

(2) For Model SAAB 340B series airplanes: Insert the following sub-section in the Limitations Section of the AFM:

**"IGNITION SYSTEM**

After each engine shutdown, perform a check of the auto-ignition system.

- Adjust Ng to approximately 75%–77%; minimum is 75%.

- Shut down the engines (CL to FUEL OFF).

- Verify the IGN lights in the Flight Status Panel (FSP) illuminate while Ng is above 62%. In bright sunlight, shade the FSP to ensure that lights are visible when illuminated.

- If an IGN light fails to illuminate, the auto-ignition system is considered to be inoperative.

- Retard PLs to GND IDLE.

- If the auto-ignition system is inoperative:

- BEFORE ENTERING ICING

CONDITIONS, SET IGNITION TO CONT.

Maintain ignition in CONT until touchdown, even if icing conditions cease to exist."

(3) For all airplanes: Insert the following in the Limitations Section of the AFM, under Icing Conditions:

"Icing conditions exist when visible moisture in any form is present (such as clouds, fog with visibility of one mile or less, rain, snow, sleet, ice crystals) or standing water, slush, or snow (hard packed snow excluded) is present on the ramps, taxiways, or runways and the OAT or SAT is +10 degrees C and below during ground and flight operation."

(4) For all airplanes: Insert the following in the Normal Procedures Section of the AFM, under Operation in Icing Conditions:

**"CAUTION**

Engine power interruptions may occur at ISA to ISA +20 degrees Celsius temperature and in light (or undetected) icing conditions, or shortly after exiting these conditions. Engine function will normally be recovered by the auto-ignition system before any serious loss of power. To aid in avoidance of these occurrences:

- Engine anti-ice systems must be activated prior to entering icing conditions, and maintained ON for at least 5 minutes after exiting icing conditions."

(b) For Model SAAB 340B series airplanes: If an auto-ignition system is found to be inoperative, prior to further flight, perform an Np overspeed test to ensure that the Np overspeed system is operative, in accordance with the procedures specified in General Electric Maintenance Manual SEI-576. If the Np overspeed system is found to be inoperative, prior to further flight, repair in accordance with the procedures specified in General Electric Maintenance Manual SEI-576.

(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, Standardization Branch, ANM-113, 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, Standardization Branch, ANM-113.

Note 2: Information concerning the existence of approved alternative methods of compliance with this AD, if any, may be obtained from the Standardization Branch, ANM-113.

(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) This amendment becomes effective on January 23, 1996.

Issued in Renton, Washington, on January 2, 1996.

Darrell M. Pederson,

*Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.*

[FR Doc. 96-188 Filed 1-5-96; 8:45 am]

**BILLING CODE 4910-13-U**

## 14 CFR Part 71

**[Airspace Docket No. 95-AWP-35]**

### Amendment of Class E Airspace; Globe, AZ

**AGENCY:** Federal Aviation Administration (FAA), DOT.

**ACTION:** Final rule.

**SUMMARY:** This action amends the Class E airspace area at Globe, AZ. The development of a Global Positioning System (GPS) Standard Instrument Approach Procedure (SIAP) to Runway (RWY) 27 has made this action necessary. The intended effect of this action is to provide adequate controlled airspace for Instrument Flight Rules (IFR) operations at Globe-San Carlos Regional Air Facility Airport, Globe, AZ.

**EFFECTIVE DATE:** 0901 UTC February 29, 1996.

**FOR FURTHER INFORMATION CONTACT:** Scott Speer, Airspace Specialist, System Management Branch, AWP-530, Air Traffic Division, Western-Pacific Region, Federal Aviation Administration, 15000 Aviation Boulevard, Lawndale, California, 90261, telephone (310) 725-6533.

**SUPPLEMENTARY INFORMATION:**

**History**

On November 1, 1995, the FAA proposed to amend part 71 of the Federal Aviation Regulations (14 CFR part 71) by amending the Class E airspace area at Globe, AZ (60 FR 55502). This action would provide adequate controlled airspace to accommodate a GPS SIAP to RWY 27 at Globe-San Carlos Regional Air Facility Airport, Globe, AZ.

Interested parties were invited to participate in this rulemaking

proceeding by submitting written comments on the proposal to the FAA. No comments to the proposal were received. Class E airspace designations are published in paragraph 6005 of FAA Order 7400.9C dated August 17, 1995, and effective September 16, 1995, which is incorporated by reference in 14 CFR 71.1. The E airspace designations listed in this document will be published subsequently in this Order.

**The Rule**

This amendment to part 71 of the Federal Aviation Regulations (14 CFR part 71) amends the Class E airspace area at Globe, AZ. The development of a GPS SIAP to RWY 27 has made this action necessary. The intended effect of this action is to provide adequate airspace for aircraft executing the GPS RWY 27 SIAP at Globe-San Carlos Regional Air Facility Airport, Globe, AZ.

The FAA has determined that this regulation only involves an established body of technical regulations for which frequent and routine amendments are necessary to keep them operationally current. Therefore, this proposed regulation—(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 10034; February 26, 1979); and (3) does not warrant preparation of a Regulatory Evaluation as the anticipated impact is so minimal. Since this is a routine matter that will only affect air traffic procedures and air navigation, it is certified that this rule will not have a significant economic impact on a substantial number of small entities under the criteria of the Regulatory Flexibility Act.

**List of Subjects in 14 CFR Part 71**

Airspace, Incorporation by reference, Navigation (air).

