

(ii) Prior to further flight, replace any cracked spar assembly and any cracked aileron rib in accordance with the applicable Maintenance Manual;

(iii) Prior to further flight, replace the inboard aileron hinge brackets with an inboard aileron hinge bracket of improved design, part number (P/N) 74461-02 (left) and P/N 74461-03 (right), in accordance with the INSTRUCTIONS section of Piper SB No. 967, dated January 24, 1994, or Piper SB No. 974, dated October 19, 1994, as applicable.

(2) If no cracks are found, prior to further flight, replace the inboard aileron hinge brackets with a part of improved design P/N 74461-02 (left) and P/N 74461-03 (right), in accordance with the INSTRUCTIONS section of Piper SB No. 967, dated January 24, 1994, or Piper SB No. 974, dated October 19, 1994, as applicable.

(b) If the inboard aileron hinge brackets, P/N 74461-02 (left) or P/N 74461-03 (right) have been ordered from the manufacturer but are not available, prior to further flight, and thereafter at intervals not to exceed 100 hours TIS, dye penetrant inspect beneath and in the vicinity of the inboard aileron hinge bracket for cracks in accordance with the INSTRUCTIONS section of Piper SB No. 967, dated January 24, 1994, or Piper SB No. 974, dated October 19, 1994, as applicable.

(c) If any one of the following occurs, prior to further flight, terminate the above repetitive inspections, replace any cracked aileron rib and any cracked spar assembly (if applicable), and replace the inboard aileron hinge bracket as specified in paragraph (a)(1)(iii) of this AD:

(1) Parts become available;

(2) An inboard aileron bracket hinge, aileron spar or aileron rib is found cracked; or

(3) 1,000 hours TIS are accumulated after the initial inspection required by this AD.

(d) Special flight permits may be issued in accordance with sections 21.197 and 21.199 of the Federal Aviation Regulations (14 CFR 21.197 and 21.199) to operate the airplane to a location where the requirements of this AD can be accomplished.

(e) An alternative method of compliance or adjustment of the initial or repetitive compliance times that provides an equivalent level of safety may be approved by the Manager, FAA, Atlanta Aircraft Certification Office, Campus Building, 1701 Columbia Avenue, suite 2-160, College Park, Georgia 30337-2748. The request shall be forwarded through an appropriate FAA Maintenance Inspector, who may add comments and then send it to the Manager, Atlanta Aircraft Certification Office.

Note 3: Information concerning the existence of approved alternative methods of compliance with this AD, if any, may be obtained from the Atlanta Aircraft Certification Office.

(f) The inspections and replacements required by this AD shall be done in accordance with Piper Service Bulletin No. 967, dated January 24, 1994, or Piper Service Bulletin No. 974, dated October 19, 1994. 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 The New Piper Aircraft, Inc., Attn: Customer Service, 2926 Piper Dr., Vero Beach, Florida, 32960. Copies may be inspected at the FAA, Central Region, Office of the Assistant Chief Counsel, Room 1558, 601 E. 12th Street, Kansas City, Missouri, or at the Office of the Federal Register, 800 North Capitol Street, NW., suite 700, Washington, DC.

(g) This amendment (39-9780) becomes effective on December 10, 1996.

Issued in Kansas City, Missouri, on October 4, 1996.

Michael Gallagher,

Manager, Small Airplane Directorate, Aircraft Certification Service.

[FR Doc. 96-26047 Filed 10-11-96; 8:45 am]

BILLING CODE 4910-13-U

14 CFR Part 39

[Docket No. 95-CE-56-AD; Amendment 39-9781; AD 96-21-04]

RIN 2120-AA64

Airworthiness Directives; The New Piper Aircraft, Inc. (Formerly Piper Aircraft Corporation) PA23, PA31, PA31P, PA31T, and PA42 Series Airplanes

AGENCY: Federal Aviation Administration, DOT.

ACTION: Final rule.

