

*Pseudorabies.* The contagious, infectious, and communicable disease of livestock and other animals, also known as Aujeszky's disease, mad itch, or infectious bulbar paralysis.

*Secretary.* The Secretary of Agriculture of the United States, or any officer or employee of the Department delegated to act in the Secretary's stead.

*State.* Each of the States of the United States, the District of Columbia, Puerto Rico, the Northern Mariana Islands, Guam, the Virgin Islands of the United States, or any other territory or possession of the United States.

*State representative.* A person regularly employed in the animal health work of a State and who is authorized by that State to perform the function involved under a cooperative agreement with the United States Department of Agriculture.

*Veterinarian in charge.* The veterinary official of Veterinary Services, APHIS, who is assigned by the Administrator to supervise and perform official animal health work for APHIS in the State concerned.

#### § 52.2 Payment of indemnity.

The Administrator is hereby authorized to agree, on the part of the Department, to pay 100 percent of the expenses of purchase, destruction and disposition of herds of swine that are destroyed because the herds are known to be infected with pseudorabies.

#### § 52.3 Appraisal of swine.

(a) Herds of swine destroyed because the herds are known to be infected with pseudorabies will be appraised by an APHIS employee and a representative of the State jointly, or, if the State authorities approve, by an APHIS employee alone.

(b) The appraisal of swine will be based on the fair market value as determined by the meat or breeding value of the animals. Animals may be appraised in groups, provided that where appraisal is by the head, each animal in the group is the same value per head, and where appraisal is by the pound, each animal in the group is the same value per pound.

(c) Appraisals of swine must be reported on forms furnished by APHIS and signed by the owner of the swine. Reports of appraisals must show the number of swine and the value per head or the weight and value by pound. (Approved by the Office of Management and Budget under control number 0579-0137).

#### § 52.4 Disinfection of premises, conveyances, and materials.

All premises, including barns, stockyards and pens, and all cars and

other conveyances, and the materials on any premises or conveyances used to house or transport swine for which indemnity is paid under this part must be cleaned and disinfected under the supervision of an APHIS employee after removal of the swine from the known infected herd. Premises may not be restocked with swine for at least 30 days following an approved cleaning and disinfection. The owner to whom the indemnity is paid will be responsible for expenses incurred in connection with the cleaning and disinfection, except for cleaning and disinfection of the conveyances used to transport the swine to the location of disposal.

#### § 52.5 Presentation of claims.

Claims for compensation for the value of animals destroyed must each be presented, through the inspector in charge, to APHIS on a form furnished by APHIS.

(Approved by the Office of Management and Budget under control number 0579-0137).

#### § 52.6 Mortgage against animals.

When swine have been destroyed under this part, any claim for indemnity must be presented on forms furnished by APHIS. The owner of the swine must certify on the forms that the swine covered are, or are not, subject to any mortgage as defined in this part. If the owner states there is a mortgage, the owner and each person holding a mortgage on the swine must sign, consenting to the payment of indemnity to the person specified on the form.

(Approved by the Office of Management and Budget under control number 0579-0137).

#### § 52.7 Claims not allowed.

(a) The Department will not allow claims arising out of the destruction of swine unless the swine have been appraised as prescribed in this part and the owners have signed a written agreement to the appraisals.

(b) The Department will not allow claims arising out of the destruction of swine that have been moved or handled by the owner or a representative of the owner in violation of a law or regulation administered by the Secretary regarding animal disease, or in violation of a law or regulation for which the Secretary has entered into a cooperative agreement.

(Approved by the Office of Management and Budget under control number 0579-0137).

Done in Washington, DC, this 12th day of January 1999.

**Joan M. Arnoldi,**

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

[FR Doc. 99-969 Filed 1-14-99; 8:45 am]

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## FEDERAL HOUSING FINANCE BOARD

### 12 CFR Part 960

[No. 98-18]

RIN 3069-AA73

#### Amendment of Affordable Housing Program Regulation

**AGENCY:** Federal Housing Finance Board.

**ACTION:** Interim final rule; correction.

**SUMMARY:** The Federal Housing Finance Board (Finance Board) published in the **Federal Register** of May 20, 1998, a document containing an interim final rule that made technical revisions to the Affordable Housing Program (AHP or Program) regulation, to clarify Program requirements and improve the operation of the AHP. This document corrects amendatory instruction number 6 of the interim final rule to clarify the scope of the amendment to § 960.7(a) of the interim final rule.

