

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.

[FR Doc. 99-30020 Filed 11-16-99; 8:45 am]

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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

would be available to replace the cable. The commenter justifies the change request based upon the excellent reliability of the Tay series engine turbine. The engine series has never seen a fuel shutoff cable activation event. The commenter recommends that the FAA consider the engine reliability in the final rule and make the interval consistent with the regular C-check intervals.

The FAA does not concur. The 1,000 hours TIS inspection is based on service experience. Service experience has shown that cable strands fail on average of one per 890 hours and that a number of external strands will wear concurrently such that further strand failures occur relatively quickly following the first strand failure. The UK CAA has informed the FAA that adopting the requested 2,600 hour inspection cycle could result in as many as 9 broken cable strands. This could render the emergency fuel shutoff control ineffective. The sole purpose of the emergency fuel shutoff control is to guard against a turbine overspeed condition in the event of low pressure shaft shear.

Conclusion

After careful review of the available data, including the comments noted above, the FAA has determined that air safety and the public interest require the adoption of the rule as proposed.

Economic Analysis

There are approximately 900 engines of the affected design in the worldwide fleet. The FAA estimates that 451 engines installed on aircraft of U.S. registry will be affected by this AD, that it will take approximately 0.25 work hours to accomplish the inspections, 3 to 28 work hours per engine to remove and replace an unacceptable emergency fuel shutoff cable, depending on engine aircraft installation and position, and that the average labor rate is \$60 per work hour. Required parts cost approximately \$86 per engine. The total cost for inspections is estimated to be \$6,750. The total cost for replacing parts on the Fokker F70 and Fokker F100 aircraft is estimated to be \$75,125. The total cost for replacing parts on the No. 1 position engine on Boeing 727 aircraft is estimated to be \$14,918. The total cost for replacing parts on the No. 2 and 3 position engines on Boeing 727 aircraft, since engine removal is required for these two engine positions, is \$197,837. Based on these figures, the total cost impact of the on U.S. operators is estimated to be \$294,630.

Regulatory Impact

The regulations adopted herein will 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 final rule does not have sufficient federalism implications to warrant the preparation of a Federalism Assessment.

For the reasons discussed above, I certify that this action (1) Is not a "significant regulatory action" under Executive Order 12866; (2) is not a "significant rule" under DOT Regulatory Policies and Procedures (44 FR 11034, February 26, 1979); and (3) 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 final evaluation has been prepared for this action and it is contained in the Rules Docket. A copy of it may be obtained from 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.

Adoption of the Amendment

Accordingly, pursuant to the authority delegated to me by the Administrator, the Federal Aviation Administration amends 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 adding the following new airworthiness directive:

99-24-01 Rolls-Royce plc: Amendment 39-11423. Docket 99-NE-26-AD.

Applicability: Rolls-Royce plc (R-R) Tay 620-15, Tay 650-15, and Tay 651-54 series turbofan engines, installed on but not limited to Fokker F.28 Mark 0070 series, Fokker F.28 Mark 0100 series, and Boeing 727 series aircraft modified with STC SA8472SW.

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 (b) 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 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, accomplish the following:

Inspections

(a) Perform initial and repetitive visual inspections of the emergency fuel shutoff cable for broken strands or failed cables as follows:

(1) Initially inspect the emergency fuel shutoff cable within 1,000 hours time-in-service (TIS) after the effective date of this AD.

(i) If the emergency fuel shutoff cable has no strands broken, re-inspect within 1000 hours TIS after the inspection.

(ii) If the emergency fuel shutoff cable has 1, 2, or 3 strands broken, re-inspect within 800 hours TIS after the inspection.

(iii) If the emergency fuel shutoff cable has 4, 5, or 6 strands broken, replace the cable within 100 hours TIS after the inspection.

(iv) If the emergency fuel shutoff cable has 7 or more strands broken, or the cable has failed, replace the cable within 25 hours TIS after the inspection.

(2) Thereafter, perform inspections of the emergency fuel shutoff cable and replace the emergency fuel shutoff cable as provided in paragraph (a)(1) of this AD.

Note 2: Information on inspection of the emergency fuel shutoff cable and replacement of cables may be found in R-R Service Bulletin (SB) No. Tay 76-1434, Revision 1, dated August 28, 1998, and Maintenance Manual 76-23-00.

Alternative Methods of Compliance

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

Note 3: Information concerning the existence of approved alternative methods of compliance with this airworthiness directive, if any, may be obtained from the Engine Certification Office.

Ferry Flights

(c) 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 aircraft to a location where the requirements of this AD can be accomplished.

(d) This amendment becomes effective on January 18, 2000.

