comments that are received within 60 days of publication of this rule in the **Federal Register**. After the comment period closes, we will publish another document in the **Federal Register**. The document will include a discussion of any comments we receive and any amendments we are making to the rule as a result of the comments.

Executive Order 12866 and Regulatory Flexibility Act

This rule has been reviewed under Executive Order 12866. For this action, the Office of Management and Budget has waived its review process required by Executive Order 12866.

This interim rule amends the regulations governing the importation of pork and pork products by adding Portugal to the list of regions where ASF exists. We are taking this action because there has been an outbreak of ASF in Portugal. This action will restrict the importation, into the United States, of pork and pork products that left Portugal on or after November 5, 1999. This action is necessary to prevent the introduction of ASF into the United States.

This emergency situation makes compliance with section 603 and timely compliance with section 604 of the Regulatory Flexibility Act (5 U.S.C. 601 *et seq.*) impracticable. If we determine that this rule would have a significant economic impact on a substantial number of small entities, then we will discuss the issues raised by section 604 of the Regulatory Flexibility Act in our final regulatory flexibility analysis.

Executive Order 12988

This interim rule has been reviewed under Executive Order 12988, Civil Justice Reform. This rule: (1) Preempts all State and local laws and regulations that are in conflict with this rule; (2) Has retroactive effect to November 5, 1999; and (3) Does not require administrative proceedings before parties may file suit in court challenging this rule.

Paperwork Reduction Act

This rule contains no new information collection or recordkeeping requirements under the Paperwork Reduction Act of 1995 (44 U.S.C. 3501 *et seq.*).

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 are amending 9 CFR part 94 as follows:

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

1. The authority citation for part 94 continues 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).

§ 94.8 [Amended]

2. In 94.8, the introductory paragraph is amended by removing the word ''and'' immediately before ''Malta,'' and adding the word ''Portugal,'' immediately following ''Malta,''.

Done in Washington, DC, this 17th day of December 1999 .

Bobby R. Acord,

Acting Administrator, Animal and Plant Health Inspection Service.

[FR Doc. 99–33839 Filed 12–28–99; 8:45 am]

BILLING CODE 3410–34–U

FEDERAL DEPOSIT INSURANCE CORPORATION

12 CFR Part 308

Technical Amendments to FDIC Regulations Relating to Rules of Practice and Procedure and Deposit Insurance Coverage; Correction

AGENCY: Federal Deposit Insurance Corporation (FDIC).

ACTION: Final rule; correction.

SUMMARY: The FDIC published in the **Federal Register** of November 16, 1999, a document making technical amendments to various sections of its Local Rules of Practice and Procedure (Local Rules). The document also made a conforming technical amendment to the deposit insurance regulations. This document corrects an amendatory statement in the Local Rules.

EFFECTIVE DATE: November 16, 1999.

FOR FURTHER INFORMATION CONTACT: Jenetha M. Hickson, Alternate Liaison Officer; 202–898–3807.

SUPPLEMENTARY INFORMATION: In rule FR Doc. 99–29830 , on page 62101, in the first column, correct amendatory statement 14 to read as follows:

''14. Section 308.156 is amended by removing the words 'and a person' and adding in their place the words 'and/or an individual' and by adding the words 'or money laundering' after the word 'trust'.''

Dated: December 23, 1999.

Federal Deposit Insurance Corporation.

Robert E. Feldman,

Executive Secretary.

[FR Doc. 99–33812 Filed 12–28–99; 8:45 am]

BILLING CODE 6714–01–P

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. 99–NM–235–AD; Amendment 39–11484; AD 99–27–03]

RIN 2120–AA64

Airworthiness Directives; Fokker Model F27 Mark 050 Series Airplanes

AGENCY: Federal Aviation Administration, DOT.

ACTION: Final rule; request for comments.