**EFFECTIVE DATE:** The correction is effective June 19, 1998.

**FOR FURTHER INFORMATION CONTACT:** Sharon B. Like, Senior Attorney-Advisor, (202) 408-2930, or Roy S. Turner, Jr., Attorney-Advisor, (202) 408-2512, Office of General Counsel, Federal Housing Finance Board, 1777 F Street, NW, Washington, DC 20006.

#### SUPPLEMENTARY INFORMATION:

The current language in amendatory instruction number 6 of the interim final rule, published on May 20, 1998 (63 FR 27668, 27673), could be incorrectly construed to mean that paragraph (a) of § 960.7 (to be codified at 12 CFR 960.7(a)) was amended in its entirety, when the Finance Board intended to amend only the introductory text of § 960.7(a).

Accordingly, the Finance Board hereby corrects amendatory instruction 6, on page 27673, in the middle column, to read as follows:

6. Section 960.7(a) is amended by revising the introductory text to read as follows:

Dated: January 11, 1999.

By the Federal Housing Finance Board.

**Bruce A. Morrison,**  
Chairman.

[FR Doc 99-900 Filed 1-14-99; 8:45 am]

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## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### 14 CFR Part 39

[Docket No. 98-NM-67-AD; Amendment 39-10993; AD 99-02-04]

RIN 2120-AA64

#### Airworthiness Directives; Airbus Model A320 and A321 Series Airplanes

AGENCY: Federal Aviation Administration, DOT.

ACTION: Final rule.

**SUMMARY:** This amendment adopts a new airworthiness directive (AD), applicable to certain Airbus Model A320 and A321 series airplanes. This amendment requires modification of the slat and flap control computer (SFCC) in the aft electronics rack. This amendment is prompted by issuance of mandatory continuing airworthiness information by a foreign civil airworthiness authority. The actions specified by this AD are intended to prevent failure of the SFCC caused by computer software anomalies or contamination by conductive dust. This condition, if not corrected, could result in uncommanded slat retraction during takeoff and consequent insufficient wing lift available to complete a successful takeoff.

**DATES:** Effective February 19, 1999.

The incorporation by reference of certain publications listed in the regulations is approved by the Director of the Federal Register as of February 19, 1999.

**ADDRESSES:** The service information referenced in this AD may be obtained from Airbus Industrie, 1 Rond Point Maurice Bellonte, 31707 Blagnac Cedex, France. This information may be examined at the Federal Aviation Administration (FAA), Transport Airplane Directorate, Rules Docket, 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:** 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 Airbus Model A320 and A321 series airplanes was published in the **Federal Register** on April 6, 1998 (63 FR 16709). That action proposed to require modification of the slat and flap control computer (SFCC) in the aft electronics rack.

#### 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.

#### Support for the Proposal

Two commenters support the proposed rule.

#### Request to Reference Additional Service Bulletin Revisions

One commenter, an operator, states that it has already started accomplishment of Airbus Service Bulletin A320-27-1096, dated March 14, 1996, for its Airbus Model A320 series airplanes. Therefore, the operator requests that the proposed rule be revised to reference the original issue of that service bulletin, as well as Revision 01.

The FAA does not concur that the final rule should be revised. Airbus Service Bulletin A320-27-1096, dated March 14, 1996, and Revision 01, dated January 14, 1998, were both referenced in paragraph (a) of the proposal as appropriate sources of service information and are retained as such in the final rule. Therefore, no change to the final rule is necessary.

#### Additional Service Bulletin Reference

The FAA has reviewed Airbus Service Bulletin A320-27-1103, Revision 01, dated January 26, 1998 (for Airbus Model A321 series airplanes). The FAA has determined that the technical procedures described in that revision are equivalent to the technical procedures described in Airbus Service Bulletin A320-27-1103, dated June 14, 1996 (the appropriate service information for Airbus Model A321 series airplanes referenced in the proposed rule). Therefore, the FAA has revised paragraph (a) of this AD to include Revision 01 of that service bulletin as an additional source of service information.

#### Conclusion

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

#### Cost Impact

The FAA estimates that 118 airplanes of U.S. registry will be affected by this AD, that it will take approximately 1 work hour per airplane to accomplish the required actions, and that the average labor rate is \$60 per work hour. Required parts will be supplied by the manufacturer at no cost to operators. Based on these figures, the cost impact of the AD on U.S. operators is estimated to be \$7,080, or \$60 per airplane.

The cost impact figure discussed above is based on assumptions that no operator has yet accomplished any of the requirements of this AD action, and that no operator would accomplish those actions in the future if this AD were not adopted.

#### 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