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DEPARTMENT OF AGRICULTURE

Animal and Plant Health Inspection Service

9 CFR Part 77

[Docket No. 95–072–2]

Tuberculosis in Cattle and Bison; State Designation

AGENCY: Animal and Plant Health Inspection Service, USDA.

ACTION: Affirmation of interim rule as final rule.

SUMMARY: We are adopting as a final rule, without change, an interim rule that amended the tuberculosis regulations concerning the interstate movement of cattle and bison by reducing the designation of Wisconsin from an accredited-free State to an accredited-free (suspended) State. We have determined that Wisconsin no longer meets the criteria for designation as an accredited-free State but meets the criteria for designation as an accredited-free (suspended) State. This change was necessary to prevent the spread of tuberculosis in cattle and bison.

EFFECTIVE DATE: May 16, 1996.

FOR FURTHER INFORMATION CONTACT: Dr. Mitchell Essey, Senior Staff Veterinarian, Cattle Diseases and Surveillance, VS, APHIS, Suite 3B08, 4700 River Road Unit 36, Riverdale, MD 20737–1231, (301) 734–7727, or e-mail: messey@aphis.usda.gov.

SUPPLEMENTARY INFORMATION:

Background

In an interim rule effective and published in the Federal Register on December 8, 1995 (60 FR 62988–62989, Docket No. 95–072–1), we amended the tuberculosis regulations in 9 CFR part 77 by removing Wisconsin from the list of accredited-free States in § 77.1 and adding it to the list of accredited-free (suspended) States in that section.

Comments on the interim rule were required to be received on or before February 6, 1996. We did not receive any comments. The facts presented in the interim rule still provide a basis for the rule.

This action also affirms the information contained in the interim rule concerning Executive Order 12866 and the Regulatory Flexibility Act, Executive Orders 12372 and 12778, and the Paperwork Reduction Act.

Furthermore, for this action, the Office of Management and Budget has waived the review process required by Executive Order 12866.

List of Subjects in 9 CFR Part 77

Animal diseases, Bison, Cattle, Reporting and recordkeeping requirements, Transportation, Tuberculosis.

PART 77—TUBERCULOSIS

Accordingly, we are adopting as a final rule, without change, the interim rule that amended 9 CFR part 77 and that was published at 60 FR 62988–62989 on December 8, 1995.

Authority: 21 U.S.C. 111, 114, 114a, 115–117, 120, 121, 134b, 134f; 7 CFR 2.22, 2.80 and 371.2(d).

Done in Washington, DC, this 10th day of April 1996.

Terry L. Medley,

Administrator, Animal and Plant Health Inspection Service.

[FR Doc. 96–9345 Filed 4–15–96; 8:45 am]

BILLING CODE 3410–34–P

Food Safety and Inspection Service

9 CFR Part 318

[Docket No. 95–052W]

RIN 0583–AC02

Use of Sorbitol in Cooked Roast Beef Products

AGENCY: Food Safety and Inspection Service, USDA.

ACTION: Withdrawal of direct final rule.

SUMMARY: The Food Safety and Inspection Service (FSIS) is withdrawing the direct final rule that would have added cooked roast beef products to the list of products in which sorbitol is permitted. The sorbitol would have been added to a solution of ingredients that are pumped into the beef prior to cooking.

FSIS is withdrawing the direct final rule because it received an adverse written comment in response to the direct final rule. FSIS will instead publish at a later date a proposed rule. The proposal will establish a comment period.

EFFECTIVE DATE: April 16, 1996.

FOR FURTHER INFORMATION CONTACT: Charles R. Edwards, Director, Product Assessment Division, Regulatory Programs, Food Safety and Inspection Service, U.S. Department of Agriculture, Washington, DC 20250–3700; (202) 254–2565.

SUPPLEMENTARY INFORMATION: In a direct final rule published in the Federal Register on February 27, 1996 (61 FR 7207), FSIS notified the public of its intent to add cooked roast beef products to the list of products in which sorbitol is permitted. FSIS would have allowed the use of sorbitol both as a sweetener and to reduce charring in cooked roast beef products up to a level of 2 percent of the product formulation.

