

Compliance: Required within the next 200 hours time-in-service (TIS) after the effective date of this AD, unless already accomplished.

To prevent a loss of vacuum to depressurize the airplane cabin, which could result in personal injury to the door operator; and to prevent malfunction of the de-ice indicator system which could cause the pilot to unnecessarily exit icing conditions, accomplish the following:

(a) Inspect for collapse, deformation, and proper routing of the gray, blue, or clear pneumatic pressurization control system tubes and the de-ice indicator pneumatic tubing located forward of the co-pilot's right outboard rudder pedal in accordance with the ACCOMPLISHMENT INSTRUCTIONS section and Figure 1 of the Raytheon Aircraft Company (Raytheon) Mandatory Service Bulletin (SB) No. 2676, Issued: January 1997.

(b) If any of this tubing is deformed or collapsed, prior to further flight, replace the damaged section of tube with new nylon tubing, then use aluminum tubing and hose clamps to secure and re-route the tubing at least 8 inches away from the discharge opening of the co-pilot's foot warmer outlet in accordance with the ACCOMPLISHMENT INSTRUCTIONS section and Figure 2 of the Raytheon Mandatory SB No. 2676, Issued: January 1997.

(c) If there is no evidence of damage to the tubing, prior to further flight, re-route and secure the tubing as specified in paragraph (b) of this AD in accordance with the ACCOMPLISHMENT INSTRUCTIONS section of the Raytheon Mandatory SB No. 2676, Issued: January 1997.

(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 compliance time that provides an equivalent level of safety may be approved by the Manager, Wichita Aircraft Certification Office, 1801 Airport Road, Room 100, Mid-Continent Airport, Wichita, Kansas 67209. The request shall be forwarded through an appropriate FAA Maintenance Inspector, who may add comments and then send it to the Manager, Wichita Aircraft Certification Office.

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

(f) The inspections, modifications, and replacements required by this AD shall be done in accordance Raytheon Aircraft Company Mandatory Service Bulletin No. 2676, Issued: January 1997. 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 Raytheon Aircraft Company, P.O. Box 85, Wichita, Kansas 67201-0085. 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.

(g) This amendment (39-10207) becomes effective on December 29, 1997.

Issued in Kansas City, Missouri, on November 7, 1997.

Larry D. Malir,

Acting Manager, Small Airplane Directorate, Aircraft Certification Service.

[FR Doc. 97-30057 Filed 11-19-97; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. 97-NM-198-AD; Amendment 39-10210; AD 97-24-03]

RIN 2120-AA64

Airworthiness Directives; Dassault Model Falcon 2000 Series Airplanes

AGENCY: Federal Aviation Administration, DOT.

ACTION: Final rule.

SUMMARY: This amendment adopts a new airworthiness directive (AD), applicable to certain Dassault Model Falcon 2000 series airplanes, that requires a revision to the Limitations section of the FAA-approved Airplane Flight Manual (AFM) to limit the allowed loads in the baggage compartment aft of the center baggage net. This AD also requires replacement of the center baggage net in the baggage compartment with a net having reinforced straps, which terminates the requirement for the AFM revision. This amendment is prompted by a report indicating that the center baggage net cannot sustain design loads in the event of an accident. The actions specified by this AD are intended to prevent injury to passengers, as a result of inadequate breaking strength of the baggage net, in the event of an accident.

DATES: Effective December 26, 1997.

The incorporation by reference of certain publications listed in the regulations is approved by the Director of the Federal Register as of December 26, 1997.

ADDRESSES: The service information referenced in this AD may be obtained from Dassault Falcon Jet Corporation, Teterboro Airport, P.O. Box 2000, South Hackensack, New Jersey 07606.

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: 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 Dassault Model Falcon 2000 series airplanes was published in the **Federal Register** on September 15, 1997 (62 FR 48187). That action proposed to require a revision to the Limitations section of the FAA-approved Airplane Flight Manual (AFM) to limit the allowed loads in the baggage compartment aft of the center baggage net. The AD also proposed to require replacement of the center baggage net in the baggage compartment with a net having reinforced straps, which would terminate the requirement for the AFM revision.

Comments

Interested persons have been afforded an opportunity to participate in the making of this amendment. No comments were submitted in response to the proposal or the FAA's determination of the cost to the public.