SUMMARY: This amendment adopts a new airworthiness directive (AD), applicable to certain Fokker Model F27 Mark 050 series airplanes. This action requires repetitive inspections of the connections between certain ribs and stringers of the wing skins to detect loose or missing rivets or gaps, and corrective actions, if necessary. This action also requires eventual modification of the rib-stringer connection, which terminates the repetitive inspections. This amendment is prompted by issuance of mandatory continuing airworthiness information by a foreign civil airworthiness authority. The actions specified in this AD are intended to prevent fatigue cracking in the skin and stringers, which could result in reduced structural integrity of the wings.

DATES: Effective January 13, 2000.

The incorporation by reference of certain publications listed in the regulations is approved by the Director of the Federal Register as of January 13, 2000.

Comments for inclusion in the Rules Docket must be received on or before January 28, 2000.

ADDRESSES: Submit comments in triplicate to the Federal Aviation Administration (FAA), Transport Airplane Directorate, ANM–114, Attention: Rules Docket No. 99–NM–235–AD, 1601 Lind Avenue, SW., Renton, Washington 98055–4056.

The service information referenced in this AD may be obtained from Fokker Services B.V., P.O. Box 231, 2150 AE

Nieuw-Vennep, The Netherlands. This information may be examined at the FAA, Transport Airplane Directorate, 1601 Lind Avenue, SW., Renton, Washington; or at the Office of the Federal Register, 800 North Capitol Street, NW., suite 700, Washington, DC.

FOR FURTHER INFORMATION CONTACT: Norman B. Martenson, Manager, International Branch, ANM–116, FAA, Transport Airplane Directorate, 1601 Lind Avenue, SW., Renton, Washington 98055–4056; telephone (425) 227–2110; fax (425) 227–1149.

SUPPLEMENTARY INFORMATION: The Rijksluchtvaartdienst (RLD), which is the airworthiness authority for the Netherlands, notified the FAA that an unsafe condition may exist on certain Fokker Model F27 Mark 050 series airplanes. The RLD advises that rivet heads were missing at the rib-to-stringer connections of both the upper and lower wing skin. Investigation revealed that understrength rivets were used in the affected connections. Such deficient connections reduce the static buckling strength of the wing skin and may cause fretting of the stringer. This condition, if not corrected, could result in fatigue cracking in the skin and stringers, which could result in reduced structural integrity of the wings.

Explanation of Relevant Service Information

Fokker has issued Service Bulletin SB50–57–019, dated February 27, 1998, which describes procedures for repetitive detailed visual inspections of the connections between ribs 11260, 11860, 12660, and 13460, and stringers 4, 5, 6, and 7 of the top and bottom wing skins to detect loose or missing rivets or gaps. The service bulletin also describes procedures for modification of the rib-stringer connection. The modification involves reaming the original rivet holes of the rib-stringer connections, performing a rotating probe eddy current inspection to detect cracks of these rivet holes, performing corrective actions for cases where cracking is detected, and installing connecting angles between the stringers and ribs. The corrective actions include reaming the diameter of the rivet hole, performing a surface probe eddy current inspection to detect cracks of the surrounding of each rivet hole, drilling out rivets, removing connecting angles, and repairing angles, as applicable. Accomplishment of the modification eliminates the need for the repetitive inspections.

For cases where cracking is detected during the visual inspection, the service bulletin describes procedures for accomplishing either of the following temporary repairs and eventual modification of the rib-stringer connection (described previously):

- Performing a surface probe eddy current inspection to detect cracks in the surrounding of the rib-stringer connection in the area of the gap and/or loose or missing rivets; and installing a shim between the rib-girder and the stringer and new blind rivets, and repairing the crack; as applicable.
- Performing a surface probe eddy current inspection to detect cracks in the surrounding of the rib-stringer connection in the area of the gap and/or loose or missing rivet; and installing connecting angles and repairing the crack; as applicable.

Accomplishment of the actions specified in the service bulletin is intended to adequately address the identified unsafe condition. The RLD classified this service bulletin as mandatory and issued Dutch airworthiness directive BLA 1998–023/2, dated October 30, 1998, in order to assure the continued airworthiness of these airplanes in the Netherlands.

