

minor's separate farming operation or in any production from such operation;

(ii) The minor has established and maintains a separate household from the parent;

(iii) The minor personally carries out the farming activities with respect to the minor's farming operation; and

(iv) The minor establishes separate accounting and record keeping for the minor's farming operation.

§ 400.682 Criteria for reinstatement of eligibility.

A person who has been determined ineligible may have eligibility reinstated as follows:

(a) A delinquent debt owed on a crop insurance policy insured or reinsured by FCIC or any delinquent debt due FCIC. Eligibility may be reinstated after the debt is paid in full or discharged in bankruptcy, or the person has executed a scheduled installment payment agreement accepted by FCIC or the insurance provider. Eligibility may be reinstated as of the date the debt is paid, the date the agreement is accepted, or the date the debt is discharged in bankruptcy.

(b) Violations of the controlled substance provisions of the Food Security Act of 1985, as amended. Eligibility may be reinstated after the period of ineligibility stated in § 400.681 has expired.

(c) Disqualification under section 506(n) of the Act. Eligibility may be reinstated when the period of disqualification determined in the administrative proceedings has expired and payment of all penalties and overpayments have been completed.

(d) Timing of reinstatement of eligibility. After eligibility has been reinstated, the person must complete a new application for crop insurance coverage on or before the applicable sales closing date. If the date of reinstatement of eligibility occurs after the applicable sales closing date for the crop year, the person may not participate until the following crop year. If the National Appeals Division determines that the person should not have been placed on the Ineligible Tracking System, reinstatement will be effective at the beginning of the crop year for which the producer was listed on the Ineligible Tracking System and the person will be entitled to all applicable benefits under the policy.

§ 400.683 Administration and maintenance.

(a) Ineligible producer data will be maintained in a system of records in accordance with the Privacy Act, 5 U.S.C. 552a.

(1) The Ineligible Tracking System is a record of all persons who have been determined to be ineligible for participation in any program pursuant to this subpart. This system contains identifying information of the ineligible person including, but not limited to, name, address, telephone number, SSN or EIN, reason for ineligibility, and time period for ineligibility.

(2) Information in the Ineligible Tracking System may be used by Federal agencies, FCIC employees, contractors, and reinsured companies and their personnel who require such information in the performance of their duties in connection with any program administered under the Act. The information may be furnished to other users including, but not limited to, FCIC contracted agencies; credit reporting agencies and collection agencies; in response to judicial orders in the course of litigation; and other users as may be appropriate or required by law or regulation. The individual information will be made available in the form of various reports and notices produced from the Ineligible Tracking System, based on valid requests.

(3) Supporting documentation regarding the determination of ineligibility and reinstatement of eligibility will be maintained by FCIC and FSA, or its contractors, reinsured companies, and Federal and State agencies. This documentation will be maintained consistent with the electronic information contained within the Ineligible Tracking System.

(b) Information may be entered into the Ineligible Tracking System by FCIC or FSA personnel.

(c) All persons applying for or renewing crop insurance contracts issued or reinsured by FCIC will be subject to validation of their eligibility status against the Ineligible Tracking System. Applications or benefits approved and accepted are considered approved or accepted subject to review of eligibility status in accordance with this subpart.

Signed in Washington, D.C., July 30, 1997.

Kenneth D. Ackerman,

Manager, Federal Crop Insurance Corporation.

[FR Doc. 97-20503 Filed 8-4-97; 8:45 am]

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DEPARTMENT OF AGRICULTURE

Animal and Plant Health Inspection Service

9 CFR Part 77

[Docket No. 96-093-2]

Tuberculosis in Cattle and Bison; State Designation

AGENCY: Animal and Plant Health Inspection Service, USDA.

ACTION: Affirmation of interim rule as final rule.

