

(i) The rate for level IV of the Executive Schedule, when the maximum scheduled annual rate of pay (excluding any retained rate) for such positions is less than or equal to the maximum payable scheduled annual rate of pay for GS-15; or

(ii) The rate for level III of the Executive Schedule, when the maximum scheduled annual rate of pay (excluding any retained rate) for such positions exceeds the maximum payable scheduled annual rate of pay for GS-15, but is not more than the rate for level IV of the Executive Schedule.

(3) If application of paragraph (c)(2) of this section would otherwise reduce an employee's existing locality rate of pay, the employee's locality rate of pay will be capped at the higher of—

(i) The amount of his or her locality rate of pay on the day before paragraph (c)(2) of this section is applied, or

(ii) The rate for level IV of the Executive Schedule.

(d) Paragraph (c) of this section does not apply to experts and consultants appointed under 5 U.S.C. 3109 if the pay for those experts and consultants is limited to the highest rate payable under 5 U.S.C. 5332 (*i.e.*, the unadjusted maximum GS-15 rate). Pay limitations for such experts and consultants must be determined in accordance with § 304.105 of this chapter.

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## DEPARTMENT OF AGRICULTURE

### Animal and Plant Health Inspection Service

#### 9 CFR Part 77

[Docket No. 99-038-2]

#### Tuberculosis in Cattle, Bison, Goats, and Captive Cervids; State and Zone Designations; Correction

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

**ACTION:** Proposed rule; correction.

**SUMMARY:** We are correcting an error in a proposed rule that would amend the bovine tuberculosis regulations. This proposed rule was published in the **Federal Register** on March 7, 2000 (65 FR 11912-11940, Docket No. 99-038-1).

**DATES:** We invite you to comment on the proposed rule (Docket No. 99-038-1), as corrected by this document. We will consider all comments that we receive by April 21, 2000.

**ADDRESSES:** Please send your comment and three copies to: Docket No. 99-038-

1, Regulatory Analysis and Development, PPD, APHIS, Suite 3C03, 4700 River Road, Unit 118, Riverdale, MD 20737-1238.

Please state that your comment refers to Docket No. 99-038-1.

You may read any comments that we receive on Docket No. 99-038-1 in our reading room. The reading room is located in room 1141 of the USDA South Building, 14th Street and Independence Avenue, SW., Washington, DC. Normal reading room hours are 8 a.m. to 4:30 p.m., Monday through Friday, except holidays. To be sure someone is there to help you, please call (202) 690-2817 before coming.

APHIS documents published in the **Federal Register**, and related information, including the names of organizations and individuals who have commented on APHIS dockets, are available on the Internet at <http://www.aphis.usda.gov/ppd/rad/webrepor.html>.

**FOR FURTHER INFORMATION CONTACT:** Dr. Joseph Van Tiem, Senior Staff Veterinarian, VS, APHIS, USDA, 4700 River Road Unit 43, Riverdale, MD 20737-1231; (301) 734-7716.

**SUPPLEMENTARY INFORMATION:** We published in the **Federal Register** on March 7, 2000, (65 FR 11912-11940, Docket No. 99-038-1), a proposed rule to amend the bovine tuberculosis regulations (9 CFR part 77).

There are several errors in that document. The first is in proposed § 77.10(b), which sets forth the requirements for the interstate movement of certain cattle and bison from States and zones listed as modified accredited advanced with regard to tuberculosis. It provides that if cattle or bison to be moved interstate from a modified accredited advanced State or zone are steers or spayed heifers, or are officially identified sexually intact heifers to be moved to an approved feedlot, the animals may be moved interstate without restriction.

However, as explained in the **SUPPLEMENTARY INFORMATION** section of the proposed rule, any such animals moved interstate, *if they are not individually identified by a registration name and number, would be required to be officially identified.*

The other errors are in subpart C, "Captive Cervids," in the lists of States and zones with regard to tuberculosis risk classifications for captive cervids. These classifications appear in § 77.22(a) and (b) for accredited free States and zones, § 77.24(a) and (b) for modified accredited advanced States and zones, § 77.26(a) and (b) for

modified accredited States and zones, § 77.28(a) and (b) for accreditation preparatory States and zones, and § 77.30(a) and (b) for nonaccredited States and zones. As set forth in the proposed rule, all States and zones are classified as either modified accredited or accreditation preparatory, and that is not correct. As explained in the **SUPPLEMENTARY INFORMATION** section of the proposed rule, only some States and zones should be classified as modified accredited or accreditation preparatory for captive cervids. The remainder should be classified as accredited-free or modified accredited advanced.

This document corrects proposed §§ 77.10(b), 77.22(a) and (b), 77.24(a), 77.26(a) and (b), and 77.28(a) as follows so that they are consistent with the explanations in the **SUPPLEMENTARY INFORMATION** section of the proposed rule.

#### PART 77—[CORRECTED]

1. On page 11928, column 1, § 77.10(b) is corrected to read as follows:

##### § 77.10 Interstate movement from modified accredited advanced States and zones.

\* \* \* \* \*

(b) Cattle or bison may be moved interstate if they are steers or spayed heifers, or are officially identified sexually intact heifers moved to an approved feedlot. All cattle and bison so moved that are not individually identified by a registration name and number must be officially identified.