FAA's Conclusions

This airplane model is manufactured in the Netherlands and is type certificated for operation in the United States under the provisions of section 21.29 of the Federal Aviation Regulations (14 CFR 21.19) and the applicable bilateral airworthiness agreement. Pursuant to this bilateral airworthiness agreement, the RLD has kept the FAA informed of the situation described above. The FAA has examined the findings of the RLD, reviewed all available information, and determined that AD action is necessary for products of this type design that are certificated for operation in the United States.

Explanation of Requirements of the Rule

Since an unsafe condition has been identified that is likely to exist or develop on other airplanes of the same type design registered in the United States, this AD requires accomplishment of the actions specified in the service bulletin described previously, except as discussed below.

Differences Between Proposed Rule and Service Bulletin

Operators should note that, although the service bulletin specifies that the manufacturer may be contacted for disposition of certain repair conditions, this AD requires the repair of those conditions to be accomplished in accordance with a method approved by the FAA, or the RLD (or its delegated agent). In light of the type of repair required to address the identified unsafe condition, and in consonance with existing bilateral airworthiness agreements, the FAA has determined that, for this AD, a repair approved by either the FAA or the RLD is acceptable for compliance with this AD.

Cost Impact

None of the airplanes affected by this action are on the U.S. Register. All airplanes included in the applicability of this rule currently are operated by non-U.S. operators under foreign registry; therefore, they are not directly affected by this AD action. However, the FAA considers that this rule is necessary to ensure that the unsafe condition is addressed in the event that any of these subject airplanes are imported and placed on the U.S. Register in the future.

Should an affected airplane be imported and placed on the U.S. Register in the future, it would require approximately 11 work hours to accomplish the required visual inspection, at an average labor rate of $60 per work hour. Based on these figures, the cost impact of the visual inspection required by this AD would be $660 per airplane, per inspection cycle.

Should an affected airplane be imported and placed on the U.S. Register in the future, it would require approximately between 80 and 116 work hours to accomplish the required modification, at an average labor rate of $60 per work hour. Required parts would cost approximately $11,850 per airplane. Based on these figures, the cost impact of the modification required by this AD would be between $16,650 and $18,810 per airplane.

Determination of Rule's Effective Date

Since this AD action does not affect any airplane that is currently on the U.S. register, it has no adverse economic impact and imposes no additional burden on any person. Therefore, prior notice and public procedures hereon are unnecessary and the amendment may be made effective in less than 30 days after publication in the **Federal Register**.

Comments Invited

Although this action is in the form of a final rule and was not preceded by notice and opportunity for public comment, comments are invited on this rule. Interested persons are invited to comment on this 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 under the caption **ADDRESSES**. All communications received on or before the closing date for comments will be considered, and this rule may be amended in light of the comments received. Factual information that supports the commenter's ideas and suggestions is extremely helpful in evaluating the effectiveness of the AD action and determining whether additional rulemaking action would be needed.

Comments are specifically invited on the overall regulatory, economic, environmental, and energy aspects of the rule that might suggest a need to modify the 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 that summarizes each FAA-public contact concerned with the substance of this AD will be filed in the Rules Docket.

Commenters wishing the FAA to acknowledge receipt of their comments submitted in response to this rule must submit a self-addressed, stamped postcard on which the following statement is made: ''Comments to Docket Number 99–NM–235–AD.'' The postcard will be date stamped and returned to the commenter.

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, Incorporation by reference, 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:

99–27–03 Fokker: Amendment 39–11484. Docket 99–NM–235–AD.

Applicability: Model F27 Mark 050 series airplanes, serial numbers 20103 through 20298 inclusive; certificated in any category.

Note 1: This AD applies to each airplane 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 airplanes 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 (e) 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 fatigue cracking in the skin and stringers, which could result in reduced structural integrity of the wings, accomplish the following:

(a) Perform a detailed visual inspection of the connections between ribs 11260, 11860, 12660, and 13460, and stringers 4, 5, 6, and 7 of the top and bottom wing skins to detect loose or missing rivets or gaps, in accordance with Part 1 of Fokker Service Bulletin SBF50–57–019, dated February 27, 1998; at the time specified in paragraph (a)(1), (a)(2), (a)(3), or (a)(4) of this AD, as applicable. Repeat the inspection thereafter at intervals not to exceed 2,500 flight cycles.