SUMMARY: We are adopting as a final rule, without change, an interim rule that amended the tuberculosis regulations concerning the interstate movement of cattle and bison by raising the designation of Wisconsin from an accredited-free (suspended) State to an accredited-free State. We have determined that Wisconsin meets the criteria for designation as an accredited-free State.

EFFECTIVE DATE: The interim rule was effective on May 7, 1997.

FOR FURTHER INFORMATION CONTACT: Dr. Mitchell A. Essey, Senior Staff Veterinarian, National Animal Health Programs, VS, APHIS, 4700 River Road, Unit 36, Riverdale, MD 20737-1231, (301) 734-7727; or e-mail: messey@aphis.usda.gov.

SUPPLEMENTARY INFORMATION:

Background

In an interim rule effective and published in the **Federal Register** on May 7, 1997 (62 FR 24801-24802, Docket No. 96-093-1), we amended the tuberculosis regulations in 9 CFR part 77 by removing Wisconsin from the list of accredited-free (suspended) States in § 77.1 and adding it to the list of accredited-free States in that section.

Comments on the interim rule were required to be received on or before July 7, 1997. We did not receive any comments. The facts presented in the interim rule still provide a basis for the rule.

This action also affirms the information contained in the interim rule concerning Executive Order 12866 and the Regulatory Flexibility Act, Executive Orders 12372 and 12988, and the Paperwork Reduction Act.

Further, for this action, the Office of Management and Budget has waived the review process required by Executive Order 12866.

List of Subjects in 9 CFR Part 77

Animal diseases, Bison, Cattle, Reporting and recordkeeping

requirements, Transportation, Tuberculosis.

PART 77—TUBERCULOSIS

Accordingly, we are adopting as a final rule, without change, the interim rule that amended 9 CFR part 77 and that was published at 62 FR 24801–24802 on May 7, 1997.

Authority: 21 U.S.C. 111, 114, 114a, 115–117, 120, 121, 134b, and 134f; 7 CFR 2.22, 2.80, and 371.2(d).

Done in Washington, DC, this 29th day of July 1997.

Terry L. Medley,

Administrator, Animal and Plant Health Inspection Service.

[FR Doc. 97–20506 Filed 8–4–97; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. 97–CE–66–AD; Amendment 39–10098; AD 97–15–07]

RIN 2120–AA64

Airworthiness Directives; Aeromot-Industria Mecanico Metalurgica Ltda. Model AMT–200 Powered Sailplanes

AGENCY: Federal Aviation Administration, DOT.

ACTION: Final rule; request for comments.

SUMMARY: This document publishes in the **Federal Register** an amendment adopting Airworthiness Directive (AD) 97–15–07, which was sent previously to all known U.S. owners and operators of Aeromot-Industria Mecanico Metalurgica Ltda. (Aeromot) Model AMT–200 powered sailplanes. This AD requires immediately inspecting, using non-destructive testing (NDT) methods, the forward horizontal stabilizer front bolt, P/N 53451, for defects (scratches, damaged threads, or surface cracks, etc.), and replacing the bolt immediately if found defective or at a certain time period if not found defective. This AD was the result of a failure of the forward horizontal stabilizer bolt, part number (P/N) 53451, on one of the affected powered sailplanes. This failure was caused by a low cycle fatigue crack that was induced by overtorquing the bolt. The actions specified by this AD are intended to prevent failure of the forward horizontal stabilizer bolt, which could result in separation of the horizontal stabilizer from the powered sailplane and consequent loss of control.

DATES: Effective August 15, 1997, to all persons except those to whom it was made immediately effective by priority letter AD 97–15–07, issued July 11, 1997, which contained the requirements of this amendment.

The incorporation by reference of certain publications listed in the regulations is approved by the Director of the Federal Register as of August 15, 1997.

Comments for inclusion in the Rules Docket must be received on or before September 30, 1997.

ADDRESSES: Submit comments in triplicate to the Federal Aviation Administration (FAA), Central Region, Office of the Assistant Chief Counsel, Attention: Rules Docket 97–CE–66–AD, Room 1558, 601 E. 12th Street, Kansas City, Missouri 64106.