\* \* \* \* \*

2. On page 11931, column 3, § 77.22(a) and (b) are corrected to read as follows:

##### § 77.22 Accredited-free States or zones.

(a) The following are accredited-free States: Alaska, Colorado, Hawaii, Idaho, Indiana, Louisiana, Maine, Minnesota, Montana, Nebraska, Nevada, New Hampshire, New York, North Dakota, Oklahoma, Oregon, South Carolina, South Dakota, Texas, Utah, Vermont, Virginia, Washington, and Wyoming.

(b) The following are accredited-free zones: That part of Michigan other than the zone described in § 77.26(b).

\* \* \* \* \*

3. On page 11932, column 1, § 77.24(a) is corrected to read as follows:

##### § 77.24 Modified accredited advanced States or zones.

(a) The following are modified accredited advanced States: Arizona, California, Florida, Georgia, Kansas, Kentucky, Mississippi, Missouri, New

Jersey, North Carolina, Pennsylvania, Tennessee, and Wisconsin.

\* \* \* \* \*

4. On page 11932, column 3, § 77.26(a) and (b) are corrected to read as follows:

**§ 77.26 Modified accredited States or zones.**

(a) The following are modified accredited States: None.

(b) The following are modified accredited zones: A zone in Michigan delineated by starting at the juncture of State Route 55 and Interstate 75, then heading northwest and north along Interstate 75 to the Straits of Mackinac, then southeast and south along the shoreline of Michigan to the eastern terminus of State Route 55, then west along State Route 55 to Interstate 75.

\* \* \* \* \*

5. On page 11933, column 2, § 77.28(a) is corrected to read as follows:

**§ 77.28 Accreditation preparatory States or zones.**

(a) The following are modified accredited States: Alabama, Arkansas, Connecticut, Delaware, Illinois, Iowa, Maryland, Massachusetts, New Mexico, Ohio, Puerto Rico, Rhode Island, the Virgin Islands of the United States, and West Virginia.

\* \* \* \* \*

Done in Washington, DC, this 21st day of March 2000.

**Bobby R. Acord,**

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

[FR Doc. 00-7445 Filed 3-23-00; 8:45 am]

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## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### 14 CFR Part 39

[Docket No. 97-ANE-44]

RIN 2120-AA64

#### **Airworthiness Directives; Pratt & Whitney PW4164, PW4168, and PW4168A Series Turbofan Engines**

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

**ACTION:** Notice of proposed rulemaking (NPRM).

**SUMMARY:** This document proposes the superseding of an existing airworthiness directive (AD), applicable to Pratt & Whitney PW4164, PW4168, and PW4168A series turbofan engines. AD 98-04-14 currently requires initial and repetitive torque checks for loose or

broken front pylon mount bolts, replacement, if necessary, with new bolts, and establishment of a new cyclic life limit. This action would add initial and repetitive torque checks of new material MP159 front pylon mount bolts. In addition, this action would add initial and repetitive visual inspections of the primary mount thrust load path. This proposal is prompted by the introduction into service of the new MP159 front pylon mount bolts and the determination through fatigue testing that the forward engine mount bearing housings have insufficient fatigue life expectancy. The actions specified by the proposed AD are intended to prevent front pylon mount bolt and primary mount thrust load path failure, which could result in engine separation from the aircraft.

**DATES:** Comments must be received by April 24, 2000.

**ADDRESSES:** Submit comments to the Federal Aviation Administration (FAA), New England Region, Office of the Regional Counsel, Attention: Rules Docket No. 97-ANE-44, 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 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 Pratt & Whitney, 400 Main St., East Hartford, CT 06108; telephone (860) 565-8860, fax (860) 565-4503. 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:** 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:**

##### **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-44." 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-44, 12 New England Executive Park, Burlington, MA 01803-5299.

#### **Discussion**

On February 6, 1998, the Federal Aviation Administration (FAA) issued airworthiness directive AD 98-04-14, Amendment 39-10326 (63 FR 9730, February 26, 1998), applicable to Pratt & Whitney (PW) PW4164, PW4168, and PW4168A series turbofan engines. That AD requires initial and repetitive inspections for loose or broken front pylon mount bolts, replacement, if necessary, with new bolts, and establishment of a new cyclic life limit of 11,000 cycles in service (CIS) for INCO 718 material bolts. That action was prompted by flight testing that revealed higher than predicted loads for front pylon mount bolts, resulting in decreased service life. That condition, if not corrected, could result in front pylon mount bolt failure, which could result in engine separation from the aircraft.

#### **Events Since the Issuance of the AD**

Since the issuance of that AD, PW introduced a new material bolt to address the fatigue life shortfall of the original INCO 718 material bolts, part number (P/N) 54T670. MP159 material bolts, P/N 51U615, do not require a life limit. However, in a bolt-out configuration, fatigue testing indicated that there was insufficient margin to meet the 8,000 cycles-in-service (CIS)