

TABLE 4.—BREAKPOINTS FOR BARLEY SPECIAL GRADES AND FACTORS—Continued

Special grade or factor	Grade or range limit	Breakpoint
Malting (Blue Aleurone Layers) .....	Not less than 90.0% .....	– 1.3
Malting (White Aleurone Layers) .....	Not less than 90.0% .....	– 1.3
Smutty .....	More than 0.20% .....	0.06
Garlicky .....	3 or more in 500 grams .....	2 1/3
Ergoty .....	More than 0.10% .....	0.13
Infested .....	Same as in § 810.107 .....	0
Blighted .....	More than 4.0% .....	1.1
Injured-by-Frost Kernels .....	Not more than 1.9% .....	0.1
Injured-by-Heat Kernels .....	Not more than 0.2% .....	0.04
Frost-damaged Kernels .....	Not more than 0.4% .....	0.05
Heat-damaged Kernels .....	Not more than 0.1% .....	0.1
Other Grains .....	Not more than 25.0% .....	2.4
Moisture .....	As specified by contract or load order grade .....	0.5

\* \* \* \* \*

Dated: February 4, 1999.

**Neil E. Porter,**

*Acting Administrator, Grain Inspection,  
Packers and Stockyards Administration.*  
[FR Doc. 99–3336 Filed 2–10–99; 8:45 am]

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## FARM CREDIT ADMINISTRATION

### 12 CFR Part 611

RIN 3052–AB71

#### Organization; Balloting and Stockholder Reconsideration Issues; Effective Date

**AGENCY:** Farm Credit Administration.

**ACTION:** Notice of effective date.

**SUMMARY:** The Farm Credit Administration (FCA) published a final rule under part 611 on November 24, 1998 (63 FR 64841). This final rule will amend Farm Credit Administration (FCA or Agency) regulations concerning Farm Credit System (System or FCS) ballots and the effective dates for mergers, consolidations, or transfers of direct lending authority. The amendments allow the use of identity codes on ballots, as long as the votes are tabulated by an independent third party; limit the scope of the regulation to System banks and associations; and remove descriptions of specific balloting procedures from the regulations. The amendments also reduce the earliest effective date of a merger, consolidation, or transfer of lending authority. The amendments provide more flexibility to institutions and stockholders when stockholder votes occur, extend security and confidentiality requirements to all stockholder votes of banks and associations, limit such requirements to banks and associations, and accelerate the effective date of certain corporate actions. In accordance with 12 U.S.C. 2252, the effective date of the final rule

is 30 days from the date of publication in the **Federal Register** during which either or both Houses of Congress are in session. Based on the records of the sessions of Congress, the effective date of the regulations is February 11, 1999.

**EFFECTIVE DATE:** The regulation amending 12 CFR part 611 published on November 24, 1998 (63 FR 64841) is effective February 11, 1999.

#### FOR FURTHER INFORMATION CONTACT:

Alan Markowitz, Senior Policy Analyst,  
Office of Policy and Analysis, Farm  
Credit Administration, McLean, VA  
22102–5090, (703) 883–4498;

or  
Rebecca S. Orlich, Senior Attorney,  
Office of General Counsel, Farm  
Credit Administration, McLean, VA  
22102–5090, (703) 883–4020, TDD  
(703) 883–4444.

(12 U.S.C. 2252(a)(9) and (10))

Dated: February 4, 1999.

**Vivian L. Portis,**

*Secretary, Farm Credit Administration Board.*  
[FR Doc. 99–3370 Filed 2–10–99; 8:45 am]

BILLING CODE 6705–01–P

## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### 14 CFR Part 39

[Docket No. 98–ANE–28–AD; Amendment  
39–11029; AD 99–04–05]

RIN 2120–AA64

#### Airworthiness Directives; Pratt & Whitney JT9D Series Turbofan Engines

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

**ACTION:** Final rule.

**SUMMARY:** This amendment adopts a new airworthiness directive (AD), applicable to certain Pratt & Whitney (PW) JT9D series turbofan engines, that requires a fluorescent penetrant

inspection (FPI) of the rear skirt of the diffuser case for cracks, and, if necessary, blending down to minimum wall thickness to remove cracks and subsequent FPI to determine if cracks have been removed, polishing, and shotpeening. If the cracks are shown by subsequent FPI not to have been removed, this AD requires removing the diffuser case from service and replace with a serviceable part. This amendment is prompted by a report of a diffuser case rupture during takeoff roll that resulted in damage to the aircraft. The actions specified by this AD are intended to prevent diffuser case rupture due to cracks, which can result in an uncontained engine failure and damage to the aircraft.