Conclusion

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 20 Model Falcon 2000 series airplanes of U.S. registry will be affected by this AD, that it will take approximately 1 work hour per airplane to accomplish the replacement, and that the average labor rate is \$60 per work hour. Required parts will cost approximately \$520 per airplane. Based on these figures, the cost impact of the AD on U.S. operators is estimated to be \$11,600, or \$580 per airplane.

It will take approximately 1 work hour per airplane to accomplish the AFM revision, at an average labor rate of \$60 per work hour. Based on these figures, the cost impact on U.S. operators of the AFM revision required by this AD is estimated to be \$1,200, or \$60 per airplane.

Based on the above figures, the total cost impact on U.S. operators of the replacement and AFM revision is estimated to be \$12,800, or \$640 per airplane.

The cost impact figures discussed above are 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:

97-24-03 Dassault Aviation: Amendment 39-10210. Docket 97-NM-198-AD.

Applicability: Model Falcon 2000 airplanes, serial numbers 2 through 31 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 otherwise 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 prevent injury to passengers as a result of inadequate breaking strength of the baggage net, accomplish the following:

(a) Within 60 days after the effective date of this AD, revise the Limitations section of the FAA-approved Airplane Flight Manual (AFM) by inserting into the AFM a copy of Falcon 2000 AFM Temporary Change No. 31 (undated).

Note 2: The revision of the AFM required by this paragraph may be accomplished by inserting a copy of Falcon 2000 AFM Temporary Change No. 31 in the AFM. When this temporary change has been incorporated into general revisions of the AFM, the general revisions may be inserted in the AFM, provided that the information contained in the general revisions is identical to that specified in Falcon 2000 AFM Temporary Change No. 31.

(b) Within 6 months after the effective date of this AD, replace the center baggage net in the baggage compartment with a net having reinforced straps, in accordance with Dassault Service Bulletin F2000-76 (F2000-25-2), dated December 11, 1996. After this replacement is accomplished, the AFM revision required by paragraph (a) of this AD may be removed from the AFM.

(c) 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 3: 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 Falcon 2000 Airplane Flight Manual Temporary Change No. 31 (undated), and Dassault Service Bulletin F2000-76 (F2000-25-2), dated December 11, 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 Dassault Falcon Jet Corporation, Teterboro Airport, P.O. Box 2000, South Hackensack,

New Jersey 07606. 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 4: The subject of this AD is addressed French airworthiness directive 96-291-002(B), dated December 4, 1996.

(f) This amendment becomes effective on December 26, 1997.

Issued in Renton, Washington, on November 10, 1997.

Darrell M. Pederson,

Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.

[FR Doc. 97-30301 Filed 11-19-97; 8:45 am]

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DEPARTMENT OF HEALTH AND HUMAN SERVICES

Food and Drug Administration

21 CFR Part 558

New Animal Drugs for Use in Animal Feeds; Clopidol and Bacitracin Zinc

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 an abbreviated new animal drug application (ANADA) filed by AlphaPharma Inc. The ANADA provides for using approved clopidol and bacitracin zinc Type A medicated articles to make Type C medicated broiler chicken feeds used for prevention of coccidiosis, improved feed efficiency, and increased rate of weight gain.

EFFECTIVE DATE: November 20, 1997.

FOR FURTHER INFORMATION CONTACT: Jeffrey M. Gilbert, Center for Veterinary Medicine (HFV-128), Food and Drug Administration, 7500 Standish Pl., Rockville, MD 20855, 301-594-1602.

SUPPLEMENTARY INFORMATION: AlphaPharma Inc., One Executive Dr., P.O. Box 1399, Fort Lee, NJ 07024, is sponsor of ANADA 200-218 that provides for combining approved clopidol and bacitracin zinc Type A medicated articles to make Type C medicated feeds for broilers containing clopidol 113.5 grams per ton (g/t) and bacitracin zinc 5 to 25 g/t. The Type C medicated feed is used as an aid in the prevention of coccidiosis caused by *Eimeria tenella*, *E. necatrix*, *E. acervulina*, *E. brunetti*, *E. mivati*, and *E. maxima*, and for increased rate of weight gain and improved feed efficiency.

AlphaPharma Inc.'s ANADA 200-218 is approved as a generic copy of Rhone-