

DEPARTMENT OF AGRICULTURE**Animal and Plant Health Inspection Service****9 CFR Parts 55 and 81**

[Docket No. 00–108–4]

Chronic Wasting Disease Herd Certification Program and Interstate Movement of Farmed or Captive Deer, Elk, and Moose; Delay of Effective Date**AGENCY:** Animal and Plant Health Inspection Service, USDA.**ACTION:** Final rule; delay of effective date.

SUMMARY: We recently amended the regulations to establish a herd certification program and interstate movement restrictions for cervids to control the spread of chronic wasting disease. That final rule had an effective date of October 19, 2006. We are delaying that effective date until further notice, to give the agency time to consider several petitions we recently received that asked for the rule not to take effect as scheduled. This delay is needed to allow the agency to consider the issues raised in the petitions and decide what action to take in response to them.

DATES: The effective date for the final rule amending 9 CFR part 55 and adding 9 CFR part 81, published at 71 FR 41682, July 21, 2006, is delayed until further notice. APHIS will publish a document in the **Federal Register** announcing any new effective date or other decision.

FOR FURTHER INFORMATION CONTACT: Dr. Dean E. Goeldner, Senior Staff Veterinarian, Ruminant Health Programs, VS, APHIS, 4700 River Road Unit 43, Riverdale, MD 20737–1231; (301) 734–4916.

SUPPLEMENTARY INFORMATION:**Background**

The Animal and Plant Health Inspection Service's (APHIS's) regulations in 9 CFR subchapter B govern cooperative programs to control and eradicate communicable diseases of livestock. In accordance with the Animal Health Protection Act (7 U.S.C. 8301 *et seq.*), the Secretary of Agriculture has the authority to issue orders and promulgate regulations to prevent the introduction into the United States and the dissemination within the United States of any pest or disease of livestock, and to pay claims growing out of the destruction of animals.

On July 21, 2006, we published a final rule in the **Federal Register** (71 FR

41682–41707) amending 9 CFR subchapter B by establishing regulations in part 55 for a Chronic Wasting Disease Herd Certification Program to help eliminate chronic wasting disease from the farmed or captive cervid herds in the United States (the CWD rule). Under that rule, owners of deer, elk, and moose herds who choose to participate would have to follow program requirements for animal identification, testing, herd management, and movement of animals into and from herds. We also amended 9 CFR subchapter B by establishing a new part 81 containing interstate movement requirements to prevent the spread of CWD.

Delay in Effective Date

We recently received several petitions requesting a delay in the effective date of the CWD rule and reconsideration of several requirements of the rule. We are currently evaluating the merits of these petitions, and will publish a notice in the **Federal Register** in the near future making the contents of the petitions available to the public for comment. We are delaying the effective date of the CWD rule while this process is underway.

Authority: 7 U.S.C. 8301–8317; 7 CFR 2.22, 2.80, and 371.4.

Done in Washington, DC, this 30th day of August 2006.

W. Ron DeHaven,*Administrator, Animal and Plant Health Inspection Service.*

[FR Doc. E6–14861 Filed 9–7–06; 8:45 am]

BILLING CODE 3410–34–P**DEPARTMENT OF TRANSPORTATION****Federal Aviation Administration****14 CFR Part 39**

[Docket No. FAA–2006–25760; Directorate Identifier 2006–CE–48–AD; Amendment 39–14757; AD 2006–18–51]

RIN 2120–AA64**Airworthiness Directives; Raytheon Aircraft Company Models 1900, 1900C, and 1900D Airplanes****AGENCY:** Federal Aviation Administration (FAA), DOT.**ACTION:** Final rule; request for comments.

SUMMARY: The FAA is adopting a new airworthiness directive (AD) for certain Raytheon Aircraft Company (RAC) Models 1900, 1900C, and 1900D airplanes. This AD contains the same information as emergency AD 2006–18–51 and publishes the action in the

Federal Register. This AD requires you to do a one-time visual inspection of both the left and right wing rear spar lower caps for cracking and other damage such as loose or missing fasteners; repair any cracks or damage found; and report any cracks or damage found to the FAA and RAC. This AD results from extensive cracks found in the wing rear spar lower caps and rear spar web of two of the affected airplanes. One of the airplanes also had missing fasteners. We are issuing this AD to detect and correct cracking and other damage in the wing rear spar lower caps of the affected airplanes before the cracks or damage lead to failure. Such a wing failure could result in the wing separating from the airplane with consequent loss of control.

DATES: This AD becomes effective on September 8, 2006.

We must receive any comments on this AD by November 7, 2006.

ADDRESSES: Use one of the following addresses to comment on this AD.

- **DOT Docket Web site:** Go to <http://dms.dot.gov> and follow the instructions for sending your comments electronically.

- **Government-wide rulemaking Web site:** Go to <http://www.regulations.gov> and follow the instructions for sending your comments electronically.

- **Mail:** Docket Management Facility; U.S. Department of Transportation, 400 Seventh Street, SW., Nassif Building, Room PL–401, Washington, DC 20590–0001.

- **Fax:** (202) 493–2251.

- **Hand Delivery:** Room PL–401 on the plaza level of the Nassif Building, 400 Seventh Street, SW., Washington, DC, between 9 a.m. and 5 p.m., Monday through Friday, except Federal holidays.

To view the comments to this AD, go to <http://dms.dot.gov>. The docket number is FAA–2006–25760; Directorate Identifier 2006–CE–48–AD.

FOR FURTHER INFORMATION CONTACT: Steven E. Potter, FAA, 1801 Airport Road, Wichita, Kansas 67209; telephone: (316) 946–4124; fax: (316) 946–4107.

SUPPLEMENTARY INFORMATION:**Discussion**

The FAA received recent reports of cracks found in the wings of two RAC 1900D airplanes. During routine maintenance, the wing rear spar lower caps and rear spar web were found to have significant cracks.

The RAC Structural Inspection Manual requires a thorough inspection of the wing rear spar at 17,500 hours time-in-service (TIS) with repetitive inspections at intervals of 3,000 hours TIS.