**DATES:** Effective April 12, 1999.

The incorporation by reference of certain publications listed in the regulations is approved by the Director of the Federal Register as of April 12, 1999.

**ADDRESSES:** The service information referenced in this AD may be obtained from Pratt & Whitney, 400 Main St., East Hartford, CT 06108; telephone (860) 565–6600, 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:** Tara Goodman, Aerospace Engineer, Engine Certification Office, FAA, Engine and Propeller Directorate, 12 New England Executive Park, Burlington, MA 01803–5299; telephone (781) 238–7130, 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 certain Pratt & Whitney (PW) JT9D series turbofan engines was published in the **Federal Register** on August 31, 1998 (63 FR 46200). That action proposed to require fluorescent penetrant inspection (FPI) of the rear skirt of the diffuser case for cracks, and, if necessary, blending down to minimum wall thickness, to remove cracks, subsequent FPI to determine if cracks have been removed, and polishing and shotpeening. If the cracks are shown by subsequent FPI not to have been removed, the proposed AD would require removing the diffuser case from service for possible weld repair or replacement with serviceable parts. The actions would be required to be accomplished in accordance with PW Service Bulletin (SB) No. JT9D-6329, dated May 20, 1998.

Interested persons have been afforded an opportunity to participate in the making of this amendment. Due consideration has been given to the comments received.

One commenter states that the proposed AD only requires blending out if an indication of a crack is found. The AD should be amended to require blending out of all tooling and other surface marks at piece-part exposure, whether or not cracks are found, in order to remove the danger of them becoming crack initiation sites at a future date. The FAA does not concur. The referenced SB explains that scratches and toolmarks can lead to cracking. The criteria in the SB also state any questionable indications be marked as a crack. Although surface tooling mark conditions may exist in other locations on the diffuser case, there has been no field experience to indicate that an unsafe condition exists in other locations.

The same commenter states the proposed AD concentrates solely on the area around the dog bone bosses. With a highly stressed part such as a diffuser casing, attention should be paid to the whole component and the AD should be amended to reflect this. The FAA concurs in part. Paragraph (a) of the AD has been changed to reflect the intent of the SB to perform an FPI of the rear skirt of the diffuser case with particular attention to the area around the dogbone location because it is a high stress area. At this time, however, the FAA has determined that it is not necessary to require an FPI of the entire diffuser case. The JT9D Engine Manual (Part Number (P/N) 777210) Inspection -01 Task 72-41-03-22-000 contains a full diffuser case FPI as a prerequisite procedure for visual and dimensional inspection per SPOP 82. That inspection procedure

also contains cautionary note to pay particular attention to the rear rail.

Two commenters have no objection to the proposed AD.

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.

There are approximately 566 engines of the affected design in the worldwide fleet. The FAA estimates that 157 engines installed on aircraft of U.S. registry will be affected by this AD, that it will take approximately 68 work hours per engine to accomplish the required actions, and that the average labor rate is \$60 per work hour. Based on these figures, the total cost impact of the AD on U.S. operators is estimated to be \$640,560.

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:

**99-04-05 Pratt & Whitney:** Amendment 39-11029 Docket 98-ANE-28-AD.

**Applicability:** Pratt & Whitney (PW) Model JT9D-7Q, -7Q3, -59A, and -70A turbofan engines, with diffuser cases, part numbers (P/Ns) 772173, 772173-001, 772173-002, 782222, 782222-001, and 782222-002, installed. These engines are installed on but not limited to Boeing 747 series, McDonnell Douglas DC-10 series, and Airbus A300 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 (c) 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 diffuser case rupture due to cracks, which can result in an uncontained engine failure and damage to the aircraft, accomplish the following:

(a) At the next piece-part exposure of the diffuser case after the effective date of this AD, accomplish the following in accordance with PW Service Bulletin (SB) No. JT9D-6329, dated May 20, 1998:

(1) Perform a fluorescent penetrant inspection (FPI) for cracks in accordance with the procedures and criteria stated in the SB of the diffuser case rear skirt paying particular attention to areas around the dog bone-shaped bosses identified in the SB.

(2) If no indications of cracks are found in accordance with the procedures and criteria stated in the SB, no further action is required.

(3) If indications of cracks are found in accordance with the procedures and criteria stated in the SB, remove the diffuser case from service, replace with a serviceable part, or blend the cracks as needed down to the minimum wall thickness to remove cracks in accordance with the procedures and criteria stated in the SB.

(4) After blending down in accordance with the procedures and criteria stated in the SB, perform a subsequent etch and FPI for cracks, as follows:

(i) If no indications of cracks are found in accordance with the procedures and criteria stated in the SB, polish and shot-peen the area around each dog bone boss in accordance with the procedures and criteria stated in the SB.

