Agriculture, Food Safety and Inspection Service, Room 102 Cotton Annex Building, 300 12th Street, SW., Washington, DC 20250–3700. Persons wishing to present technical data are asked to bring 150 copies of their data for distribution to participants in the conference. Participants who require a sign language interpreter or other special accommodations should contact Ms. Gioglio at the above telephone or FAX numbers by April 30, 1997.

SUPPLEMENTARY INFORMATION: The final rule on Pathogen Reduction and HACCP, published on July 25, 1996, required all slaughter establishments to test for *E. coli* at a frequency based on production volume to verify that plants are meeting the established performance criteria. In the preamble to the final rule, FSIS solicited comments and information on a number of technical issues concerning the protocols for *E. coli* testing and announced that conferences would be held to discuss these issues.

The first conference was held on September 12 and 13, 1996. Participants discussed issues such as testing frequency, sampling procedures, and revision of the testing protocol to better account for differing establishment characteristics.

At the follow-up conference on May 8, a panel of industry and academia representatives will make presentations on *E. coli* verification testing by establishments that slaughter various types or subspecies of meat and poultry and discuss their observations and views. The new information should determine whether, and to what extent, changes are warranted in the testing protocol.

Transcripts of the conference will be available in the FSIS Docket Room.

Done at Washington, DC, on April 24, 1997.

Thomas J. Billy,

Administrator.

[FR Doc. 97–11315 Filed 4–30–97; 8:45 am]

BILLING CODE 3410–DM–M

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. 95–CE–31–AD; Amendment 39–10004; AD 97–09–08]

RIN 2120–AA64

Airworthiness Directives; AeroSpace Technologies of Australia Limited (Formerly Government Aircraft Factories), Nomad Models N22S, N22B, and N24A Airplanes

AGENCY: Federal Aviation Administration, DOT.

ACTION: Final rule.

SUMMARY: This amendment supersedes Airworthiness Directive AD 82–25–09 which currently requires repetitively inspecting the pilot and co-pilot control wheel sub-assemblies for cracks, and if cracked, modifying the cracked part on the AeroSpace Technologies of Australia, Limited (ASTA), formerly Government Aircraft Factories (GAF) Nomad Models N22S, N22B, and N24A airplanes. This action would retain the repetitive inspection of the pilot and co-pilot control wheel sub-assemblies for cracks, but would include a modification that would terminate the repetitive inspections by replacing or re-working the control wheel sub-assembly with a part of improved design. This superseding action is prompted by cracking in the control wheel sub-assemblies and the manufacture of an improved part that would terminate the repetitive inspection. The actions specified by this Ad are intended to prevent failure of the pilot's and co-pilot's control wheels, which, if not detected and corrected, could result in loss of control of the airplane.

DATES: Effective June 23, 1997.

The incorporation by reference of certain publications listed in the regulations is approved by the Director of the Federal Register as of June 23, 1997.

ADDRESSES: Service information that applies to this AD may be obtained from AeroSpace Technologies of Australia, Limited, ASTA DEFENCE, Private Bag No. 4, Beach Road Lara 3212, Victoria, Australia. 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–31–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: Mr. Ron Atmur, Aerospace Engineer, Los Angeles Aircraft Certification Office, FAA, 3960 Paramount Blvd., Lakewood, California, 90712; telephone (562) 627–5224; facsimile (562) 627–5210.

SUPPLEMENTARY INFORMATION:

Events Leading to the Issuance of This AD

A proposal to amend part 39 of the Federal Aviation Regulations (14 CFR part 39) to include an AD that would apply to Nomad Models N22S, N22B, and N24A airplanes was published in the **Federal Register** on December 26, 1996 (61 FR 67965). This action proposed to supersede AD 82–25–09 with a new AD that would retain the repetitive 100 hour time-in-service (TIS) inspections for cracks on the pilot's and co-pilot's control wheel sub-assembly (ASTA part number (P/N) 1/N–45–1208) in the area adjacent to the circumferential weld adjoining the shaft spigot to each control wheel back support plate, modifying any cracked assembly by replacing the assembly with a part of improved design (ASTA P/N 2/N–45–1208 or an FAA approved equivalent part), or re-working the assembly with approved re-worked parts (ASTA P/N 1/N–03–734 or an FAA approved equivalent part), and if there are no signs of cracking during these inspections, terminating the repetitive inspections by accomplishing the modification to the control wheel sub-assemblies with parts of improved design. This modification is considered a terminating action for the repetitive inspections required in AD 82–25–09.

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.

Relevant Service Information

Accomplishment of this action would be in accordance with Government Aircraft Factories (GAF) Nomad Alert Service Bulletin (SB) AS/B ANMD–27–27, Revision 1, dated November 5, 1982.

The FAA's Determination

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.