(1) For airplanes that have accumulated less than 15,000 total flight cycles as of the effective date of this AD: Inspect prior to the accumulation of 15,000 total flight cycles, or within 12 months after the effective date of this AD, whichever occurs later.

(2) For airplanes that have accumulated 15,000 total flight cycles or more but less than 20,000 total flight cycles as of the effective date of this AD: Inspect within 12 months after the effective date of this AD.

(3) For airplanes that have accumulated 20,000 total flight cycles or more but less than 25,000 total flight cycles as of the effective date of this AD: Inspect within 6 months after the effective date of this AD.

(4) For airplanes that have accumulated 25,000 total flight cycles or more as of the effective date of this AD: Inspect within 3 months after the effective date of this AD.

Note 2: For the purposes of this AD, a detailed visual inspection is defined as: ''An intensive visual examination of a specific structural area, system, installation, or assembly to detect damage, failure, or irregularity. Available lighting is normally supplemented with a direct source of good lighting at intensity deemed appropriate by the inspector. Inspection aids such as mirror, magnifying lenses, etc. may be used. Surface cleaning and elaborate access procedures may be required.''

(b) Except as provided by paragraph (d) of this AD, if no loose or missing fastener, or no gap is found during any inspection required by paragraph (a) of this AD, prior to the accumulation of 40,000 total flight cycles, or within 18 months after the effective date of this AD, whichever occurs later, modify the rib-stringer connections (i.e., reaming of rivet holes, rotating probe eddy current inspections, corrective actions, and installation of connecting angles) in accordance with Part 2 of the Accomplishment Instructions of Fokker Service Bulletin SBF50–57–019, dated February 27, 1998. Accomplishment of the actions required by this paragraph constitutes terminating action for the repetitive inspection requirements of paragraph (a) of this AD.

(c) If any loose or missing fastener, or any gap is found during any inspection required by paragraph (a) of this AD, prior to further flight, accomplish the actions specified in paragraph (c)(1), (c)(2), or (c)(3) of this AD in accordance with Fokker Service Bulletin SBF50–57–019, dated February 27, 1998.

(1) Accomplish the modification specified in paragraph (b) of this AD.

(2) Except as provided by paragraph (d) of this AD, accomplish the temporary repair (i.e., surface probe eddy current inspection, repair, and installation of a shim and new blind rivets) in accordance with Part 3 of the Accomplishment Instructions of the service bulletin. Within 500 flight cycles after accomplishment of this temporary repair, accomplish the modification specified in paragraph (b) of this AD.

(3) Except as provided by paragraph (d) of this AD, accomplish the temporary repair (i.e., surface probe eddy current inspection, repair, and installation of connecting angles) in accordance with Part 4 of the Accomplishment Instructions of the service bulletin. Within 2,500 flight cycles after accomplishment of this temporary repair, accomplish the modification specified in paragraph (b) of this AD.

(d) If any discrepancy is found during any inspection required by paragraph (a), (b), or (c) of this AD; and Fokker Service Bulletin SBF50–57–019, dated February 27, 1998, specifies to contact Fokker for appropriate

action: Prior to further flight, repair in accordance with either a method approved by the Manager, International Branch, ANM–116, FAA, Transport Airplane Directorate, or the Rijksluchtvaartdienst (RLD) (or its delegated agent). For a repair method to be approved by the Manager, International Branch, ANM–116, as required by this paragraph, the Manager's approval letter must specifically reference this AD.

Alternative Methods of Compliance

(e) 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, International Branch, ANM–116. Operators shall submit their requests through an appropriate FAA Principal Maintenance Inspector, who may add comments and then send it to the Manager, International Branch, ANM–116.

Note 3: Information concerning the existence of approved alternative methods of compliance with this AD, if any, may be obtained from the International Branch, ANM–116.

Special Flight Permits

(f) 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.

