

bearings, in accordance with the service bulletin. Repeat the test thereafter at intervals not to exceed 3 months.

(ii) If any discrepancy is detected, prior to further flight, adjust the emergency exit doors in accordance with the service bulletin. Repeat the test thereafter at intervals not to exceed 3 months.

(f) An alternative method of compliance or adjustment of the compliance time that provides an acceptable level of safety may be used if approved by the Manager, International Branch, ANM-116, FAA, Transport Airplane Directorate. Operators shall submit their requests through an appropriate FAA Principal Maintenance Inspector, who may add comments and then send it to the Manager, International Branch, ANM-116.

Note 2: Information concerning the existence of approved alternative methods of compliance with this AD, if any, may be obtained from the International Branch, ANM-116.

(g) 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.

(h) The actions shall be done in accordance with Airbus All Operators Telex (AOT) 52 08, Revision 1, dated December 1, 1994; and Airbus Service Bulletin A310-52-2060, dated July 22, 1996.

(i) The incorporation by reference of Airbus Service Bulletin A310-52-2060, dated July 22, 1996, is approved by the Director of the Federal Register in accordance with 5 U.S.C. 552(a) and 1 CFR part 51.

(2) The incorporation by reference of Airbus AOT 52 08, Revision 1, dated December 1, 1994, was approved previously by the Director of the Federal Register as of May 2, 1995 (60 FR 19155, April 17, 1995).

(3) Copies may be obtained from Airbus Industrie, 1 Rond Point Maurice Bellonte, 31707 Blagnac Cedex, France. Copies may be inspected at the FAA, Transport Airplane Directorate, 1601 Lind Avenue, SW., Renton, Washington; or at the Office of the Federal Register, 800 North Capitol Street, NW., suite 700, Washington, DC.

Note 3: The subject of this AD is addressed in French airworthiness directive 96-239-205(B), dated October 23, 1996.

(i) This amendment becomes effective on April 23, 1998.

Issued in Renton, Washington, on March 10, 1998.

Darrell M. Pederson,

Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.
[FR Doc. 98-6760 Filed 3-18-98; 8:45 am]

BILLING CODE 4910-13-U

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. 96-NM-200-AD; Amendment 39-10399; AD 98-06-21]

RIN 2120-AA64

Airworthiness Directives; British Aerospace BAe Model ATP Airplanes

AGENCY: Federal Aviation Administration, DOT.

ACTION: Final rule.

SUMMARY: This amendment adopts a new airworthiness directive (AD), applicable to certain British Aerospace BAe Model ATP airplanes, that requires repetitive inspections to detect uneven wear of the heat pack of the main landing gear (MLG) brake unit; measurement and setting of the wear remaining length (WRL) of the wear indicator pin (WIP); and replacement of the brake heat pack unit with a serviceable unit, if necessary. 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 detect uneven wear of the brake heat pack unit and prevent failure of the pressure stator of the MLG brake unit, which could result in reduced braking efficiency and consequent longer stopping distances upon landing.

DATES: Effective April 23, 1998.

The incorporation by reference of certain publications listed in the regulations is approved by the Director of the Federal Register as of April 23, 1998.

ADDRESSES: The service information referenced in this AD may be obtained from AI(R) American Support, Inc., 13850 Mclearen Road, Herndon, Virginia 20171. 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 British Aerospace BAe Model ATP airplanes was published in the **Federal Register** on November 26, 1997 (62 FR 63042). That action proposed to require repetitive inspections to detect uneven wear of the heat pack of the main landing gear (MLG) brake unit; measurement and setting of the wear remaining length (WRL) of the wear indicator pin (WIP); and replacement of the brake heat pack unit with a serviceable unit, if necessary.

Comments

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

One commenter supports the proposed rule.

One commenter requests that the proposal be withdrawn because no instances of uneven brake wear of the brake heat pack have occurred. The commenter states that its airplanes have the lowest brake life of the worldwide fleet of the affected airplanes, the operating environment is different from all other operators of these airplanes models, and that, during maintenance, the whole brake assembly (rather than just the brake heat packs) are changed.

The FAA does not concur with the commenter's request to withdraw the proposal. As explained in the preamble of the proposal, this action was prompted by reports indicating that the heat pack unit of the main landing gear brake unit exhibited uneven wear at the pressure stator/first rotor interface in some instances, which resulted in a small number of failures of the pressure stator. In light of these reports, the FAA identified the existence of an unsafe condition that is likely to exist or develop in the affected airplanes. As a result, the FAA is issuing this AD to eliminate that unsafe condition by requiring repetitive inspections to detect uneven wear of the heat pack; measurement and setting of the wear remaining length of the wear indicator pin; and replacement of the brake heat pack unit with a serviceable unit, if necessary. The AD is the appropriate vehicle for mandating such actions.