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

David A. Downey,

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

[FR Doc. 99-29825 Filed 11-16-99; 8:45 am]

BILLING CODE 4910-13-P

DEPARTMENT OF ENERGY

Federal Energy Regulatory Commission

18 CFR Part 11

[Docket No. RM86-2-000]

Update of the Federal Energy Regulatory Commission's Fees Schedule for Annual Charges for the Use of Government Lands

November 9, 1999.

AGENCY: Federal Energy Regulatory
Commission.

ACTION: Final rule; update of Federal
land use fees.

SUMMARY: On May 8, 1987, the Commission issued its final rule amending Part 11 of its regulations (Order No. 469, 52 FR 18201 May 14, 1987). The final rule revised the billing procedures for annual charges for administering Part I of the Federal Power Act, the billing procedures for charges for Federal dam and land use, and the methodology for assessing Federal land use charges.

In accordance with the Commission's regulations, the Commission by its designee, the Executive Director, is updating its schedule of fees for the use of government lands. The yearly update is based on the most recent schedule of fees for the use of linear rights-of-way prepared by the United States Forest Service. Since the next fiscal year will cover the period from October 1, 1999,

through September 30, 2000, the fees in this notice will become effective October 1, 1999. The fees will apply to fiscal year 2000 annual charges for the use of government lands.

The Commission has concluded, with the concurrence of the Administrator of the Office of Information and Regulatory Affairs of OMB that this rule is not a "major rule" as defined in section 351 of the Small Business Regulatory Enforcement Fairness Act of 1996, 5 U.S.C 804(2).

EFFECTIVE DATE: October 1, 1999.

FOR FURTHER INFORMATION CONTACT:

Fannie Kingsberry, Division of Financial Service, Office of Finance, Accounting and Operations, Federal Energy Regulatory Commission, 888 First Street, NE, Washington, DC 20426 (202) 219-2885.

SUPPLEMENTARY INFORMATION: In addition to publishing the full text of this document in the **Federal Register**, the Commission also provides all interested persons an opportunity to inspect or copy contents of this document during normal business hours in the Public Reference Room at 888 First Street, NE, room 2-A, Washington, DC 20426.

The Commission Issuance Posting System (CIPS) provides access to the texts of formal documents issued by the Commission. CIPS can be accessed via Internet through FERC's Homepage (<http://www.ferc.fed.us>) using the CIPS Link or the Energy Information Online icon. The full text of this document will be available on CIPS in ASCII and WordPerfect 8.0 format. CIPS is also available through the Commission's electronic bulletin board service at no extra charge to the user and may be accessed using a personal computer with a modem by dialing (202) 208-1397, if dialing locally or 1-800-856-3920, if dialing long distance. To access

CIPS, set your communications software to 19200, 134400, 12000, 96000, 7200, 4800, 2400 or 1200 bps, full-duplex, no parity, 8 data bits, and 1 stop bit. User assistance is available at 202-208-2474 or by E-mail to cipmaster@ferc.fed.us. This document is also available through the Commission's Records and Information Management System (RIMS) an electronic storage and retrieval system of documents submitted to and issued by Commission after November 16, 1981. Documents from November 1995 to the present can be viewed and printed. RIMS is available in the Public Reference Room or remotely via Internet through FERC's Homepage using the RIMS link or the Energy Information Online icon. User assistance is available at 202-208-2222, or by E-mail to rimsmaster@ferc.fed.us.

Finally the complete text on diskette in WordPerfect format may be purchased from the Commission's copy contract, RVJ International, Inc. is located in the Public Reference Room at 888 First Street, NE, Washington, D.C. 20426.

List of Subjects in 18 CFR Part 11

Electric power, Reporting and recordkeeping requirements.

Thomas R. Herlihy,

Director and Chief Financial Officer.

Accordingly, the Commission, effective October 1, 1999, amends Part 11 of Chapter I, Title 18 of the Code of Federal Regulations, as follows:

PART 11—[AMENDED]

1. The authority citation for Part 11 continues to read as follows:

Authority: 16 U.S.C. 791a-825r; 42 U.S.C. 7101-7352.

2. In part 11, Appendix A is revised to read as follows:

APPENDIX A TO PART 11—FEE SCHEDULE FOR FY 2000

State	County	Rate per acre
ALABAMA	ALL COUNTIES	\$24.85
ARKANSAS	ALL COUNTIES	18.65
ARIZONA	APACHE	6.20
	COCHISE	
	GILA	
	GRAHAM	
	LA PAZ	
	MOHAVE	
	NAVAJO	
	PIMA	
	YAVAPAI	
	YUMA	
	COCONINO NORTH OF COLORADO RIVER	
	COCONINO SOUTH OF COLORADO RIVER	24.85
	GREENLEE	
	MARICOPA	