Incorporation by Reference

(g) Except as provided by paragraph (d) of this AD, the actions shall be done in accordance with Fokker Service Bulletin SBF50–57–019, dated February 27, 1998. This incorporation by reference was approved by the Director of the Federal Register in accordance with 5 U.S.C. 552(a) and 1 CFR part 51. Copies may be obtained from Fokker Services B.V., P.O. Box 231, 2150 AE Nieuw-Vennep, The Netherlands. Copies may be inspected at the FAA, Transport Airplane Directorate, 1601 Lind Avenue, SW., Renton, Washington; or at the Office of the Federal Register, 800 North Capitol Street, NW., suite 700, Washington, DC.

Note 4: The subject of this AD is addressed in Dutch airworthiness directive 1998–023/2, dated October 30, 1998.

(h) This amendment becomes effective on January 13, 2000.

Issued in Renton, Washington, on December 21, 1999.

D. L. Riggin,

Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.

[FR Doc. 99–33567 Filed 12–28–99; 8:45 am]

BILLING CODE 4910–13–U

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. 98–ANE–80–AD; Amendment 39–11482; AD 99–27–01]

RIN 2120–AA64

Airworthiness Directives; Pratt & Whitney JT8D–209, –217, –217A, –217C, and –219 Series Turbofan Engines

AGENCY: Federal Aviation Administration, DOT.

ACTION: Final rule.

SUMMARY: This amendment adopts a new airworthiness directive (AD), applicable to Pratt & Whitney (PW) JT8D–209, –217, –217A, –217C, and –219 series turbofan engines, that requires inspection of the 3rd stage and 4th stage low pressure turbine (LPT) blades for shroud notch wear and replacement of the blade if wear limits are exceeded. This amendment is prompted by a report of an uncontained blade failure. The actions specified by this AD are intended to prevent an uncontained blade failure that could result in damage to the airplane.

DATES: Effective February 2, 2000.

The incorporation by reference of certain publications listed in the regulations is approved by the Director of the Federal Register as of February 2, 2000.

ADDRESSES: The service information referenced in this AD may be obtained from Pratt & Whitney, 400 Main St., East Hartford, CT 06108; telephone (860) 565–8770, fax (860) 565-4503. 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: Christopher Spinney, Aerospace Engineer, Engine Certification Office, FAA, Engine and Propeller Directorate, 12 New England Executive Park, Burlington, MA 01803–5299; telephone (781) 238–7175, 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 Pratt & Whitney (PW) JT8D–209, –217, –217A, –217C, and –219 series turbofan engines was published in the **Federal Register** on September 23, 1999 (64 FR 51484). That action proposed to require inspection of the 3rd stage and 4th stage low pressure turbine (LPT) blades for shroud notch wear and replacement of the blade if wear limits are exceeded in accordance with PW Service Bulletin (SB) No. 6224, Revision 2, dated August 27, 1998. That action was prompted by a report of an uncontained blade failure. That condition, if not corrected, could result in an uncontained blade failure that could result in damage to the airplane.

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 from one commenter.

From Earlier to Later

One commenter wants to change the cyclic and hourly time limits from whichever occurs first to whichever occurs later. The commenter believes that the later of the cyclic or hourly limits provides an adequate level of safety. The Federal Aviation Administration (FAA) does not concur. The commenter does not provide the substantiating data required to support such a claim. The FAA recognizes that many operators manage their engine fleet safely with alternate inspection techniques and intervals. The FAA is prepared to grant alternative methods of compliance (AMOC) to those operators who submit a request with data substantiating that an acceptable level of safety is maintained using their program through the AMOC provisions of paragraph (d) of this final rule.

SB Publication Date vs. Effective Date of This AD

The same commenter expresses confusion as to how to compute the compliance intervals of this AD; specifically, if the effective date of the AD should be used vs. the publication date of the SB for a compliance baseline. The FAA concurs. For the purpose of this AD, all baseline compliance times should be calculated based upon the effective date of this AD. The FAA has added an explanatory paragraph (c) to this final rule to clarify this issue.

Economic Impact Understated

The same commenter believes that the economic impact of the AD is understated as based upon the numbers presented in the economic analysis of the proposal. Specifically, the commenter believes that the cost effect of hardware removals after failing an inspection should be considered. The FAA concurs and has revised the