Removal of Service Bulletin Citation

The FAA has revised this final rule to move references to Jetstream Service Bulletin ATP/J61-32-71, dated May 23, 1996, from paragraphs (a) and (b) of this AD to a new Note 2. This new note indicates that accomplishment of the actions required by those paragraphs prior to the effective date of this AD in accordance with the original issue of the

service bulletin is considered acceptable for compliance with those actions. The FAA has determined that the actions recommended by the original issue of the service bulletin are essentially identical to those specified in Revision 1. Therefore, the FAA finds that it is appropriate to cite the latest revision of the service bulletin and reference the original issue in a note.

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 as proposed.

Cost Impact

The FAA estimates that 10 airplanes of U.S. registry will be affected by this AD, that it will take approximately 5 work hours per airplane to accomplish the required actions, and that the average labor rate is \$60 per work hour. Based on these figures, the cost impact of the AD on U.S. operators is estimated to be \$3,000, or \$300 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 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 adding the following new airworthiness directive:

98-06-21 British Aerospace Regional Aircraft [Formerly Jetstream Aircraft Limited; British Aerospace (Commercial Aircraft) Limited]: Amendment 39-10399. Docket 96-NM-200-AD.

Applicability: BAe Model ATP airplanes having constructors numbers 2002 through 2067 inclusive, 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 (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 as indicated, unless accomplished previously.

To detect uneven wear of the brake heat pack unit and prevent failure of the pressure stator of the main landing gear (MLG) brake unit, which could result in reduced braking efficiency and consequent longer stopping distances upon landing, accomplish the following:

Note 2: Accomplishment of the actions required by paragraphs (a) and (b) of this AD prior to the effective date of this AD in accordance with Jetstream Service Bulletin ATP/J61-32-71, dated May 23, 1996, is considered acceptable for compliance with the applicable actions specified in this amendment.

(a) Within 300 hours time-in-service (TIS) after the effective date of this AD: Perform an inspection of the brake units of the left and right MLG to detect uneven wear at the pressure stator/first rotor interface, measure the wear remaining length (WRL) of the wear

indicator pin (WIP), and accomplish the action specified in paragraph (a)(1) or (a)(2) of this AD, as applicable; in accordance with Jetstream Service Bulletin ATP/J61-32-71, Revision 1, dated June 18, 1996.

Note 3: Jetstream Service Bulletin ATP/J61-32-71, dated May 23, 1996, and Revision 1, dated June 18, 1996, reference Dunlop Service Bulletin AHA1612/AHA2004-32-1122, dated April 16, 1996, as an additional source of service information for procedures to inspect the brakes, measure the WRL of the WIP, and set the corrected length of the pin.

(1) If the WRL of the WIP is greater than or equal to 0.5 inches: Repeat the action required in paragraph (a) of this AD thereafter at intervals not to exceed 300 hours TIS.

(2) If the WRL of the WIP is less than 0.5 inches: Prior to further flight, measure the thickness of the pressure stator and accomplish the action specified in paragraph (a)(2)(i) or (a)(2)(ii) of this AD, as applicable; and repeat the action required in paragraph (a) of this AD thereafter at intervals not to exceed 300 hours TIS.

(i) If the pressure stator is less than or equal to 0.31 inches thick: Replace the heat pack of the MLG brake unit with a serviceable unit and set the WRL of the WIP to indicate the corrected WRL measurement.

(ii) If the pressure stator exceeds 0.31 inches thick: Set the WRL of the WIP to indicate the corrected WRL measurement.

(b) If, during any inspection required by this AD, the WRL of the WIP on any brake unit shows that the wear status of the brake heat pack is not within the acceptable limits specified in Jetstream Service Bulletin ATP/J61-32-71, dated May 23, 1996, or Revision 1, dated June 18, 1996: Prior to further flight, replace the brake heat pack unit with a serviceable unit in accordance with Jetstream Service Bulletin ATP/J61-32-71, Revision 1, dated June 18, 1996; and repeat the action required in paragraph (a) of this AD thereafter at intervals not to exceed 300 hours TIS.

(c) An alternative method of compliance or adjustment of the initial compliance time that provides an acceptable level of safety may be used if approved by the Manager, International Branch, ANM-116, FAA, Transport Airplane Directorate. Operators shall submit their requests through an appropriate FAA Principal Maintenance Inspector, who may add additional comments, and then send it to the Manager, International Branch, ANM-116.

Note 4: Information concerning the existence of approved alternative methods of compliance with this AD, if any, may be obtained from the International Branch, ANM-116.

(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) The actions shall be done in accordance with Jetstream Service Bulletin ATP/J61-32-71, Revision 1, dated April 16, 1996, which contains the specified effective pages:

Revision level page number	Shown on page	Date shown on page
1, 3	1	June 18, 1996.
2, 4, 5	Original	May 23, 1996.

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 AI(R) American Support, Inc., 13850 McLearn Road, Herndon, Virginia 20171. Copies may be inspected at the FAA, Transport Airplane Directorate, 1601 Lind Avenue, SW., Renton, Washington; or at the Office of the Federal Register, 800 North Capitol Street, NW., suite 700, Washington, DC.