(ii) If indications of cracks are found in accordance with the procedures and criteria

stated in the SB, remove the diffuser case from service and replace with a serviceable part.

(b) For the purpose of this AD, piece-part exposure is defined as when the part is considered completely disassembled when done in accordance with the disassembly instructions in the engine manufacturer's manual, to give access to the dog bone-shaped bosses in the diffuser case rear skirt.

(c) 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 2:** Information concerning the existence of approved alternative methods of compliance with this airworthiness directive, if any, may be obtained from the Engine Certification Office.

(d) 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.

(e) The actions required by this AD shall be done in accordance with the following PW SB:

Document No.	Pages	Date
JT9D 6329 .....	1-42	May 20, 1998.
Total Pages: 42.		

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 Pratt & Whitney, 400 Main St., East Hartford, CT 06108; telephone (860) 565-6600, fax (860) 565-4503. Copies may be inspected at the 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.

(f) This amendment becomes effective on April 12, 1999.

Issued in Burlington, Massachusetts, on February 1, 1999.

**David A. Downey,**

*Assistant Manager, Engine and Propeller Directorate, Aircraft Certification Service.*  
[FR Doc. 99-3038 Filed 2-10-99; 8:45 am]

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## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### 14 CFR Part 39

[Docket No. 98-ANE-08-AD; Amendment 39-11027; AD 99-04-03]

RIN 2120-AA64

#### Airworthiness Directives; International Aero Engines AG (IAE) V2500-A5/-D5 Series Turbofan Engines

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

**ACTION:** Final rule.

**SUMMARY:** This amendment adopts a new airworthiness directive (AD), applicable to International Aero Engines AG (IAE) V2500-A5/-D5 series turbofan engines, that requires the removal from service of certain high pressure compressor (HPC) stage 9-12 drums prior to reaching the new reduced cyclic life limits, and replacement with serviceable parts. This amendment is prompted by the reduction of the life limit for certain IAE V2500 HPC stage 9-12 drums due to higher stresses in this part than originally predicted. The actions specified by this AD are intended to prevent high pressure compressor (HPC) stage 9-12 drum failure, which could result in an uncontained engine failure and damage to the aircraft.

**DATES:** Effective date April 12, 1999.

The incorporation by reference of certain publications listed in the regulations is approved by the Director of the Federal Register as of April 12, 1999.

**ADDRESSES:** The service information referenced in this AD may be obtained from Rolls-Royce Commercial Aero Engine Limited, P.O. Box 31, Derby, England, DE2488J, Attention: Publication Services ICL-TP. 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:** Diane Cook, Aerospace Engineer, Engine Certification Office, FAA, Engine and Propeller Directorate, 12 New England Executive Park, Burlington, MA 01803-5299; telephone (781) 238-7133, 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 International Aero Engines AG (IAE) V2500-A5/-D5 series turbofan engines was published in the **Federal Register** on September 28, 1998 (63 FR 51545). That action proposed to require removal from service of certain HPC stage 9-12 drums prior to reaching new, reduced cyclic life limits, and replacement with serviceable parts in accordance with IAE Service Bulletin (SB) No. V2500-ENG-72-0293, dated December 19, 1997.

Interested persons have been afforded an opportunity to participate in the making of this amendment. Due consideration has been given to the comments received.

One commenter identifies a typographical error in paragraph (a) of the Compliance section and requests that "Remove for service" be changed to "Remove from service." The FAA concurs. The typographical error has been corrected to "Remove from service."

Two commenters express concern about the clarity and intent of paragraph (d) of the Compliance section. They believed that the second sentence of paragraph (d) suggested a life limit of all part number (P/N) stage 9-12 drums are limited by the requirements of the proposed AD. They are concerned that this could be interpreted to mean that future stage 9-12 drums would have their life limits controlled by this proposed AD. The FAA concurs. Paragraph (d) has been changed to add "P/N 6A4156" to the end of the sentence. The last sentence will now state "Thereafter, except as provided in paragraph (e) of this AD, no alternative cyclic retirement life limits may be approved for HPC stage 9-12 drum, P/N 6A4156."

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 with the changes described previously. The FAA has determined that these changes will neither increase the economic burden on any operator nor increase the scope of the AD.

There are approximately 400 International Aero Engines AG (IAE) V2500-A5/-D5 series turbofan engines of the affected design in the worldwide fleet. The FAA estimates that 162 engines installed on airplanes of U.S. registry will be affected by this AD and that it will take no additional work hours per engine to accomplish the required actions. Required parts, on a prorated basis, will cost approximately \$49,000 per engine. Based on these figures, the total cost impact of the AD