properly drain. This proposal is prompted by reports of fracture of main landing gear truck beams. The actions specified by the proposed AD are intended to prevent stress corrosion cracking, leading to fracture of a main landing gear truck beam during ground operations, which could result in either

reduced controllability of the airplane or a fire.

DATES: Comments must be received by November 1, 1999.

ADDRESSES: Submit comments in triplicate to the Federal Aviation Administration (FAA), Transport Airplane Directorate, ANM-114, Attention: Rules Docket No. 99-NM-124-AD, 1601 Lind Avenue, SW., Renton, Washington 98055-4056. Comments may be inspected at this location between 9:00 a.m. and 3:00 p.m., Monday through Friday, except Federal holidays.

The service information referenced in the proposed rule may be obtained from Boeing Commercial Airplane Group, P.O. Box 3707, Seattle, Washington 98124-2207. This information may be examined at the FAA, Transport Airplane Directorate, 1601 Lind Avenue, SW., Renton, Washington.

FOR FURTHER INFORMATION CONTACT: Rick Kawaguchi, Aerospace Engineer, Airframe Branch, ANM-120S, FAA, Transport Airplane Directorate, Seattle Aircraft Certification Office, 1601 Lind Avenue, SW., Renton, Washington 98055-4056; telephone (425) 227-1153; fax (425) 227-1181.

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 shall 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 99-NM-124-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, Transport Airplane Directorate, ANM-114, Attention: Rules Docket No. 99-NM-124-AD, 1601 Lind Avenue, SW., Renton, Washington 98055-4056.

Discussion

The FAA has received reports indicating that the main landing gear truck beam on Boeing Model 757-200 series airplanes has fractured due to stress corrosion cracking originating at corrosion pits on the surface of the inside diameter of the truck beam. The inner surface of the truck beam is protected from corrosion by several methods, including coatings over the metal surface and a gravity drain hole in the aft end of the truck beam inner surface that allows any moisture that enters the area to drain out. The drain holes on the fractured truck beams were found to be plugged with coating material, preventing moisture from draining out of the inside of the truck beam, which may result in increased corrosion on the inner surface of the truck beam. The primary cause of the condition may be inadequate adhesion of the coating to the inner surface of the truck beam during manufacture. This condition, if not corrected, could result in stress corrosion cracking, leading to fracture of a main landing gear truck beam during ground operations, which could result in either reduced controllability of the airplane or a fire.

Explanation of Relevant Service Information

The FAA has reviewed Boeing Service Letter 757-SL-32-060, dated March 31, 1999, which describes procedures for repetitive clearing of the drain passage at the aft end of the main landing gear truck beam to ensure moisture and contaminants within the truck beam can properly drain. Accomplishment of the actions specified in the service letter is intended to adequately address the identified unsafe condition.

Explanation of Requirements of Proposed Rule

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 require accomplishment of the actions specified in the service letter described previously, except as discussed below.