

marketing agreements and orders may be viewed at: <http://www.ams.usda.gov/fv/moab.html>. Any questions about the compliance guide should be sent to Jay Guerber at the previously mentioned address in the **FOR FURTHER INFORMATION CONTACT** section.

After consideration of all relevant matter presented, including the information and recommendation submitted by the Board and other available information, it is found that this rule, as hereinafter set forth, will tend to effectuate the declared policy of the Act.

List of Subjects in 7 CFR Part 984

Marketing agreements, Nuts, Reporting and recordkeeping requirements, Walnuts.

For the reasons set forth in the preamble, 7 CFR part 984 is amended as follows:

PART 984—WALNUTS GROWN IN CALIFORNIA

1. The authority citation for 7 CFR part 984 continues to read as follows:

Authority: 7 U.S.C. 601–674.

2. A new § 984.459 is added to read as follows:

§ 984.459 Reports of interhandler transfers.

(a) Any handler who transfers walnuts to another handler within the State of California shall submit to the Board, not later than 10 calendar days following such transfer, a report showing the following:

- (1) The date of transfer;
- (2) The net weight, in pounds, of the walnuts transferred;
- (3) Whether such walnuts were certified by the inspection service;
- (4) Whether such walnuts were inshell or shelled;
- (5) The name and address of the transferring handler; and
- (6) The name and address of the receiving handler.

(b) The transferring handler shall send two copies of the report to the receiving handler at the time the report is submitted to the Board. The receiving handler shall certify, on one copy of the report, to the receipt of such walnuts and submit it to the Board within 10 calendar days after the walnuts, or copies of such report, have been received, whichever is later.

Dated: June 16, 2000.

Robert C. Keeney,

Deputy Administrator, Fruit and Vegetable Programs.

[FR Doc. 00–16016 Filed 6–23–00; 8:45 am]

BILLING CODE 3410–02–P

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. 99–NE–50–AD; Amendment 39–11796; AD 2000–12–18]

RIN 2120–AA64

Airworthiness Directives; Rolls-Royce Ltd. Dart 511, 511–7E, 514–7, 528, 528–7E, 529–7E, 532–7, 532–7L, 532–7N, 532–7P, 532–7R, 535–7R, 551–7R, and 552–7R Turboprop Engines

AGENCY: Federal Aviation Administration, DOT.

ACTION: Final rule.

SUMMARY: This amendment adopts a new airworthiness directive (AD), applicable to Rolls-Royce Ltd. Dart 511, 511–7E, 514–7, 528, 528–7E, 529–7E, 532–7, 532–7L, 532–7N, 532–7P, 532–7R, 535–7R, 551–7R, and 552–7R turboprop engines. This AD requires the installation of a feathering probe and a steel retaining ring in the reduction gear housing (RGH) and replacement of a transfer bobbin installed in the torque meter. This amendment is prompted by two reports of the failure of a propeller to feather following the failure of the RGH annulus gear, which resulted in the propeller overspeeding and the release of a propeller blade, causing damage to the airplane. The actions specified by this AD are intended to prevent a propeller from overspeeding and the release of a propeller blade after a failure of the RGH annulus gear, which could result in damage to an adjacent engine or to the airplane.

DATES: Effective date July 31, 2000. The incorporation by reference of certain publications listed in the rule is approved by the Director of the Federal Register as of July 31, 2000.

ADDRESSES: The service information referenced in this AD may be obtained from Rolls-Royce Limited, Attn: Dart Engine Service Manager, East Kilbride, Glasgow G74 4PY, Scotland; telephone: 011–44–1355–220–200, fax: 011–44–1141–778–432. 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:

Jason Yang, Aerospace Engineer, Engine Certification Office, FAA, Engine and Propeller Directorate, 12 New England Executive Park, Burlington, MA 01803–

5299; telephone 781–238–7747, 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) applicable to Rolls-Royce Ltd. (R–R) Dart 511, 511–7E, 514–7, 528, 528–7E, 529–7E, 532–7, 532–7L, 532–7N, 532–7P, 532–7R, 535–7R, 551–7R, and 552–7R turboprop engines was published in the **Federal Register** on January 12, 2000 (65 FR 1840). That action proposed to require:

- Installation of a feathering probe.
- Installation of a steel retaining ring in the reduction gear housing.
- Replacement of a torque meter oil pressure transfer bobbin.

The actions will be required to be accomplished at the next shop visit after the effective date of the AD, or by December 31, 2000, whichever occurs first, in accordance with R–R service bulletin (SB) Da72–348, Revision 13, dated April 1999.

Conclusion

Interested persons have been afforded an opportunity to participate in the making of this amendment. No comments were received on the proposal or the FAA's economic analysis. The FAA has determined that air safety and the public interest require the adoption of the rule as proposed.