Cost Impact

The FAA estimates that 15 airplanes in the U.S. registry will be affected by this AD, that it will take approximately 6 work hours per airplane to accomplish this action, and that the average labor rate is approximately $60 an hour. Parts cost approximately $1,592 per airplane. Based on these figures, the total cost impact of this AD on U.S. operators is estimated to be $29,280 or $1,952 per airplane. This figure is based on the cost of the initial inspection and modification and does not account for the repetitive inspections that may occur prior to the proposed modification. The FAA has no way to determine the number of airplanes that may have already accomplished this action.

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 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 U.S.C. 106(g), 40113, 44701.

§ 39.13 [Amended]

2. Section 39.13 is amended by removing AD 82–25–09 and by adding a new airworthiness directive (AD) to read as follows:

97–09–08 Aerospace Technologies of Australia (ASTA) (formerly Government Aircraft Factories): Amendment No. 39–10004; Docket No. 95–CE–31–AD; Supersedes AD 82–25–09, Amendment 39–4510.

Applicability: Nomad Models N22S, N22B, and N24A airplanes, all serial numbers, certificated in any category.

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 (e) 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 as indicated in the body of this AD, unless already accomplished.

To prevent failure of the pilot's and co-pilot's control wheels, which, if not detected and corrected, could result in loss of control of the airplane, accomplish the following:

(a) Within the next 100 hours time-in-service (TIS) after the effective date of this AD, inspect the pilot and co-pilot control wheel sub-assembly (ASTA part number (P/N) 1/N–45–1208) for structural cracking in the area adjacent to the circumferential weld adjoining the shaft spigot to each control wheel back support plate in accordance with ''2. *Accomplishment Instructions*'' section, ''*Part A*—Inspection'' paragraphs in Government Aircraft Factories (GAF) Nomad Alert Service Bulletin (SB) AS/B ANMD–27–27, Revision 1, dated November 5, 1982.

(1) If no cracks are visible, repetitively inspect the control wheel sub-assemblies at intervals not to exceed 100 hours TIS in accordance with the ''2. *Accomplishment Instructions*'' section, ''*Part A*—inspection'' paragraphs in GAF Nomad Alert SB AS/B ANMD–27–27, Revision 1, dated November 5, 1982 until the accomplishment of paragraph (b) of this AD.

(2) If cracks are visible during any inspection required by this AD, prior to further flight, modify the control wheel sub-assemblies by replacing or re-working the cracked part with parts of improved design (ASTA P/N 2/N–45–1208 or 1/N–03–734 (reworked part) or the FAA approved equivalent) in accordance with the ''2. *Accomplishment Instructions*'' section, ''*Part B*—Modification by Replacement or Rework'' paragraphs in GAF Nomad Alert SB AS/B ANMD–27–27, Revision 1, dated November 5, 1982.

(b) Upon the accumulation of 300 hours TIS after the effective date of this AD, modify the control wheel sub-assemblies (ASTA P/N 1/N–45–1208) by replacing the assemblies or re-working the assemblies with parts of improved design (ASTA P/N 2/N–45–1208 or P/N 1/N–03–734, respectively or the FAA approved equivalent) in accordance with the ''2. *Accomplishment Instructions*'' section, ''*Part B*—Modification by Replacement or Rework'' paragraphs in GAF Nomad Alert SB AS/B ANMD–27–27, Revision 1, dated November 5, 1982.

(c) Accomplishment of the modification in paragraph (b) of this AD is considered a terminating action for the repetitive inspections required in 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, Los Angeles Aircraft Certification Office, FAA, 3960 Paramount Blvd., Lakewood, California, 90712; telephone (562) 627–5224; facsimile (562) 627–5210. The request shall be forwarded through an appropriate FAA Maintenance Inspector, who may add comments and then send it to the Manager, Los Angeles Aircraft Certification Office.

Note 2: Information concerning the existence of approved alternative methods of compliance with this AD, if any, may be obtained from Los Angeles Aircraft Certification Office.

(f) The inspections and modifications required by this AD shall be done in accordance with Government Aircraft Factories Nomad Alert Service Bulletin AS/B ANMD–27–27, Rev. 1, dated November 5, 1982. 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 AeroSpace Technologies of Australia, Limited, ASTA DEFENCE, Private Bag No. 4, Beach Road Lara 3212, Victoria, Australia. 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 supersedes AD 82–25–09, Amendment 39–4510.

(h) This Amendment (39–10004) becomes effective on June 23, 1997.

Issued in Kansas City, Missouri, on April 21, 1997.

Larry D. Malir,

Acting Manager, Small Airplane Directorate, Aircraft Certification Service.

[FR Doc. 97–10883 Filed 4–30–97; 8:45 am]

BILLING CODE 4910–13–U

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. 95–ANE–64; Amendment 39–9998; AD 97–09–02]

RIN 2120–AA64

Airworthiness Directives; CFM International CFM56–5C Series Turbofan Engines

AGENCY: Federal Aviation Administration, DOT.

ACTION: Final rule.