Note 5: The subject of this AD is addressed in British airworthiness directive 002-05-96.

(f) This amendment becomes effective on April 23, 1998.

Issued in Renton, Washington, on March 10, 1998.

Darrell M. Pederson,

Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.
[FR Doc. 98-6759 Filed 3-18-98; 8:45 am]

BILLING CODE 4910-13-U

DEPARTMENT OF HEALTH AND HUMAN SERVICES

Food and Drug Administration

21 CFR Part 556

Tolerances for Residues of New Animal Drugs In Food; Carbadox

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 a supplemental new animal drug application (NADA) filed by Pfizer, Inc. The supplemental NADA provides for a revised tolerance for residues of carbadox used in Type A medicated articles to make Type C medicated swine feeds.

EFFECTIVE DATE: March 19, 1998.

FOR FURTHER INFORMATION CONTACT: Lynn G. Friedlander, Center for Veterinary Medicine (HFV-151), Food and Drug Administration, 7500 Standish Pl., Rockville, MD 20855, 301-594-0675.

SUPPLEMENTARY INFORMATION: Pfizer, Inc., 235 East 42d St., New York, NY 10017, is sponsor of NADA 41-061 that provides for the use of Mecadox® 10 (carbadox) Type A medicated articles used to make Type C medicated swine feeds used for control of swine dysentery, control of bacterial swine

enteritis, increased rate of weight gain, and improved feed efficiency. The sponsor filed a supplemental NADA that provides for a revised finite tolerance for residues of carbadox and its metabolites in edible swine tissues. The supplement is approved as of January 30, 1998, and the regulations are revised in § 556.100 (21 CFR 556.100) to reflect the approval. The basis of approval is discussed in the freedom of information summary.

A tolerance for no residues of carbadox or its metabolites and the method to determine said residues in the edible swine tissues had been previously established. Because better and more accurate regulatory procedures are found in general use, the analytical procedure is no longer codified. At this time, the method of analysis is removed and a finite tolerance for residues of quinoxaline-2-carboxylic acid (marker residue) in liver (target tissue) is established by amending § 556.100.

In accordance with the freedom of information provisions of 21 CFR part 20 and 514.11(e)(2)(ii), a summary of safety and effectiveness data and information submitted to support approval of this application may be seen in the Dockets Management Branch (HFA-305), Food and Drug Administration, 12420 Parklawn Dr., rm. 1-23, Rockville, MD 20857, between 9 a.m. and 4 p.m., Monday through Friday.

Under section 512(c)(2)(F)(iii) of the Federal Food, Drug, and Cosmetic Act (21 U.S.C. 360b(c)(2)(F)(iii)), approval of this supplement qualifies for 3 years of marketing exclusivity beginning January 30, 1998, because the supplement contains substantial evidence of effectiveness of the drug involved, studies of animal safety or, in the case of food producing animals, human food safety studies (other than bioequivalence or residue studies) required for approval of the supplement and conducted or sponsored by the applicant. Exclusivity applies only to the new tolerance as established by human food safety studies (total residue depletion and metabolism) which are summarized in the freedom of information summary.

The agency has determined under 21 CFR 25.33(a)(1) that this action is of a type that does not individually or cumulatively have a significant effect on

the human environment. Therefore, neither an environmental assessment nor an environmental impact statement is required.

List of Subjects in 21 CFR Part 556

Animal drugs, Foods.

Therefore, under the Federal Food, Drug, and Cosmetic Act and under authority delegated to the Commissioner of Food and Drugs and redelegated to the Center for Veterinary Medicine, 21 CFR part 556 is amended as follows:

PART 556—TOLERANCES FOR RESIDUES OF NEW ANIMAL DRUGS IN FOOD

1. The authority citation for 21 CFR part 556 continues to read as follows:

Authority: 21 U.S.C. 342, 360b, 371.

2. Section 556.100 is revised to read as follows:

§ 556.100 Carbadox.

A tolerance of 30 parts per billion is established for residues of quinoxaline-2-carboxylic acid (marker residue) in liver (target tissue) of swine.

Dated: February 26, 1998.

Stephen F. Sundlof,

Director, Center for Veterinary Medicine.

[FR Doc. 98-7057 Filed 3-18-98; 8:45 am]

BILLING CODE 4160-01-F

UNITED STATES INFORMATION AGENCY

22 CFR Part 514

Exchange Visitor Program, Insurance Coverage

AGENCY: United States Information Agency.

ACTION: Notice to sponsors of exchange visitor programs.

SUMMARY: In March 1993, the United States Information Agency ("Agency") published a comprehensive set of final rules governing the exchange visitor program established under the authority of the Mutual Educational and Cultural Exchange Act of 1961 (22 CFR Part 514.) Section 514.14 establishes requirements regarding health insurance coverage on exchange visitors who come to the United States on the J visa. Those requirements merely establish criteria for insurance coverage on exchange