

(i) Be located in a county which is listed as a persistent poverty county by the Economic Research Service pursuant to the most recent data from the Bureau of the Census; and

(ii) Have a socio-economic condition over the immediately preceding 5 year period that meets at least two of the following factors as certified by the Native American Tribe and the Department of the Interior:

(A) The Native American Tribe has experienced a decrease, on a per capita basis, in State and Federal funding of more than 15 percent;

(B) The Tribal gross income, on a per capita basis, has declined by more than 20 percent;

(C) The Native American Tribe has incurred increased costs associated with unfunded or partially funded mandates from Federal or State Governments equal to more than 15 percent of the total amount received from Federal or State sources; and

(D) The Native American Tribe has incurred an increase in costs of meeting the public health and safety needs of Tribal members of more than 20 percent.

(3) *Land value write down.* The Agency may adjust the unpaid principal and interest balance on any loan made under this part to the current market value of the land that was purchased with loan funds, if:

(i) The market value of such land has declined by at least 25 percent since the land was purchased with loan funds as established by an appraisal;

(ii) Land value decrease is not attributed to the depletion of resources contained on or under the land;

(iii) The land on which the principal write down is requested has been held by the borrower for at least 5 years; and

(iv) The loan has not been written down under paragraph (d)(3) of this section within the last 5 years.

(4) *Rental value write down.* The Agency may write down loans made under this part so the annual loan payment for the remaining term of each loan equals the average of annual rental value of the land purchased by each such loan for the immediately preceding 5-year period if:

(i) The land that was purchased with loan funds was purchased more than 5 years prior to the application for such writedown;

(ii) The description of the land purchased with the loan funds and the rental values used to calculate the 5 year average annual rental value of the land have been certified by the Department of the Interior;

(iii) The borrower provides a current appraisal of the land; and

(iv) The borrower (in the case of a Tribal corporation, the Native American Tribe of the borrower) has not previously benefitted from a write down under paragraph (d)(3) of this section.

PART 1823—[REMOVED AND RESERVED]

2. Remove and reserve part 1823.

PART 1956—DEBT SETTLEMENT

3. The authority citation for part 1956 continues to read as follows:

Authority: 5 U.S.C. 301; 7 U.S.C. 1989; 31 U.S.C. 3711; 42 U.S.C. 1480.

Subpart C—Debt Settlement—Community and Business Programs

§ 1956.101 [Amended]

4. Amend § 1956.101 to remove the phrase "and Indian Tribal Land Acquisition loans;"

§ 1956.137 [Removed and Reserved]

5. Remove and reserve § 1956.137.

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

August Schumacher, Jr.,

Under Secretary for Farm and Foreign Agricultural Services.

[FR Doc. 99-28368 Filed 11-01-99; 8:45 am]

BILLING CODE 3410-05-P

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. 97-ANE-09]

Airworthiness Directives; Rolls-Royce plc Model RB211 Trent 892, 884, 877, 875, and 892B Series Turbofan Engines

AGENCY: Federal Aviation Administration, DOT.

ACTION: Notice of proposed rulemaking (NPRM).

SUMMARY: This document proposes to revise an existing airworthiness directive (AD), 97-06-13, applicable to certain Rolls-Royce plc (R-R) RB.211 Trent 800 series turbofan engines, that currently requires initial and repetitive inspections of the angled drive upper shroud, the intermediate gearbox housing (IGH), and the external gearbox lower bevel box (LBB) housing. In addition, that AD requires initial and repetitive master magnetic chip detector (MCD) inspections. Finally, prior to initiation of Extended-Range Operations with Two-Engine Aircraft (ETOPS), or prior to September 30, 1997, whichever

occurs first, AD 97-06-13 requires installation of a redesigned angled drive upper shroud tube and a lower splitter fairing with revised sealing. This action would eliminate the repetitive inspections of the IGH, external gearbox LBB housing, and the angled drive upper shroud, if the engines have incorporated modifications described in certain R-R Service Bulletins (SBs). In addition, this action would increase the inspection interval for repetitive master MCD inspections. This proposal is prompted by service experience since publication of AD 97-06-13. The actions specified by the proposed AD are intended to prevent loss of oil, which could cause an engine fire. This proposed AD is also intended to prevent in-flight engine shutdowns and airplane diversions caused by oil loss and bearing failures.

DATES: Comments must be received by January 3, 2000.

ADDRESSES: Submit comments to the Federal Aviation Administration (FAA), New England Region, Office of the Regional Counsel, Attention: Rules Docket No. 97-ANE-09, 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.

The service information referenced in the proposed rule may be obtained from Rolls-Royce North America, Inc., 2001 South Tibbs Ave., Indianapolis, IN 46241; telephone (317) 230-3995, fax (317) 230-4743. This information may be examined at the FAA, New England Region, Office of the Regional Counsel, 12 New England Executive Park, Burlington, MA.

