

APPENDIX A—SCHEDULE OF PAY DIFFERENTIALS AUTHORIZED FOR HAZARDOUS DUTY UNDER SUBPART I—HAZARD PAY DIFFERENTIAL, OF PART 550 PAY ADMINISTRATION (GENERAL)

Duty	Rate of hazard pay differential (percent)	Effective date
* * * * *	*	*
Exposure to Physiological Hazards:		
* * * * *	*	*
(6) Working at high altitudes. Performing work at a land-based worksite more than 3900 meters (12,795 feet) in altitude, provided the employee is required to commute to the worksite on the same day from a substantially lower altitude under circumstances in which the rapid change in altitude may result in acclimation problems.	8	January 11, 1999.
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[FR Doc. 99-522 Filed 1-8-99; 8:45 am]
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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. 98-NM-348-AD; Amendment 39-10988; AD 98-25-11 R1]

RIN 2120-AA64

Airworthiness Directives; McDonnell Douglas Model MD-11 Series Airplanes

AGENCY: Federal Aviation Administration, DOT.

ACTION: Final rule; correction.

SUMMARY: This amendment corrects and clarifies information in an existing airworthiness directive (AD), applicable to all McDonnell Douglas Model MD-11 series airplanes, that currently requires a one-time inspection to detect discrepancies at certain areas around the entry light connector of the sliding ceiling panel above the forward passenger doors, and repair, if necessary. The actions specified in that AD are intended to prevent chafing of the electrical wire assemblies, which could result in an electrical fire in the passenger compartment. This amendment corrects and clarifies the requirements of the current AD by specifying the specific area in which the subject inspection must be conducted and by correcting the part number of the ramp deflector assembly. This amendment is prompted by communication received from the manufacturer that the current requirements of the AD are unclear.
EFFECTIVE DATE: December 28, 1998.
FOR FURTHER INFORMATION CONTACT: Brett Portwood, Aerospace Engineer,

ANM-130L, FAA, Transport Airplane Directorate, Los Angeles Aircraft Certification Office, 3960 Paramount Boulevard, Lakewood, California 90712; telephone (562) 627-5350; fax (562) 627-5210.

SUPPLEMENTARY INFORMATION: On December 3, 1998, the FAA issued AD 98-25-11, amendment 39-10937 (63 FR 68172, December 10, 1998), which is applicable to all McDonnell Douglas Model MD-11 series airplanes. That AD requires a one-time inspection to detect discrepancies at certain areas around the entry light connector of the sliding ceiling panel above the forward passenger doors, and repair, if necessary. That action was prompted by a report indicating that damaged electrical wires were found above the forward passenger doors due to flapper panels moving inboard and chafing the electrical wire assemblies of this area. The actions required by that AD are intended to prevent such chafing, which could result in an electrical fire in the passenger compartment.

Since the issuance of AD 98-25-11, the FAA has reviewed some of the wording of that AD and finds that clarification is necessary. The FAA's intent in paragraph (a) of the AD was that operators perform a visual inspection "of the aircraft wiring" to detect discrepancies of the subject area. This action revises paragraph (a) of the AD to clarify this point.

The FAA has determined that the area specified in paragraph (a)(1) of that AD is not clear in the way that it is currently worded, and that operators may misinterpret what area needs to be inspected. The FAA finds that the wording of paragraph (a)(1) must be revised to specify that a visual inspection must be accomplished "at the area of the forward drop ceiling just outboard of mod block S3-735, and forward and inboard of the light ballast

for the entry light on the sliding ceiling panel above the forward left passenger door (1L) at station location x = 24.75, y = 435, and z = 64.5." In addition, this action includes a new NOTE 2 following paragraph (a)(1) of the AD to specify that the clarified area is the same area that was identified in AD 98-25-11.

In addition, the manufacturer has informed the FAA that bracket "part number 4225419-1," as specified in paragraph (a)(2) of AD 98-25-11, does not exist. In addition, the FAA finds that the word "bracket" does not clearly describe the area in which the required inspection should be conducted. Therefore, this action revises paragraph (a)(2) of the AD to read, "* * * in the area of the ramp deflector assembly, part number 4223570-501."

The manufacturer also has informed the FAA that the latest revision of Chapter 20, Standard Wiring Practices of the MD-11 Wiring Diagram Manual is dated April 1, 1998. The procedures described in the revision dated April 1, 1998, are essentially identical to those described in the revision dated January 1, 1998, which was referenced in AD 98-25-11 as the appropriate source of service information for accomplishment of the repair requirement. Therefore, this action revises paragraph (b) of the AD to include Chapter 20, Standard Wiring Practices of the MD-11 Wiring Diagram Manual, dated April 1, 1998, as an additional source of service information.

Action is taken herein to clarify and correct these requirements of AD 95-25-11 and to correctly add the AD as an amendment to section 39.13 of the Federal Aviation Regulations (14 CFR 39.13).

The final rule is being reprinted in its entirety for the convenience of affected operators. The effective date remains December 23, 1998.

