

# Rules and Regulations

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## DEPARTMENT OF AGRICULTURE

### Animal and Plant Health Inspection Service

#### 7 CFR Parts 300 and 301

[Docket No. 96-069-4]

#### High-Temperature Forced-Air Treatments for Citrus

**AGENCY:** Animal and Plant Health Inspection Service, USDA.

**ACTION:** Direct final rule; confirmation of effective date.

**SUMMARY:** On July 13, 1999, the Animal and Plant Health Inspection Service published a direct final rule. (See 64 FR 37663-37665, Docket No. 96-069-3.) The direct final rule notified the public of our intention to amend the Plant Protection and Quarantine Treatment Manual, which is incorporated by reference into the Code of Federal Regulations, to allow navel oranges from Mexico and areas of the United States that are infested with plant pests in the genus *Anastrepha*, which includes *A. ludens*, the Mexican fruit fly, to be treated with a high-temperature forced-air process that was approved for tangerines, oranges other than navel oranges, and grapefruit from these areas. We did not receive any written adverse comments or written notice of intent to submit adverse comments in response to the direct final rule.

**EFFECTIVE DATE:** The effective date of the direct final rule is confirmed as: September 13, 1999.

**FOR FURTHER INFORMATION CONTACT:** Ms. Donna West, Import Specialist, Phytosanitary Issues Management, PPQ, APHIS, 4700 River Road Unit 140, Riverdale, MD 20737-1236; (301) 734-6799.

**Authority:** 7 U.S.C. 147a, 150bb, 150dd, 150ee, 150ff, 161, 162, and 164-167; 7 CFR 2.22, 2.80, and 371.2(c).

Done in Washington, DC, this 3rd day of September 1999.

**Angel Cielo,**

*Acting Administrator, Animal and Plant Health Inspection Service.*

[FR Doc. 99-23521 Filed 9-9-99; 8:45 am]

BILLING CODE 3410-34-P

## NATIONAL CREDIT UNION ADMINISTRATION

### 12 CFR Part 795

#### OMB Control Numbers

**AGENCY:** National Credit Union Administration (NCUA).

**ACTION:** Final rule.

**SUMMARY:** NCUA is updating its listing displaying the Office of Management and Budget (OMB) control numbers for information collection requirements found in NCUA regulations. The Paperwork Reduction Act mandates NCUA to make these revisions.

**DATES:** Effective September 10, 1999.

**ADDRESSES:** National Credit Union Administration, 1775 Duke Street, Alexandria, Virginia 2314-3428.

**FOR FURTHER INFORMATION CONTACT:** Regina M. Metz, Staff Attorney, Division of Operations, Office of General Counsel, at the above address or telephone: (703) 518-6540.

#### SUPPLEMENTARY INFORMATION:

##### A. Background

The Paperwork Reduction Act requires that agencies display a current OMB control number for each agency collection requirement found in a regulation. NCUA is revising 795.1(b) to reflect changes in NCUA's information collection requirements and OMB's control numbers for each requirement.

##### B. Final Rule

The NCUA Board is issuing this regulation as a final rule because of the strong public interest in updating the regulation, in accordance with the requirements of § 3507(f) of the Paperwork Reduction Act. The rule is effective upon publication so that the NCUA can display the current OMB control number for each information collection requirement in NCUA's regulations. Accordingly, for good cause, the Board finds that, pursuant to 5 U.S.C. 553(b)(3)(B), notice and public

procedures are impracticable, unnecessary, and contrary to the public interest; and, pursuant to 5 U.S.C. 553(d)(3), the rule shall be effective immediately and without 30 days advance notice of publication.

## C. Regulatory Procedures

### 1. Regulatory Flexibility Act

The Regulatory Flexibility Act requires NCUA to prepare an analysis to describe any significant economic impact any proposed regulation may have on a substantial number of small entities (primarily those under \$1 million in assets). The NCUA has determined and certifies that this interim rule will not have a significant economic impact on a substantial number of small credit unions. Accordingly, the NCUA has determined that a Regulatory Flexibility Analysis is not required.

### 2. Paperwork Reduction Act

This proposed rule to update § 795.1(b) does not involve a collection of information under the Paperwork Reduction Act. Accordingly, NCUA has determined that a Paperwork Reduction analysis is not required.

### 3. Executive Order 12612

Executive Order 12612 requires NCUA to consider the effect of its actions on state interests. The final rule, as does the current rule, applies to all federally insured credit unions, including federally insured state chartered credit unions. However, since the final rule reduces regulatory burden, NCUA has determined that the final rule does not constitute a "significant regulatory action" for purposes of the Executive Order.

### 4. Small Business Regulatory Enforcement Fairness Act

The Small Business Regulatory Enforcement Fairness Act of 1996 (Pub. L. 104-121) provides generally for congressional review of agency rules. A reporting requirement is triggered in instances where NCUA issues a final rule as defined by Section 551 of the Administrative Procedures Act. 5 U.S.C. 551. OMB is reviewing this rule to determine whether it is major for purposes of the Small Business Regulatory Enforcement Fairness Act of 1996.

**List of Subjects in 12 CFR Part 795**

Credit unions, Collection requirements.

By the National Credit Union Administration Board on August 30, 1999.