FOR FURTHER INFORMATION CONTACT: Jason Yang, Aerospace Engineer, Engine Certification Office, FAA, Engine and Propeller Directorate, 12 New England Executive Park, Burlington, MA 01803-5299; telephone (781) 238-7747, 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 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 97-ANE-09." 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. 97-ANE-09, 12 New England Executive Park, Burlington, MA 01803-5299.

Discussion

On April 14, 1997, the Federal Aviation Administration (FAA) issued airworthiness directive (AD) 97-06-13, Amendment 39-9970 (62 FR 23339, April 30, 1997), applicable to Rolls-Royce plc (R-R) Model RB211 Trent 892, 884, 877, 875, and 892B series turbofan engines. That AD requires initial and repetitive visual and fluorescent penetrant inspections (FPI) of the angled drive upper shroud tube for fretting and cracking, initial and repetitive visual inspections and FPI for cracking, a one-time FPI for porosity of the intermediate gearbox housing (IGH), and initial and repetitive visual inspections for cracking of the external gearbox lower bevel box (LBB) housing. In addition, AD 97-06-13 requires initial and repetitive master magnetic chip detector (MCD) inspections. Finally, prior to initiation of Extended-Range Operations with Two-Engine Aircraft (ETOPS), or prior to September 30, 1997, whichever occurs first, AD 97-06-13 requires installation of a redesigned angled drive upper shroud tube and a lower splitter fairing with revised sealing. That action was prompted by reports of loss of oil from the angle drive upper shroud tube, the IGH, the LBB, and by reports of bearing

failures. That condition, if not corrected, could result in loss of oil, which could cause an engine fire. That condition, if also not corrected, could result in in-flight engine shutdowns and airplane diversions caused by oil loss and bearing failures.

Service Experience Since Publication of AD 97-06-13

Since the issuance of that AD, the Civil Aviation Authority (CAA) of the United Kingdom and the FAA have received service experience reports from operators that indicate that certain aspects of the current AD may be relaxed.

Relaxatory Actions

This proposal would exempt engines that have incorporated modifications described in certain R-R Service Bulletins (SBs) from the repetitive visual inspections and FPI of the IGH and external gearbox LBB housing. In addition, this proposal would increase the inspection interval for repetitive master MCD inspections.

New Service Bulletins (SBs)

R-R has issued SB RB.211-72-C114, Revision 2, dated March 13, 1998, that introduces a transfer tube and a lower splitter fairing with revised sealing; SB RB.211-72-C220, dated April 18, 1997, that introduces a low vibration angled drive shaft; and SB RB.211-72-C197, March 4, 1997, and SB RB.211-72-C211, dated March 21, 1997, that introduce a strengthened gearbox housing assembly.

Proposed Actions

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 revise AD 97-06-13 to continue to require the inspections of the current AD. However, engines that have incorporated modifications described by the R-R SBs listed in the New Service Bulletins paragraph of the discussion section would be exempt from the repetitive inspections of the angled drive upper shroud, IGH, and external gearbox LBB housing described in proposed paragraphs (a) and (b). In addition, the repetitive inspection interval for the master MCD inspections described in proposed paragraph (c) would be increased to 250 hours time-in-service (TIS). The actions would be required to be accomplished in accordance with the SBs described previously.

Economic Analysis

The FAA estimates that 24 engines installed on aircraft of U.S. registry would be affected by this proposed AD, that it would take approximately 18 work hours per engine to accomplish the optional modifications, and that the average labor rate is \$60 per work hour. Required parts would cost approximately \$23,000 per engine. Based on these figures, the total cost impact of the proposed AD on US operators is estimated to be \$577,920. However, since these modifications are optional, operators may continue to perform the repetitive inspections required by proposed paragraph (b) at no additional cost.

Regulatory Impact

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 39-9970 (62 FR 23339, April 30, 1997), and by adding a new airworthiness directive, to read as follows:

Rolls-Royce plc: Docket No. 97-ANE-09.
Revises AD 97-06-13, Amendment 39-9970.

Applicability: Rolls-Royce plc (R-R) Model RB211 Trent 892, 884, 877, 875, and 892B series turbofan engines, installed on but not limited to Boeing 777 series aircraft.

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 (d) 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 loss of oil, which could cause an engine fire, and in-flight engine shutdowns and airplane diversions caused by oil loss and bearing failures, accomplish the following:

Currently Required Actions

(a) Inspect angle drive upper shroud tubes as follows:

(1) Within 50 cycles-in-service (CIS) after May 15, 1997, the effective date of AD 97-06-13, visually inspect and measure the fretting and fluorescent penetrant inspect (FPI) for cracks the angle drive upper shroud tubes in accordance with R-R Service Bulletin (SB) No. RB.211-72-C089, Revision 1, dated January 24, 1997.

(2) Thereafter, at intervals not to exceed 50 CIS since last inspection, visually inspect and measure the fretting and FPI for cracks in the angled drive upper shroud tubes, in accordance with R-R SB No. RB.211-72-C089, Revision 1, dated January 24, 1997.