Service information that applies to this AD may be obtained from Grupo Aeromot, Aeromot-Industria Mecanico Metalurgica Ltda., Av. das Industrias-1210, Bairro Anchieta, Caixa Postal 8031, 90200-Porto Alegre-RS, Brazil. This information may also be examined at the Rules Docket at the address above, or at the Office of the Federal Register, 800 North Capitol Street, NW., suite 700, Washington, DC.

FOR FURTHER INFORMATION CONTACT: Mr. Curtis Jackson, Aerospace Engineer, FAA, Atlanta Aircraft Certification Office, Campus Building, 1701 Columbia Avenue, suite 2-160, College Park, Georgia 30337–2748; telephone (404) 305–7358; facsimile (404) 305–7348.

SUPPLEMENTARY INFORMATION:

Events Leading to This AD

The Centro Tecnico Aeroespacial (CTA), which is the airworthiness authority for Brazil, notified the FAA that an unsafe condition may exist on certain Aeromot Model AMT–200 powered sailplanes. The CTA of Brazil reported a failure of the forward horizontal stabilizer bolt, part number (P/N) 53451. This failure was caused by a low cycle fatigue crack that was induced by overtorquing the bolt.

The horizontal stabilizer bolts on the Aeromot Models AMT–100 and AMT–200 powered sailplanes are torqued with a special wrench provided by the manufacturer at delivery of the powered sailplane. When this special wrench is utilized, overtorquing of these bolts is impossible. When the forward horizontal stabilizer bolt on the eight Aeromot Model AMT–200 powered sailplanes affected by this priority letter AD were torqued at the factory, this special wrench was not used and these

forward horizontal stabilizer bolts were overtorqued.

Relevant Service Information and CTA Action

Aeromot has issued Service Bulletin S.B. No. 100–53–042, Issue Date: June 6, 1997; Revision Date: REV.1, July 3, 1997. This service bulletin includes procedures for inspecting and replacing the forward horizontal stabilizer front bolt on the affected Aeromot Model AMT–100 powered sailplanes.

The CTA for Brazil classified this service bulletin as mandatory and issued CTA EAD No. 97–07–01, in order to assure the continued airworthiness of these airplanes in Brazil.

The FAA's Determination and Explanation of the AD

Since an unsafe condition has been identified that is likely to exist or develop in other Aeromot Model AMT–200 powered sailplanes of the same type design, the FAA issued priority letter AD 97–15–07, dated July 11, 1997, to prevent failure of the forward horizontal stabilizer bolt, which could result in separation of the horizontal stabilizer from the powered sailplane and consequent loss of control. The AD requires immediately inspecting, using non-destructive testing (NDT) methods, the forward horizontal stabilizer front bolt, P/N 53451, for defects (scratches, damaged threads, or surface cracks, etc.), and replacing the bolt immediately if found defective or at a certain time period if not found defective.

Accomplishment of the required inspection and replacement is in accordance with Aeromot Industria Ltda Service Bulletin S.B. No. 100–53–042, Issue Date: June 6, 1997; Revision Date: REV.1, July 3, 1997. This AD also allows the option of replacing the bolt immediately instead of accomplishing the NDT inspection.

Sections 61.107 (d)(1) and 61.127 (d)(1) of the Federal Aviation Regulations (14 CFR 61.107 (d)(1) and 14 CFR 61.127 (d)(1)) give flight proficiency requirements for pilots, including the assembly and disassembly of gliders and sailplanes. Therefore, the pilot is authorized to accomplish the bolt replacement required by this AD.

Determination of the Effective Date of the AD

Since it was found that immediate corrective action was required, notice and opportunity for prior public comment thereon were impracticable and contrary to the public interest, and good cause existed to make the AD effective immediately by individual letters issued on July 11, 1997, to all