FSIS solicited comments concerning the direct final rule for a 30-day period ending March 28, 1996. FSIS stated that the effective date of the proposed amendment would be 60 days after publication of the direct final rule in the Federal Register, unless the Agency received written adverse comments or a notice of intent to submit adverse comments by the close of the comment period. FSIS also stated that if it received written adverse comments or a notice of intent to submit adverse comments, it would publish a document in the Federal Register withdrawing the direct final rule before the scheduled effective date and would publish a proposed rule for public comment.

FSIS received one written adverse comment from a consumer. Therefore, FSIS is withdrawing the direct final rule, and at a later date, will publish a proposed rule in the Federal Register.

Done at Washington, DC, on: April 9, 1996.

Michael R. Taylor,

Acting Under Secretary for Food Safety.

[FR Doc. 96–9267 Filed 4–15–96; 8:45 am]

BILLING CODE 3410–DM–P

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. 96–ANE–04; Amendment 39–9567, AD 96–08–01]

Airworthiness Directives; Hamilton Standard Model 14RF–9 Propellers

AGENCY: Federal Aviation Administration, DOT.

ACTION: Final rule; request for comments.

SUMMARY: This amendment adopts a new airworthiness directive (AD) that is applicable to Hamilton Standard Model 14RF–9 propellers. This action supersedes priority letter AD 95–24–09 that currently requires a one-time ultrasonic shear wave inspection of the propeller blade shank for cracks or surface indications. This action continues to require an ultrasonic shear wave inspection, but adds a one-time visual and fluorescent penetrant inspection and repair of the propeller blade shank for mechanical damage. This amendment is prompted by propeller blade shank visual inspection results on blades that were removed from service as a result of the one-time ultrasonic shear wave inspections. The inspection results showed that minor damage could exist that is not detected by the ultrasonic shear wave inspection. This amendment is also prompted by the development of a method to remove the fiberglass on the blade shank permitting shank inspection and repair procedures. The actions specified by this AD are intended to prevent propeller blade separation due to propeller blade shank cracking, which could result in loss of control of the aircraft.

DATES: Effective May 1, 1996.

The incorporation by reference of certain publications listed in the regulations is approved by the Director of the Federal Register as of May 1, 1996.

Comments for inclusion in the Rules Docket must be received on or before June 17, 1996.

ADDRESSES: Submit comments in triplicate to the Federal Aviation Administration (FAA), New England Region, Office of the Assistant Chief Counsel, Attention: Rules Docket No. 96–ANE–04, 12 New England Executive Park, Burlington, MA 01803–5299.

The service information referenced in this AD may be obtained from Hamilton Standard, One Hamilton Road, Windsor Locks, CT 06096–1010; telephone (203) 654–6876. This information may be examined at the FAA, New England Region, Office of the Assistant Chief Counsel, 12 New England Executive Park, Burlington, MA; or at the Office of the Federal Register, 800 North Capitol Street, NW., suite 700, Washington, DC.

FOR FURTHER INFORMATION CONTACT: Frank Walsh, Aerospace Engineer, Boston Aircraft Certification Office, FAA, Engine and Propeller Directorate, 12 New England Executive Park, Burlington, MA 01803–5299; telephone (617) 238–7158, fax (617) 238–7199.

SUPPLEMENTARY INFORMATION:

On November 16, 1995, the Federal Aviation Administration (FAA) issued priority letter airworthiness directive (AD) 95–24–09, applicable to Hamilton Standard Model 14RF–9 propellers, which requires a one-time ultrasonic shear wave inspection of the propeller blade shank for cracks or surface indications within the next 150 cycles in service, or 20 days after the effective date of that AD, whichever occurs first. Propeller blades with ultrasonic shear wave readings that exceed the acceptable limits described in the applicable SB or ASB must be replaced with serviceable propeller blades prior to further flight. That action was prompted by a report of an inflight loss of a Hamilton Standard Model 14RF–9 propeller blade installed on an Embraer EMB–120 aircraft. The loss of the propeller blade resulted in the subsequent loss of the propeller and portions of the gearbox. The propeller blade separated due to a crack approximately 9 inches from the butt end of the blade. The FAA determined that the crack initiated on the outer surface of the blade shank in an area of mechanical damage induced as a result of a localized interference condition between the blade spar and the foam mold which occurred during blade manufacture. That condition, if not corrected, could result in propeller blade separation due to propeller blade shank cracking, which could result in loss of control of the aircraft.