Economic Impact

There are approximately 1500 engines of the affected design in the worldwide fleet. The FAA estimates that 100 engines installed on aircraft of U.S. registry would be affected by this AD, that it would take approximately two work hours per engine to accomplish the actions, and that the average labor rate is \$60 per work hour. Required parts would cost approximately \$300 per engine. Based on these figures, the total cost impact of the AD on U.S. operators is estimated to be \$42,000.

Regulatory Impact

This rule does not have federalism implications, as defined in Executive Order 13132, because it will not have a substantial direct effect 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. Accordingly, the FAA has not consulted with state authorities prior to publication of this rule.

For the reasons discussed above, I certify that this regulation (1) is not a “significant regulatory action” under Executive Order 12866; (2) is not a

"significant rule" under the 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 copy of the draft regulatory evaluation prepared for this action is contained in the Rules Docket. A copy of it may be obtained by contacting 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:

2000-12-18 Rolls Royce Ltd.: Amendment 39-11796, Docket No. 99-NE-50-AD.

Applicability: This AD is applicable to Rolls-Royce Ltd. (R-R) Dart 511, 511-7E, 514-7, 528, 528-7E, 529-7E, 532-7, 532-7L, 532-7N, 532-7P, 532-7R, 535-7R, 551-7R, and 552-7R turboprop engines. These engines are installed on but not limited to Fokker Aircraft B.V. F27 series and Maryland Air Industries (formerly Fairchild) F-27 and FH-227 series airplanes.

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 Compliance with this AD is required as indicated below, unless already completed.

To prevent a propeller from overspeeding, resulting in propeller release after a failure of the annulus gear, which could result in damage to an adjacent engine or to the airplane, do the following:

Installation of a Sensor Probe and Retaining Ring

(a) At the next shop visit after the effective date of this AD, or by December 31, 2000, whichever occurs first, do all of the following:

(1) Install a feathering probe in the front bearing panel of the reduction gearbox in accordance with paragraph 2.A. of service

bulletin (SB) Da72-348, revision 13, dated April 13, 1999.

(2) Install a steel retaining ring between the nose casing and the front bearing panel in accordance with paragraph 2.C. of SB Da72-348, revision 13, dated April 13, 1999.

(3) Replace the existing transfer bobbin with an aluminum bobbin in accordance with paragraph 2.C. of SB Da72-348, revision 13, dated April 13, 1999.

Definition of a Shop Visit

(b) For the purposes of this AD, a shop visit is defined as any maintenance action that results in the removal or disassembly of the reduction gearbox.

Alternative Method of Compliance

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

Note 2: Information concerning the existence of approved alternative methods of compliance with this airworthiness directive, if any, may be obtained from the ECO.

Special Flight Permits

(d) Special flight permits may be issued in accordance with §§ 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.

Documents Incorporated by Reference

(e) The inspection shall be done in accordance with the following Rolls-Royce service bulletin:

Document No.	Pages	Revision	Date
(The original service bulletin omitted page 8.)			
Da72-348	1-2, 2A/2B	13	Apr. 1999.
	3	7	Aug. 22, 1969.
	4-7	Original	Dec. 24, 1968.
	9	11	July 10, 1970.
	9A	11	July 10, 1970.
	10-12	11	July 10, 1970.
	12A-12B	11	July 10, 1970.
	13	11	July 10, 1970.
	14-16	Original	Dec. 24, 1968.
	17	4	May 16, 1969.
	18-19	Original	Dec. 24, 1968.
	20-20A	10	Jan. 23, 1970.
	21	6	July 11, 1969.
	22	Original	Dec. 24, 1968.
	23	11	July 10, 1970.
	24	Original	Dec. 24, 1968.
	25-26	13	Apr. 1999.
Supplement	1-2	Original	Feb. 7, 1969.
Total pages: 32			

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 Rolls-Royce Limited, Attn: Dart Engine Service Manager, East Kilbride, Glasgow G74 4PY, Scotland; telephone: 011-44-1355-220-200, fax: 011-44-1141-778-432. 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.

Effective Date of This AD

(f) This amendment becomes effective on
July 31, 2000.

Issued in Burlington, Massachusetts, on
June 9, 2000.

David A. Downey,

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

[FR Doc. 00-15424 Filed 6-23-00; 8:45 am]

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DEPARTMENT OF STATE

22 CFR Part 51

Public Notice [3341]

Passport Procedures—Amendment to Execution of Passport Application Regulation

AGENCY: Bureau of Consular Affairs,
State.

ACTION: Final rule.

SUMMARY: This final rule extends from
12 years to 15 years the period,
following the issue date of the previous
passport, in which persons who
previously have been issued a United
States passport may apply for a new
passport by mail. However, this rule
does not change the statutory
requirement that a person who applies
for a United States passport must
establish United States citizenship and
identity.

EFFECTIVE DATE: This rule is effective
July 26, 2000 without further action.

ADDRESSES: Interested persons are
invited to submit comments to: Chief,
Legal Division, Office of Passport
Policy, Planning and Advisory Services,
2401 E Street, NW., Room-H917,
Washington, DC 20522-0917.