(3) Prior to further flight, remove from service angled drive upper shroud tubes that exhibit fretting measured in excess of 0.020 inches, or any cracks, and replace with serviceable parts.

(4) Installation of an improved angled drive upper shroud tube with a lower splitter fairing with revised sealing in accordance with R-R SB No. RB.211-72-C114, Revision 2, dated March 13, 1998, constitutes terminating action to the requirements of this paragraph.

(5) Prior to initiation of Extended-Range Operations with Two-Engine Aircraft (ETOPS), or prior to September 30, 1997, whichever occurs first, install an improved angled drive upper shroud tube with a lower splitter fairing with revised sealing in

accordance with R-R SB No. RB.211-72-C114, Revision 2, dated March 13, 1998.

(b) Inspect the intermediate gearbox housing (IGH) and external gearbox lower bevel box (LBB) housing as follows:

(1) Within 5 CIS after May 15, 1997, the effective date of AD 97-06-13, perform an initial visual inspection of the IGH and LBB housing for cracks, in accordance with R-R Mandatory SB No. RB.211-72-C129, Revision 2, dated March 21, 1997.

(2) Within 10 CIS after May 15, 1997, the effective date of AD 97-06-13, perform an initial FPI of the IGH for cracks, in accordance with R-R Mandatory SB No. RB.211-72-C129, Revision 2, dated March 21, 1997.

(3) Thereafter, at intervals not to exceed 5 CIS since last visual inspection, visually inspect the IGH and LBB housing for cracks, and at intervals not to exceed 10 CIS since last FPI, FPI the IGH, in accordance with R-R Mandatory SB No. RB.211-72-C129, Revision 2, dated March 21, 1997.

(4) Within 10 CIS after May 15, 1997, the effective date of AD 97-06-13, perform an FPI of the IGH for porosity in accordance with R-R Mandatory SB No. RB.211-72-C129, Revision 2, dated March 21, 1997.

(5) Within the next 5 CIS after May 15, 1997, the effective date of AD 97-06-13, remove from service IGHs that exhibit porosity levels in excess of the acceptable criteria listed in the SB and replace with serviceable parts.

(6) Prior to further flight, remove from service cracked IGHs and LBB housings and replace with serviceable parts.

Optional Terminating Action to Paragraph (b) Requirements

(7) Incorporation of modifications described in R-R SB RB.211-72-C220, dated April 18, 1997, which introduces a low vibration angled drive shaft; and R-R SB RB.211-72-C197, March 4, 1997, which introduces IGH assembly with increased wall thickness, or SB RB.211-72-C211, dated March 21, 1997, which introduces a strengthened gearbox housing assembly, are incorporated, constitute terminating action to the requirements of this paragraph.

Master Magnetic Chip Detector (MCD) Inspections

(c) Inspect the Master MCD as follows:

(1) Within 100 hours time-in-service (TIS) after May 15, 1997, the effective date of AD 97-06-13, perform an initial inspection of the Master MCD in accordance with Mandatory SB No. RB.211-79-C093, Revision 1, February 28, 1997.

Extended Master MCD Repetitive Inspection Interval

(2) Thereafter, at intervals not to exceed 250 hours TIS since last inspection, perform repetitive inspections of the Master MCD in accordance with Mandatory SB No. RB.211-79-C093, Revision 1, dated February 28, 1997.

Alternative Method of Compliance

(d) 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 Manager, Engine

Certification Office (ECO). Operators shall submit their request through an appropriate FAA Principal Maintenance Inspector, who may add comments and then send it to the Manager, 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.

Ferry Flights

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

Issued in Burlington, Massachusetts, on October 25, 1999.

David A. Downey,

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

[FR Doc. 99-28522 Filed 11-1-99; 8:45 am]

BILLING CODE 4910-13-U

DEPARTMENT OF THE TREASURY**Internal Revenue Service****26 CFR Part 1**

[REG-105327-99]

RIN 1545-AX03

Qualified Zone Academy Bonds; Obligations of States and Political Subdivisions; Hearing Cancellation

AGENCY: Internal Revenue Service (IRS), Treasury.

ACTION: Cancellation of notice of public hearing on proposed rulemaking.

SUMMARY: This document provides notice of cancellation of a public hearing on proposed regulations providing guidance to holders and issuers of qualified zone academy bonds.

DATES: The public hearing originally scheduled for Tuesday, November 9, 1999, at 10 a.m., is cancelled.

FOR FURTHER INFORMATION CONTACT: Michael L. Slaughter of the Regulations Unit, Assistant Chief Counsel (Corporate), (202) 622-7180 (not a toll-free number).

SUPPLEMENTARY INFORMATION: A notice of proposed rulemaking by cross-reference to temporary regulations, and notice of public hearing that appeared in the **Federal Register** on Thursday, July 1, 1999 (64 FR 35579), announced that a public hearing was scheduled for Tuesday, November 9, 1999, at 10 a.m., in room 2615, Internal Revenue Building, 1111 Constitution Avenue, NW., Washington, DC. The subject of the public hearing is proposed