Since the issuance of that priority letter AD, the manufacturer has developed improved inspection and repair procedures. The new inspection procedure can find damage in areas of the propeller blade shank that might have been damaged by interference with the propeller blade foam mold during manufacture. The damage will be visible when the overlying fiberglass and adhesive layers are removed. Propeller blades with damage that is beyond repair limits can not be returned to service. For propeller blades with repairable damage, the damage is blended. The surface is then shotpeened and the fiberglass airfoil is restored.

The FAA has reviewed and approved the technical contents of Hamilton Standard Service Bulletin (SB) No. 14RF–9–61–86, Revision 4, and Alert Service Bulletin (ASB) No. 14RF–9–61–A90, both dated November 9, 1995, that describe procedures for an ultrasonic shear wave inspection of propeller blade shanks for cracks or surface indications. In addition, the FAA has reviewed and approved the technical contents of Hamilton Standard ASB No. 14RF–9–61–A92, Revision 2, dated March 6, 1996, that describes procedures for an inspection and repair for mechanical damage.

Since an unsafe condition has been identified that is likely to exist or develop on other propellers of this same type design, this AD supersedes priority letter AD 95–24–09. All propeller blades with serial numbers (S/N's) less than 885751 that are currently installed on aircraft must have been inspected in accordance with priority letter AD 95–24–09 as of the effective date of this AD. Propeller blades that have not been inspected in accordance with priority letter AD 95–24–09 must be ultrasonically shear wave inspected for cracks or surface indications, or inspected for mechanical shank damage, in accordance with applicable SB's or ASB's prior to further flight. Propeller blades with ultrasonic shear wave readings that exceed the acceptable limits described in the applicable SB's or ASB's must be replaced with serviceable propeller blades prior to further flight. In addition, this AD adds a new requirement of a one-time inspection and repair of mechanical damage of all applicable propeller blades by August 31, 1996, in accordance with Hamilton Standard ASB No. 14RF–9–61–A92, Revision 2, dated March 6, 1996. Propeller blades with mechanical damage that exceed repair limits specified in Hamilton Standard ASB No. 14RF–9–61–A92, Revision 2, dated March 6, 1996, must be replaced with serviceable propeller blades prior to further flight. The calendar end-date was determined based upon fracture mechanics and engineering analysis that supports the specified calendar end-date. The actions are required to be accomplished in accordance with the service documents described previously.

Since a situation exists that requires the immediate adoption of this regulation, it is found that notice and opportunity for prior public comment hereon are impracticable, and that good cause exists for making this amendment effective in less than 30 days.

Comments Invited

Although this action is in the form of a final rule that involves requirements affecting flight safety and, thus, was not preceded by notice and an opportunity for public comment, comments are invited on this rule. Interested persons are invited to comment on this rule by submitting such written data, views, or arguments as they may desire. Communications should identify the Rules Docket number and be submitted in triplicate to the address specified under the caption **ADDRESSES**. All communications received on or before the closing date for comments will be considered, and this rule may be amended in light of the comments received. Factual information that supports the commenter's ideas and suggestions is extremely helpful in evaluating the effectiveness of the AD action and determining whether additional rulemaking action would be needed.

Comments are specifically invited on the overall regulatory, economic, environmental, and energy aspects of the rule that might suggest a need to modify the rule. All comments submitted will be available, both before and after the closing date for comments, in the Rules Docket for examination by interested persons. A report that summarizes each FAA-public contact concerned with the substance of this AD will be filed in the Rules Docket.

Commenters wishing the FAA to acknowledge receipt of their comments submitted in response to this notice must submit a self-addressed, stamped postcard on which the following statement is made: ''Comments to Docket Number 96–ANE–04.'' The postcard will be date stamped and returned to the commenter.