FOR FURTHER INFORMATION CONTACT:
Sharon E. Palmer-Royston, Office of
Passport Policy, Planning and Advisory
Services, Bureau of Consular Affairs,
Department of State (202) 663-2430;
telefax (202) 663-2654.

SUPPLEMENTARY INFORMATION:

Background

The regulation governing the
execution of a passport application, at
section 51.21(a) in Title 22 of the Code
of Federal Regulations, provides that a
person who has not been issued a
passport in his or her own name within
12 years of the date of a new application
shall appear in person when applying
for a new passport. The personal
appearance requirement to verify the
applicant's identity is consistent with

the requirement in 22 U.S.C. 212 that
the Secretary of State shall issue
passports only to nationals of the United
States, and the mandate in 22 U.S.C.
2705 that a United States passport
issued for a period of full validity is
proof of United States citizenship and
the identity of the bearer.

The existing regulations at 22 CFR
51.21(c) and (d) further clarify sec.
51.21(a) by providing that persons who
previously have been issued a passport,
when 18 years of age or older, may
obtain a new passport by mail, provided
that the application for a new passport
is submitted together with the previous
passport not more than 12 years
following the issue date of the previous
passport. The provision to apply by mail
is pursuant to the authority in 22 U.S.C.
213 that the Secretary of State may
excuse personal appearance for a
passport applicant in certain
circumstances.

This final rule amends 22 CFR
51.21(a), (c)(2) and (d)(2) to provide that
persons who have previously been
issued a full validity passport may
apply for a new passport by mail if the
application is accompanied by their
previous passport not more than 15
years following the issue date of the
previous passport. The Department has
determined that during the additional
three years, the appearance of the
person applying for a passport is
unlikely to have changed so much as to
preclude identification. Accordingly,
the Department believes it is reasonable
that during a period of up to 15 years
following the issue date of the previous
passport a person may apply for a new
passport by mail, provided that proper
identification of the applicant can be
made from the documents and
photographs accompanying the
application.

Further, this final rule amends 22 CFR
51.21(c)(1) and (d)(1) to provide that the
age of the applicant when the most
recently issued passport was issued is
lowered from 18 years of age to 16 years
of age. This change is required to be
consistent with the provisions
governing the validity of passports in 22
CFR 51.4(b), which was amended on
February 1, 1998, by lowering the age of
eligibility for a passport valid for ten
years from 18 years of age to 16 years
of age.

Finally, this rule amends 22 CFR
51.80, concerning procedures for review
of adverse actions, by revising the
wording in subsection 51.80(a) to read
more clearly.

Since the rule makes a benefit
available to the class of affected persons
at a reduced cost, because the fee for a
passport obtained by a mail application

is less than the fee for a passport
obtained by an application requiring
personal appearance, the Department
has determined that prepublication
notice and comment are unnecessary
and are exempted by 5 U.S.C. 553(b)(B),
the "good cause" exemption.

The Department does not consider
this rule to be a major rule for purposes
of E.O. 12291. These changes to the
regulations are hereby certified as not
expected to have a significant impact on
a substantial number of small entities
under the criteria of the Regulatory
Flexibility Act, 5 U.S.C. 605(b). This
rule does not impose information
collection requirements under the
provisions of the Paperwork Reduction
Act, 44 U.S.C., Chapter 35. Nor does the
rule have federalism implications
warranting the application of Executive
Order No. 12372 and No. 13132. This
rule is exempt from E.O. 12866, but the
Department has reviewed the rule to
ensure consistency with the objectives
of the Executive Order, as well as with
E.O. 12988, and the Office of
Management and Budget has
determined this rule would not
constitute a significant regulatory action
under E.O. 12866.

List of Subjects in 22 CFR Part 51

Administrative practice and
procedure, Drug traffic control,
Passports and visas, Reporting and
recordkeeping requirements.

Accordingly, this rule amends 22 CFR
chapter I as follows:

PART 51—[AMENDED]

1. The authority citation for part 51
continues to read as follows:

Authority: 22 U.S.C. 211a; 22 U.S.C. 2651a,
2671(d)(3), 2714 and 3926; 31 U.S.C. 9701;
E.O. 11295, 3 CFR, 1966-1970 Comp., p 570;
sec. 129, Pub. L. 102-138, 105 Stat. 661; 8
U.S.C. 1504.

2. In Subpart B, § 51.21 is amended by
revising the word "twelve" to read
"fifteen" in the heading of paragraph
(a), by revising the number "12" to read
"15" in paragraphs (a), (c)(2) and (d)(2),
and by revising the number "18" to read
"16" in paragraphs (c)(1) and (d)(1).

3. In Subpart F, § 51.80, is revised to
read as follows:

§ 51.80 The applicability of §§ 51.81 through 51.89.

(a) The provisions of §§ 51.81 through
51.89 do not apply to any action of the
Secretary of State taken on an
individual basis in denying, restricting,
revoking or invalidating a passport or in
any other way adversely affecting the
ability of a person to receive or use a
passport by reason of: