

U.S. pork trade with Spain has been very small. The interim rule could result in less pork being imported into the United States from Spain.

Among the potential entities that may be affected by the interim rule are U.S. producers, consumers, and importers. Since the amount of pork imported from Spain has been so small compared to the amount produced domestically and total pork imports, no impact on consumer and producer prices is expected. Also, there should be little or no impact on importers. Because the amount of pork imported from Spain has been so small, importers should easily find replacements from other approved sources.

Further, if pork imports from Spain were not restricted and hog cholera was introduced into the United States from Spain, the economic impact on consumers, tax payers, and exporters could be great. Consumers would be affected by increased costs and reduced availability of pork. The cost to tax payers to eradicate or contain the disease would be considerable. Exporters would likely face restrictions on exporting pork to traditional foreign markets. Affected producers would face increased production costs. The benefits of avoiding the potential cost of a disease outbreak outweighs by far the minimal impact of this rule on consumers, producers, and importers of pork products.

Under these circumstances, the Administrator of the Animal and Plant Health Inspection Service has determined that this action will not have a significant economic impact on a substantial number of small entities.

List of Subjects in 9 CFR Part 94

Animal diseases, Imports, Livestock, Meat and meat products, Milk, Poultry and poultry products, Reporting and recordkeeping requirements.

PART 94—RINDERPEST, FOOT-AND-MOUTH DISEASE, FOWL PEST (FOWL PLAQUE), EXOTIC NEWCASTLE DISEASE, AFRICAN SWINE FEVER, HOG CHOLERA, AND BOVINE SPONGIFORM ENCEPHALOPATHY: PROHIBITED AND RESTRICTED IMPORTATIONS

Accordingly, we are adopting as a final rule, without change, the interim rule that amended 9 CFR 94 and that was published at 62 FR 28619-28620 on May 27, 1997.

Authority: 7 U.S.C. 147a, 150ee, 161, 162, and 450; 19 U.S.C. 1306; 21 U.S.C. 111, 114a, 134a, 134b, 134c, 134f, 136, and 136a; 31 U.S.C. 9701; 42 U.S.C. 4331 and 4332; 7 CFR 2.22, 2.80, and 371.2(d).

Done in Washington, DC, this 15th day of October 1997.

Craig A. Reed,

Acting Administrator, Animal and Plant Health Inspection Service.

[FR Doc. 97-27812 Filed 10-20-97; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. 86-CE-23-AD; Amendment 39-10171; AD 86-07-02 R1]

RIN 2120-AA64

Airworthiness Directives; Pilatus Britten-Norman Ltd. (Formerly Britten-Norman) BN2A MK. 111 Series Airplanes

AGENCY: Federal Aviation Administration, DOT.

ACTION: Final rule.

SUMMARY: This amendment revises Airworthiness Directive (AD) 86-07-02, which currently requires repetitively inspecting the junction of the torque link lug and upper case of the main landing gear (MLG) torque link assemblies for cracks on Pilatus Britten-Norman Ltd. (Pilatus Britten-Norman) BN-2A, BN-2B, BN-2T, and BN2A MK. 111 series airplanes, and replacing any part found cracked with a like part. This AD removes from the applicability the BN-2A, BN-2B, and BN-2T series airplanes, and retains the repetitive inspection and replacement (if necessary) requirements of AD 86-07-02 for the BN2A MK. 111 series airplanes. This AD results from the Federal Aviation Administration's determination that additional AD action needs to be taken on the BN-2A, BN-2B, and BN-2T series airplanes. This additional action will be addressed in a separate AD. The actions specified by this AD are intended to prevent failure of the main landing gear caused by cracks in the torque link area, which could lead to loss of control of the airplane during landing operations.

DATES: Effective November 28, 1997.

The incorporation by reference of certain publications listed in the regulations is approved by the Director of the Federal Register as of November 28, 1997.

ADDRESSES: Service information that applies to this AD may be obtained from Fairey Hydraulics Limited, Claverham, Bristol, England; or Pilatus Britten-Norman Limited, Bembridge, Isle of Wight, United Kingdom PO35 5PR;

telephone 44-1983 872511; facsimile 44-1983 873246. This information may also be examined at the Federal Aviation Administration (FAA), Central Region, Office of the Regional Counsel, Attention: Rules Docket No. 86-CE-23-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. S.M. Nagarajan, Aerospace Engineer, Small Airplane Directorate, Airplane Certification Service, FAA, 1201 Walnut, suite 900, Kansas City, Missouri 64106; telephone (816) 426-6932; facsimile (816) 426-2169.

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 Pilatus Britten-Norman BN2A MK. 111 series airplanes was published in the **Federal Register** as a notice of proposed rulemaking on May 27, 1997 (62 FR 28644). The NPRM proposed to revise AD 86-07-02 by removing the BN-2A, BN-2B, and BN-2T series airplanes from the applicability of that AD. The NPRM proposed to retain the requirement of repetitively inspecting the junction of the torque link lug and upper case of the MLG torque link assemblies for the BN2A MK. 111 series airplanes. The FAA is issuing a separate AD action for the BN-2A, BN-2B, and BN-2T series airplanes to require a modification that, when incorporated, would eliminate the repetitive inspection requirement currently required by AD 86-07-02. Accomplishment of the proposed inspections as specified in the NPRM would be in accordance with Fairey Hydraulics Limited Service Bulletin (SB) 32-7, Issue 3, dated January 30, 1990; and Fairey Hydraulics Limited SB 32-10, Issue 2, dated November 10, 1992.

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

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 AD 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 9 airplanes in the U.S. registry will be affected by this AD, that it will take approximately 1 workhour per airplane to accomplish the initial inspection, and that the average labor rate is approximately \$60 an hour. Based on these figures, the total cost impact of this AD on U.S. operators is estimated to be \$540 or \$60 per airplane. This figure only takes into account the cost of the initial inspection and does not take into account the cost of any repetitive inspections. The FAA has no way of determining the number of repetitive inspections each of the owners/operators will incur over the life of the affected airplanes.

In addition, the inspections are currently required by AD 86-07-02 on the 9 affected airplanes. This AD does not require any additional actions over that already required by AD 86-07-02.

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 Airworthiness Directive (AD) 86-07-02, Amendment 39-5382, and by adding a new AD to read as follows:

86-07-02 R1 Pilatus Britten-Norman Ltd:
Amendment 39-10171; Docket No. 86-CE-23-AD. Revises AD 86-07-02, Amendment 39-5382.

Applicability: Models BN2A MK. 111, BN2A MK. 111-2, and BN2A MK. 111-3 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 (f) 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 prior to further flight after the effective date of this AD (see **Note 2**) or within 100 hours time-in-service (TIS) after the last inspection accomplished in accordance with AD 86-07-02, whichever occurs later, and thereafter at intervals not to exceed 100 hours TIS.

Note 2: The "prior to further flight after the effective date of this AD" compliance time was the original initial compliance time of AD 86-07-02, and is being retained to provide credit and continuity for already-accomplished and future inspections.

To prevent failure of the main landing gear caused by cracks in the torque link assembly area, which could lead to loss of control of the airplane during landing operations, accomplish the following:

(a) Inspect the junction of the torque link lug and upper case for cracks (using a 10-power magnifying glass or by dye penetrant methods) in accordance with Fairley Hydraulics Limited Service Bulletin (SB) 32-7, Issue 3, dated January 30, 1990; or Fairley Hydraulics SB 32-10, Issue 2, dated November 10, 1992, as applicable. Pilatus Britten-Norman SB BN-2/SB. 173, Issue 3, dated November 16, 1990, references Fairley Hydraulic Limited SB 32-7; and Pilatus Britten-Norman SB BN-2/SB.209, Issue 1, dated November 30, 1992, references Fairley Hydraulic Limited SB 32-10.

(b) If cracked parts are found during any of the inspections required by this AD, prior to further flight, replace the cracked parts with airworthy parts in accordance with the applicable maintenance manual.

(c) If the landing gear is replaced, only equal pairs of the same manufacturer are approved as replacement parts. Mixing of different manufacturer landing gears is not authorized.

(d) The intervals between the repetitive inspections required by this AD may be adjusted up to 10 percent of the specified interval to allow accomplishing these actions along with other scheduled maintenance on the airplane.

(e) 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 inspection requirements of this AD can be accomplished.

(f) 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, Small Airplane Directorate, 1201 Walnut, suite 900, Kansas City, Missouri 64106.

(1) The request should be forwarded through an appropriate FAA Maintenance Inspector, who may add comments and then send it to the Manager, Small Airplane Directorate.

(2) Alternative methods of compliance approved for AD 86-07-02 are considered approved as alternative methods of compliance for this AD.

Note 3: Information concerning the existence of approved alternative methods of compliance with this AD, if any, may be obtained from the Small Airplane Directorate.

(g) The inspections required by this AD shall be done in accordance with Fairley Hydraulics Limited Service Bulletin 32-7, Issue 3, dated January 30, 1990, or Fairley Hydraulics Service Bulletin 32-10, Issue 2, dated November 10, 1992, as applicable. 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 Fairley Hydraulics Limited, Claverham, Bristol, England; or Pilatus Britten-Norman Limited, Bembridge, Isle of Wight, United Kingdom PO35 5PR. Copies may be inspected at the FAA, Central Region, Office of the Regional 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.

(h) This amendment (39-10171) revises AD 86-07-02, Amendment 39-5382.

(i) This amendment (39-10171) becomes effective on November 28, 1997.

Issued in Kansas City, Missouri, on October 14, 1997.

Mary Ellen Schutt,

Acting Manager, Small Airplane Directorate, Aircraft Certification Service.

[FR Doc. 97-27785 Filed 10-20-97; 8:45 am]

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