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.

The FAA has determined that this regulation is an emergency regulation that must be issued immediately to correct an unsafe condition in aircraft, and is not a ''significant regulatory action'' under Executive Order 12866. It has been determined further that this action involves an emergency regulation under DOT Regulatory Policies and Procedures (44 FR 11034, February 26, 1979). If it is determined that this emergency regulation otherwise would be significant under DOT Regulatory Policies and Procedures, a final regulatory evaluation will be prepared and placed in the Rules Docket. A copy of it, if filed, 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 USC 106(g), 40113, 44701.

§ 39.13 [Amended]

2. Section 39.13 is amended by adding the following new airworthiness directive:

96–08–01 Hamilton Standard: Amendment 39–9567. Docket No. 96–ANE–04. Supersedes AD 95–24–09.

Applicability: Hamilton Standard Model 14RF–9 propellers, installed on but not limited to Embraer EMB–120 series aircraft.

Note: This airworthiness directive (AD) applies to each propeller 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 propellers that have been modified, altered, or repaired so that the performance of the requirements of this AD is affected, the owner/operator must use the authority provided in paragraph (d) to request approval from the Federal Aviation Administration (FAA). This approval may address either no action, if the current configuration eliminates the unsafe condition, or different actions necessary to address the unsafe condition described in this AD. Such a request should include an assessment of the effect of the changed configuration on the unsafe condition addressed by this AD. In no case does the presence of any modification, alteration, or repair remove any propeller from the applicability of this AD.

Compliance: Required as indicated, unless accomplished previously.

To prevent propeller blade separation due to propeller blade shank cracking, which could result in loss of control of the aircraft, accomplish the following:

(a) Propeller blades that have been ultrasonically shear wave inspected in accordance with the requirements of priority letter AD 95–24–09 need not undergo another ultrasonic shear wave inspection in accordance with paragraph (b) of this AD. All affected propeller blades with S/N's less than 885751, however, must be inspected for mechanical damage in accordance with paragraph (c) of this AD by August 31, 1996. Propeller blades with S/N's less than 885751 that have not been ultrasonically shear wave inspected in accordance with priority letter AD 95–24–09 must undergo ultrasonic shear wave inspection in accordance with paragraph (b) of this AD prior to further flight, and must be inspected for mechanical damage in accordance with paragraph (c) of this AD by August 31, 1996; or must be inspected for mechanical damage in accordance with paragraph (c) of this AD prior to further flight.

(b) Prior to further flight, perform an ultrasonic shear wave inspection for cracks or surface indications in accordance with the applicable Hamilton Standard Service Bulletin (SB) or Alert Service Bulletin (ASB) described in paragraphs (b)(1) and (b)(2) of this AD unless accomplished previously in accordance with AD 95–24–09. Prior to further flight, remove from service propeller blades with ultrasonic shear wave readings that exceed the acceptable limits described in the applicable SB or ASB, and replace with serviceable propeller blades:

(1) Inspect, and if necessary, remove and replace with a serviceable propeller blade, in accordance with the Accomplishment Instructions of Hamilton Standard SB No. 14RF–9–61–86, Revision 4, dated November 9, 1995, propeller blade shanks with propeller blade spars, Part Number (P/N) 792231–1. These propeller blades may be identified by, but not limited to, Serial Numbers (S/N's) 853445 and higher except for the S/N's listed in Table 1 of this SB. Propeller blades inspected in accordance with the original, Revision 1, Revision 2, or Revision 3 of Hamilton Standard SB No. 14RF–9–61–86, and which passed inspection, need not be ultrasonically shear wave inspected again.

(2) Remove propeller blade for off-wing inspection, inspect, and if necessary, replace with a serviceable propeller blade, in accordance with the Accomplishment Instructions of Hamilton Standard ASB No. 14RF–9–61–A90, dated November 9, 1995, propeller blade shanks with propeller blade spars, P/N 782683–1. These propeller blades may be identified by, but not limited to, S/N's less than 853445, and propeller blades with S/N's greater than 853445 that are listed in Table 1 of this ASB.