Since this action only clarifies and corrects a current requirement, it has no adverse economic impact and imposes no additional burden on any person. Therefore, notice and public procedures hereon are unnecessary.

List of Subjects in 14 CFR Part 39

Air transportation, Aircraft, Aviation safety, Safety.

Adoption of the Correction

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 amendment 39–10937 (63 FR 68172, December 10, 1998), and by adding a new airworthiness directive (AD), amendment 39–10988, to read as follows:

98–25–11 R1 McDonnell Douglas:

Amendment 39–10988. Docket 98–NM–348–AD. Revises AD 98–25–11, Amendment 39–10937.

Applicability: All Model MD–11 series airplanes, 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 (d) 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 prevent chafing of certain electrical wires above the forward passenger doors, which could result in an electrical fire in the passenger compartment, accomplish the following:

(a) Within 10 days after the effective date of this AD, perform a visual inspection of the aircraft wiring to detect discrepancies that include but are not limited to frayed, chafed, or nicked wires and wire insulation in the areas specified in paragraphs (a)(1) and (a)(2) of this AD.

(1) At the area of the forward drop ceiling just outboard of mod block S3–735, and

forward and inboard of the light ballast for the entry light on the sliding ceiling panel above the forward left passenger door (1L) at station location $x = 24.75$, $y = 435$, and $z = 64.5$.

Note 2: The area specified in paragraph (a)(1) of this AD is the same area that was identified in AD 98–25–11.

(2) At the area above the forward right passenger door (1R) at station location $x = -30$, $y = 430$, and $z = 70$ in the ramp deflector assembly part number 4223570–501.

(b) If any discrepancy is detected during the visual inspection required by paragraph (a) of this AD, prior to further flight, repair in accordance with Chapter 20, Standard Wiring Practices of the MD–11 Wiring Diagram Manual, dated January 1, 1998, or April 1, 1998.

(c) Within 10 days after accomplishing the visual inspection required by paragraph (a) of this AD, submit a report of the inspection results (both positive and negative findings) to the Manager, FAA, Transport Airplane Directorate, Los Angeles Aircraft Certification Office (ACO), 3960 Paramount Boulevard, Lakewood, California 90712; telephone (562) 627–5350; fax (562) 627–5210. Information collection requirements contained in this regulation have been approved by the Office of Management and Budget (OMB) under the provisions of the Paperwork Reduction Act of 1980 (44 U.S.C. 3501 *et seq.*) and have been assigned OMB Control Number 2120–0056.

(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, Los Angeles Aircraft Certification Office (ACO), 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, Los Angeles ACO.

Note 3: Information concerning the existence of approved alternative methods of compliance with this AD, if any, may be obtained from the Los Angeles ACO.

(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 requirements of this AD can be accomplished.

(f) The effective date of this amendment remains December 28, 1998.

Issued in Renton, Washington, on December 31, 1998.

Darrell M. Pederson,

Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.

[FR Doc. 99–480 Filed 1–8–99; 8:45 am]

BILLING CODE 4910–13–P

DEPARTMENT OF HEALTH AND HUMAN SERVICES

Food and Drug Administration

21 CFR Parts 520 and 556

Oral Dosage Form New Animal Drugs; Albendazole Suspension

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 anthelmintic use of the 11.36 percent albendazole suspension in sheep. Based on FDA's review of the data and information in the NADA, a tolerance for drug residues in muscle and an acceptable daily intake (ADI) are established.

EFFECTIVE DATE: January 11, 1999.

FOR FURTHER INFORMATION CONTACT: Estella Z. Jones, Center for Veterinary Medicine (HFV–135), Food and Drug Administration, 7500 Standish Pl., Rockville, MD 20855, 301–827–7575.

SUPPLEMENTARY INFORMATION: Pfizer, Inc., 235 East 42d St., New York, NY 10017–5755, filed supplemental NADA 110–048 that provides for oral use of Valbazen® (albendazole) 11.36 percent suspension in sheep as an anthelmintic. Currently, the 11.36 percent drug is approved for use in cattle in NADA 110–048, and the 4.55 percent drug is approved for use in sheep in NADA 140–934. Supplemental NADA 110–048 is approved as of December 2, 1998, and the regulations are amended in § 520.45a(b)(1) (21 CFR 520.45a(b)(1)) to reflect the approval.

In addition, FDA reviewed the data concerning anthelmintic use of albendazole in Pfizer, Inc.'s NADA 110–048 for cattle and NADA 140–934 for sheep to determine a tolerance for residues of albendazole in muscle of cattle and sheep. Based on this review, a tolerance of 50 parts per billion for albendazole 2-aminosulfone in both cattle and sheep muscle is established. Additionally, the previously established ADI of 5 micrograms per kilogram of body weight per day is codified. Also, the regulations are amended in 21 CFR 556.34 to reflect the ADI and the muscle tolerance.

Furthermore, § 520.45a is amended editorially in paragraph (a)(4) by removing the “(i)” after the “(4)” and adding the “(i)” in place of the “(I)” following the paragraph heading, and by removing paragraph (a)(4)(i)(2).