**Becky Baker,**  
*Secretary of the Board.*

For the reasons set forth above, National Credit Union Administration amends 12 CFR part 795 as follows:

**PART 795—OMB CONTROL NUMBERS**

1. The authority citation for part 795 continues to read as follows:

**Authority:** 12 U.S.C. 1766(a) and 5 U.S.C. 3507(f).

2. In § 795.1 paragraph (b) is revised to read as follows:

**§ 795.1 OMB control numbers.**

- (a) \* \* \*
- (b) *Display.*

12 CFR part or section where identified and described	Current OMB control No.
701.1 .....	3133-0015
701.6 .....	3133-0142
701.12 .....	3133-0059
701.13 .....	3133-0059
701.14 .....	3133-0121
701.21 .....	3133-0139
701.22 .....	3133-0141
701.26 .....	3133-0149
701.31 .....	3133-0068
701.32 .....	3133-0114
701.33 .....	3133-0130
701.34 .....	3133-0117
703 .....	3133-0133
704 .....	3133-0129
704.11 .....	3133-0149
705 .....	3133-0137
	3133-0138
708a .....	3133-0153
708b .....	3133-0024
711 .....	3133-0152
712 .....	3133-0149
714 .....	3133-0151
723 .....	3133-0101
724 .....	3133-0035
725 .....	3133-0061
	3133-0063
	3133-0064
	3133-0136
	3133-0155
	3133-0156
	3133-0157
	3133-0158
	3133-0159
741 .....	3133-0067
741.6 .....	3133-0004
748 .....	3133-0108
	3133-0121
749 .....	3133-0032
760 .....	3133-0143
792 .....	3133-0146

**DEPARTMENT OF TRANSPORTATION**

**Federal Aviation Administration**

**14 CFR Part 39**

[Docket No. 97-NM-49-AD; Amendment 39-11224; AD 99-15-05]

RIN 2120-AA64

**Airworthiness Directives; McDonnell Douglas Model DC-9-10, -20, -30, -40, and -50 Series Airplanes, and C-9 (Military) Airplanes**

**AGENCY:** Federal Aviation Administration, DOT.

**ACTION:** Final rule; correction.

**SUMMARY:** This document corrects information in an existing airworthiness directive (AD) that applies to certain McDonnell Douglas Model DC-9-10, -20, -30, -40, and -50 series airplanes, and C-9 (military) airplanes. That AD currently requires a one-time visual inspection to determine if all corners of the aft lower cargo doorjamb have been previously modified. That AD also requires low frequency eddy current inspections to detect cracks of the fuselage skin and doubler at all corners of the aft lower cargo doorjamb, various follow-on repetitive inspections, and modification, if necessary. This amendment corrects two typographical errors involving reference to a certain Principal Structural Element (PSE) and correction of a compliance time. This correction is necessary to ensure that the correct PSE is inspected, and that an appropriate period of time is permitted for compliance with a certain inspection.

**DATE:** Effective August 18, 1999.

The incorporation by reference of certain publications listed in the regulations was approved previously by the Director of the **Federal Register** as of August 18, 1999 (64 FR 37838, July 14, 1999).

**FOR FURTHER INFORMATION CONTACT:** Wahib Mina, Aerospace Engineer, Airframe Branch, ANM-120L, FAA, Los Angeles Aircraft Certification Office, 3960 Paramount Boulevard, Lakewood, California 90712; telephone (562) 627-5324; fax (562) 627-5210.

**SUPPLEMENTARY INFORMATION:** On July 7, 1999, the Federal Aviation Administration (FAA) issued AD 99-15-05, amendment 39-11224 (64 FR 37838, July 14, 1999), which applies to certain McDonnell Douglas Model DC-9-10, -20, -30, -40, and -50 series airplanes, and C-9 (military) airplanes. That AD requires a one-time visual inspection to determine if all corners of the aft lower cargo doorjamb have been

previously modified. That AD also requires low frequency eddy current inspections to detect cracks of the fuselage skin and doubler at all corners of the aft lower cargo doorjamb, various follow-on repetitive inspections, and modification, if necessary. That AD was prompted by fatigue cracks found in the fuselage skin and doubler at the corners of the aft lower cargo doorjamb. The actions specified by that AD are intended to detect and correct such fatigue cracking, which could result in rapid decompression of the fuselage and consequent reduced structural integrity of the airplane.

**Need for the Correction**

The FAA has noted that a typographical error exists in paragraph (d) of the existing AD that involves the compliance time for performing a high frequency eddy current (HFEC) inspection to detect cracks on the skin adjacent to a certain modification of the corners of the right lower cargo doorjamb. That AD specified that the HFEC inspection should be performed "prior to the accumulation of 28,000 landings since accomplishment of that modification, or within 3,500 landings after the effective date of the AD." However, the intent of the FAA was to specify "prior to the accumulation of 28,000 landings since accomplishment of that modification, or within 3,575 landings after the effective date of the AD." Paragraph (d) of the existing AD has been revised to correctly specify 3,575 landings.

Additionally, a typographical error occurred in the identification of the Principle Structural Element (PSE) specified in paragraph (e) of the existing AD. The PSE was identified as "PSE 53.09.033;" however, the appropriate number for the PSE should have been identified as "53.09.035;" That correction has been included in this AD.

**Correction of Publication**

This document corrects the typographical errors in AD 99-15-05, and correctly adds the AD as an amendment to section 39.13 of the Federal Aviation Regulations (14 CFR 39.13).

The final rule is being reprinted in its entirety for the convenience of affected operators. The effective date of the AD remains August 18, 1999.

Since this action only identifies the appropriate PSE to be inspected and corrects a compliance time (which actually extends the compliance period somewhat from the existing AD), it has no adverse economic impact and imposes no additional burden on any person. Therefore, the FAA has