SUMMARY: This amendment supersedes Airworthiness Directive (AD) 86-17-07, which currently requires replacing all hydraulic hoses with hydraulic hoses of an improved design on certain The New Piper Aircraft, Inc. (Piper) PA23, PA31, PA31P, PA31T, and PA42 series airplanes. This AD action will require inspecting for improperly manufactured hydraulic hoses replaced during a specific time frame and replacing all affected hydraulic hoses. An incorrect designation of a Piper Model PA31-310 and a Piper Model PA23-150 airplane prompted the proposed AD action. The actions specified by this AD are intended to prevent hydraulic hose failure which could cause loss of hydraulic capabilities resulting in a gear-up landing and possible loss of the airplane.

DATES: Effective December 10, 1996.

The incorporation by reference of certain publications listed in the regulations is approved by the Director of the Federal Register as of December 10, 1996.

ADDRESSES: Service information that applies to this AD may be obtained from The New Piper Aircraft, Inc., Attn: Customer Service, 2926 Piper Dr., Vero Beach, Florida, 32960. This information may also be examined at the Federal Aviation Administration (FAA), Central

Region, Office of the Assistant Chief Counsel, Attention: Rules Docket 95-CE-56-AD, Room 1558, 601 E. 12th Street, Kansas City, Missouri 64106; or at the Office of the Federal Register, 800 North Capitol Street, NW., suite 700, Washington, DC.

FOR FURTHER INFORMATION CONTACT: Christina Marsh, Aerospace Engineer, FAA, Atlanta Aircraft Certification Office, Campus Building, 1701 Columbia Avenue, suite 2-160, College Park, Georgia 30337-2748; telephone (404) 305-7362; facsimile (404) 305-7348.

SUPPLEMENTARY INFORMATION: A proposal to amend part 39 of the Federal Aviation Regulations (14 CFR part 39) to include an AD that would apply to Piper PA23, PA31, PA31P, PA31T, and PA42 series airplanes was published in the Federal Register on May 3, 1996 (61 FR 19867). This action would supersede AD 86-17-07 with a new AD that would retain the same requirements as AD 86-17-07 and change the model designation in the Applicability section from Piper Model PA31-310 and PA23-150 airplanes to Piper Model PA31 and PA23 airplanes, respectively. With this in mind, the proposed action would not provide any additional cost impact upon U.S. operators over that already required by AD 86-17-07.

Accomplishment of this action will be in accordance with Piper Service Bulletin (SB) No. 822, dated April 2, 1986.

Interested persons have been afforded an opportunity to participate in the making of this amendment. No comments were received on the proposed rule or the FAA's determination of the cost to the public.

After careful review of all available information related to the subject presented above, the FAA has determined that air safety and the public interest require the adoption of the rule as proposed except for minor editorial corrections. The FAA has determined that these minor corrections will not change the meaning of the AD and will not add any additional burden upon the public than was already proposed.

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 copy of the final 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 USC 106(g), 40113, 44701.

§ 39.13 [Amended]

2. Section 39.13 is amended by removing Airworthiness Directive (AD) 86-17-07, Amendment 39-5400, and by adding a new AD to read as follows:

96-21-04 The New Piper Aircraft, Inc.: Docket No. 95-CE-56-AD; Amendment No. 39-9781, Supersedes AD 86-17-07, Amendment 39-5400. Applicability: The following models and serial numbers, certificated in any category.

Models	Serial Nos.
PA23 and PA23-160.	23-1 through 23-2046.
PA23-235	27-505 through 27-622.
PA23-250	27-1 through 27-8154030.
PA31, PA31-300, and PA31-325.	31-2 through 31-8312019.
PA31-350	31-5001 through 31-8553002.
PA31P	31P-1 through 31P-7730012.
PA31P-350 ...	31P-8414001 through 31P-8414050.
PA31T	31T-7400002 through 31T-8120104.
PA31T1	31T-7804001 through 31T-8304003, and 31T-1104004 through 31T-1104017.