SUMMARY: This amendment adopts a new airworthiness directive (AD), applicable to CFM International CFM56–5C series turbofan engines, that requires a reduction of the low cycle fatigue (LCF) retirement lives for certain high pressure turbine rotor (HPTR) front shafts, HPTR front air seals, HPTR disks, booster spools, and low pressure turbine rotor (LPTR) stage 3 disks. This amendment is prompted by results of a refined life analysis performed by the manufacturer which revealed minimum calculated LCF lives lower than published LCF retirement lives. The actions specified by this AD are intended to prevent an LCF failure of the HPTR front shaft, HPTR front air seal, HPTR disk, booster spool, and LPTR stage 3 disk, which could result in an uncontained engine failure and damage to the aircraft.

DATES: Effective June 30, 1997.

FOR FURTHER INFORMATION CONTACT: Glorianne Messemer, Aerospace Engineer, Engine Certification Office, FAA, Engine and Propeller Directorate, 12 New England Executive Park, Burlington, MA 01803–5299; telephone (617) 238–7132, fax (617) 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) that is applicable to CFM International (CFMI) CFM56–5C2/G–5C3/G, and –5C4 series turbofan engines was published in the **Federal Register** on March 26, 1996 (61 FR 13110). That action proposed to require a reduction of the low cycle fatigue (LCF) retirement lives for certain high pressure turbine rotor (HPTR) front shafts, HPTR front air seals, HPTR disks, booster spools, and low pressure turbine rotor (LPTR) stage 3 disks.

Interested persons have been afforded an opportunity to participate in the making of this amendment. Due consideration has been given to the comments received.

Two commenters object to the use of an AD to accomplish life limit changes, and suggest instead that operators incorporate the new limits into their FAA-approved maintenance programs. One commenter argues that the use of the AD process places unnecessary burdens on operators through additional record keeping. That commenter suggests alternatively that if the FAA does issue the AD, a new paragraph be added that states that incorporating the requirements of paragraphs (a) through (f) into an operator's maintenance program should be considered compliance with the AD and that after making that incorporation the AD would no longer apply. The FAA does not concur. Service life limits that appear as airworthiness limitations at the time of type certification can be changed to more restrictive limits only by way of rulemaking through an AD. A change to one operator's maintenance program alone will not mandate new, more restrictive, life limits for other operators. While these new limits may have appeared in service instructions or manuals before an AD is published, the FAA must complete the change by publishing the final rule AD. The FAA believes that recording the AD and its accomplishment is no more burdensome on operators than making changes to their maintenance program to specifically incorporate the same changes. Under the commenter's proposal, additional record keeping may be necessary to ensure that purchasers or other users of that operator's aircraft, who may not have FAA-approved maintenance programs, comply with the new, more restrictive limits. The FAA also does not concur with the commenter's proposed new paragraph which provides that once the changes are incorporated into a maintenance program the requirements of the AD would no longer apply, including the requirement that the changes may not be further adjusted without FAA approval. The FAA believes that these changes to life limits must be finalized in the form of an AD, and that no changes to the proposed AD are necessary.

Two commenters note that the booster spool life of 13,800 cycles identified in paragraph (d) of the AD is 1,200 cycles since new (CSN) less that the Chapter 05 life noted in Revision 3 of the CFM56–5C Engine Shop Manual (ESM), dated December 1, 1995. The FAA does not concur. An initial booster spool life for the CFM56–5C2/G, –5C3/G, and –5C4 series engines of 13,900 CSN was introduced by Temporary Revision (TR) TR–05–003, dated October 7, 1994. Temporary Revision TR–05–007, dated October 28, 1994, reduced the life to 13,000 CSN. The FAA has revised paragraph (d) of this final rule to state a life of 13,000 CSN to be consistent with current published life.

Two commenters note that the LPTR stage 3 disk life of 8,630 cycles identified in paragraph (e) of the AD is 930 CSN higher than the Chapter 05 life stated in Revision 3 of the CFM56–5C ESM, dated December 1, 1995. The FAA does not concur. An initial LPTR stage 3 disk life for the CFM56–5C2/G, –5C3/G, and –5C4 series engines of 9,200 CSN was introduced by TR–05–004, dated October 7, 1994. Temporary Revision TR–05–008, dated October 28, 1994, reduced the life to 7,000 CSN. The FAA has revised paragraph (e) of this final rule to state a life of 7,000 CSN to be consistent with the current published life.

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

There are approximately 10 engines of the affected design in the worldwide fleet. The manufacturer has advised the FAA that there are no engines installed on U.S. registered aircraft that would be affected by this AD. Therefore, there is no associated cost impact on U.S. operators as a result of this AD. However, should an affected engine be imported on an aircraft and placed on the U.S. registry in the future, it would not take any additional work hours per engine to accomplish the proposed actions. Assuming that the parts cost is proportional to the reduction of the LCF retirement lives, the required parts would cost approximately $25,736 per engine. Based on these figures, the total cost impact of the AD is estimated to be $25,736 per engine.

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,