(c) Perform a one-time visual and fluorescent penetrant inspection of the propeller blade shank for mechanical damage by August 31, 1996, in accordance with the Accomplishment Instructions of Hamilton Standard ASB No. 14RF–9–61–A92, Revision 2, dated March 6, 1996, on all propeller blade shanks with S/N's before 885751. Propeller blades inspected in accordance with the original or Revision 1 of Hamilton Standard ASB No. 14RF–9–61–A92, and which passed inspection or were repaired, need not be inspected again.

(1) Prior to further flight, remove from service propeller blades with mechanical

damage that exceed repair limits specified in that ASB, and replace with serviceable parts.

(2) Prior to further flight, repair propeller blades with repairable damage in accordance with the procedures described in that ASB.

(d) 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, Boston Aircraft Certification Office. The request should be forwarded through an appropriate FAA Principal Maintenance Inspector, who may add comments and then send it to the Manager, Boston Aircraft Certification Office.

NOTE: Information concerning the existence of approved alternative methods of compliance with this airworthiness directive, if any, may be obtained from the Boston Aircraft Certification Office.

(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 aircraft to a location where the requirements of this AD can be accomplished.

(f) The actions required by this AD shall be performed in accordance with the following Hamilton Standard service documents:

Document No.	Page	Revision	Date
SB No. 14RF–9–61–86.	1–34	4	November 9, 1995.
Total pages: 34.			
ASB No. 14RF–9–61–A90.	1–39	Original	November 9, 1995.
Total pages: 39.			
ASB No. 14RF–9–61–A92.	1–44	2	March 6, 1996.
Total Pages: 44.			

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 Hamilton Standard, One Hamilton Road, Windsor Locks, CT 06096–1010; telephone (203) 654–6876. Copies may be inspected at the FAA, New England Region, Office of the Assistant Chief Counsel, 12 New England Executive Park, Burlington, MA; or at the Office of the Federal Register, 800 North Capitol Street, NW., suite 700, Washington, DC.

(g) This amendment supersedes priority letter AD 95–24–09, issued November 16, 1995.

(h) This amendment becomes effective on May 1, 1996.

Issued in Burlington, Massachusetts, on April 1, 1996.

Jay J. Pardee,

Manager, Engine and Propeller Directorate, Aircraft Certification Service.

[FR Doc. 96–8950 Filed 4–15–96; 8:45 am]

BILLING CODE 4910–13–U

GENERAL SERVICES ADMINISTRATION

41 CFR Chapter 301

[FTR Amendment 47]

RIN 3090–AF79

Federal Travel Regulation; Maximum Per Diem Rates

AGENCY: Office of Policy, Planning and Evaluation, GSA.

ACTION: Final rule; correction.

SUMMARY: This document corrects an entry listed in the prescribed maximum per diem rates for a location within the continental United States (CONUS) contained in a final rule appearing in the Federal Register of Tuesday, March 12, 1996 (61 FR 10252). The rule increased/decreased the maximum lodging and meals and incidental expenses amounts in certain existing per diem localities, added new per diem localities, and defined a time frame for submission to the General Services Administration (GSA) of rate adjustment requests for travel within CONUS.

EFFECTIVE DATE: April 1, 1996.

FOR FURTHER INFORMATION CONTACT: Jane Groat, Travel and Transportation Management Policy Division (MTT), Washington, DC 20405, telephone 202–501–1538.

Accordingly, beginning on page 10260 the following correction is made to FR Doc. 96–5773 in the issue of March 12, 1996:

PART 301–7—PER DIEM ALLOWANCES [AMENDED]

On page 10260, in the fourth column, the meals and incidental expenses (M&IE) rate for the per diem locality of Lake Ozark (Miller County), Missouri, seasonal period of October 1, April 30, should read ''30''.

Dated: April 4, 1996.

Vella J. Cloyd,

Acting Director, Travel and Transportation Management Policy Division.

[FR Doc. 96–9225 Filed 4–15–96; 8:45 am]

BILLING CODE 6820–24–M