Models	Serial Nos.
PA31T2	31T-8166001 through 31T-8166076 and, 31T-1166001 through 31T-1166008.
PA31T3	31T-8275001 through 31T-8475001 and, 31T-5575001.
PA42	42-7800001, 42-7800002, 42-7801003, 42-7801004, 42-8001001 through 42-8001106, 42-8301001, 42-8301002, 42-5501003 through 42-5501023, and 42-5501025.

Note 1: This AD applies to each airplane 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 airplanes 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: Required within 25 hours time-in-service (TIS) after September 2, 1986 (the effective date of AD 86-17-07) or within 10 hours TIS after the effective date of this AD, whichever occurs later, unless already accomplished.

To prevent hydraulic hose failure which could cause loss of hydraulic capabilities resulting in a gear-up landing and possible loss of the airplane, accomplish the following:

(a) Inspect and replace all hydraulic hoses identified as Piper part number (P/N) 17766-02 or 465-138 and having a smooth rubber surface and a blue colored end nut, with hoses of the same part number having a woven outer covering and black colored end nut, in accordance with the *INSTRUCTIONS* section of Piper Service Bulletin (SB) No. 822, dated April 2, 1986.

Note 2: These hoses were available for installation starting February 1, 1985, and may have been installed in newly manufactured airplanes or as spares at any subsequent time.

(b) Special flight permits may be issued in accordance with 14 CFR 21.197 and 21.199 to operate the airplane to a location where the requirements of this AD can be accomplished.

(c) An alternative method of compliance or adjustment of the compliance time that provides an equivalent level of safety may be approved by the Manager, FAA, Atlanta Aircraft Certification Office, Campus Building, 1701 Columbia Avenue, suite 2-160, College Park, Georgia 30337-2748. The request shall be forwarded through an appropriate FAA Maintenance Inspector, who may add comments and then send it to the Manager, Atlanta Aircraft Certification Office.

Note 3: Information concerning the existence of approved alternative methods of compliance with this AD, if any, may be obtained from the Atlanta Aircraft Certification Office.

(d) Alternative methods of compliance approved in accordance with AD 86-17-07 (superseded by this action) are considered approved as alternative methods of compliance with this AD.

(e) The inspections and or replacements required by this AD shall be done in accordance with Piper Service Bulletin No. 822, dated April 2, 1986. 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 The New Piper Aircraft, Inc., Attn: Customer Service, 2926 Piper Dr., Vero Beach, Florida, 32960. Copies may be inspected at the FAA, Central Region, Office of the Assistant Chief Counsel, Room 1558, 601 E. 12th Street, Kansas City, Missouri, or at the Office of the Federal Register, 800 North Capitol Street, NW., suite 700, Washington, DC.

(f) This amendment supersedes AD 86-17-07, Amendment 39-5400.

(g) This amendment (39-9781) becomes effective on December 10, 1996.

Issued in Kansas City, Missouri, on October 4, 1996.

Michael Gallagher,

Manager, Small Airplane Directorate, Aircraft Certification Service.

[FR Doc. 96-26045 Filed 10-11-96; 8:45 am]

BILLING CODE 4910-13-U

DEPARTMENT OF HEALTH AND HUMAN SERVICES

Food and Drug Administration

21 CFR Part 520

Oral Dosage Form New Animal Drugs; Monensin Blocks

AGENCY: Food and Drug Administration, HHS.

ACTION: Final rule.

SUMMARY: The Food and Drug Administration (FDA) is amending the animal drug regulations to reflect approval of supplemental new animal drug applications (NADA's) filed by Cooperative Research Farms and PM Ag Products, Inc. The supplemental NADA's provide that use of monensin medicated free-choice feed blocks for pasture cattle weighing less than 400 pounds (lb) for increased rate of weight gain is no longer contraindicated.

EFFECTIVE DATE: October 15, 1996.

FOR FURTHER INFORMATION CONTACT: Jack Caldwell, Center for Veterinary Medicine (HFV-126), Food and Drug Administration, 7500 Standish Pl., Rockville, MD 20855, 301-594-1638.