**Adoption of the Amendment**

In consideration of the foregoing, the Federal Aviation Administration amends 14 CFR part 71 as follows:

**PART 71—[AMENDED]**

1. The authority citation for 14 CFR part 71 continues to read as follows:

Authority: 49 U.S.C. 106(g), 40103, 40113, 40120; E.O. 10854, 24 FR 9565, 3 CFR, 1959-1963 Comp., p. 389; 14 CFR 11.69

**§ 71.1 [Amended]**

2. The incorporation by reference in 14 CFR 71.1 of the Federal Aviation Administration Order 7400.9C, Airspace Designations and Reporting Points, dated August 17, 1995, and effective

September 16, 1995, is amended as follows:

*Paragraph 6005 Class E airspace areas extending upward from 700 feet or more above the surface of the earth.*

\* \* \* \* \*

AWP NV E5 Globe, AZ [Revised]

Globe-San Carlos Regional Air Facility  
Airport, AZ

(lat. 33°21'10" N, long. 110°39'51"

That airspace extending upward from 700 feet above the surface within a 5-mile radius of the Globe-San Carlos Regional Air Facility Airport. That airspace extending upward from 1,200 feet above the surface bounded by a line beginning at lat. 33°26'00" N, long. 110°36'00" W; to lat. 33°24'00" N, long. 110°09'00" W; to lat. 33°09'00" N, long. 110°09'00" N; to lat. 33°12'00" N, long. 110°36'00" W, thence to the point of beginning.

\* \* \* \* \*

Issued in Los Angeles, California, on December 14, 1995.

Richard R. Lien,

*Manager, Air Traffic Division, Western-Pacific Region.*

[FR Doc. 96-219 Filed 1-5-96; 8:45 am]

BILLING CODE 4910-13-M

#### 14 CFR Part 71

[Airspace Docket No. 95-AWP-36]

#### Amendment of Class E Airspace; Page, AZ

**AGENCY:** Federal Aviation Administration (FAA), DOT.

**ACTION:** Final rule.

**SUMMARY:** This action amends the Class E airspace area at Page, AZ. The development of a Global Positioning System (GPS) Standard Instrument Approach Procedure (SIAP) to Runway (RWY) 15 has made this action necessary. The intended effect of this action is to provide adequate controlled airspace for Instrument Flight Rules (IFR) operations at Page Municipal Airport, Page, AZ.

**EFFECTIVE DATE:** 0901 UTC February 29, 1996.

**FOR FURTHER INFORMATION CONTACT:** Scott Speer, Airspace Specialist, System Management Branch, AWP-530, Air Traffic Division, Western-Pacific Region, Federal Aviation Administration, 15000 Aviation Boulevard, Lawndale, California, 90261, telephone (310) 725-6533.

#### SUPPLEMENTARY INFORMATION:

##### History

On November 3, 1995, the FAA proposed to amend part 71 of the

Federal Aviation Regulations (14 CFR part 71) by amending the Class E airspace area at Page, AZ (60 FR 55813). This action would provide adequate controlled airspace for Instrument Flight Rules (IFR) operations at Page Municipal Airport, Page, AZ.

Interested parties were invited to participate in this rulemaking proceeding by submitting written comments on the proposal to the FAA. No comments to the proposal were received. Class E airspace designations are published in paragraph 6005 of FAA Order 7400.9C dated August 17, 1995, and effective September 16, 1995, which is incorporated by reference in 14 CFR 71.1 The Class E airspace designations listed in this document will be published subsequently in this Order.

#### The Rule

This amendment to part 71 of the Federal Aviation Regulations (14 CFR part 71) amends the Class E airspace area at Page, AZ. The intended effect of this action is to provide adequate airspace for aircraft executing the GPS RWY 15 SIAP at Page Municipal Airport, Page, AZ.

The FAA has determined that this regulation only involves an established body of technical regulations for which frequent and routine amendments are necessary to keep them operationally current. Therefore, this proposed regulation—(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 10034; February 26, 1979); and (3) does not warrant preparation of a Regulatory Evaluation as the anticipated impact is so minimal. Since this is a routine matter that will only affect air traffic procedures and air navigation, it is certified that this rule will not have a significant economic impact on a substantial number of small entities under the criteria of the Regulatory Flexibility Act.

#### List of Subjects in 14 CFR Part 71

Airspace, Incorporation by reference, Navigation (air).

#### Adoption of the Amendment

In consideration of the foregoing, the Federal Aviation Administration amends 14 CFR part 71 as follows:

#### PART 71—[AMENDED]

1. The authority citation for 14 CFR part 71 continues to read as follows:

Authority: 49 U.S.C. 106(g), 40103, 40113, 40120; E.O. 10854, 24 FR 9565, 3 CFR, 1959-1963 Comp., p. 389; 14 CFR 11.69.

#### § 71.1 [Amended]

2. The incorporation by reference in 14 CFR 71.1 of the Federal Aviation Administration Order 7400.9C, Airspace Designations and Reporting Points, dated August 17, 1995, and effective September 16, 1995, is amended as follows:

*Paragraph 6005 Class E airspace areas extending upward from 700 feet or more above the surface of the earth.*

\* \* \* \* \*

AWP AZ E5 Page AZ [Revised]

Page Municipal Airport, AZ

(Lat. 36°55'34" N, long. 111°26'54" W)

Page VOR/DME

(Lat. 36°55'41" N, long. 111°27'02" W)

That airspace extending upward from 700 feet above the surface within a 6.5-mile radius of Page Municipal Airport, and within 3 miles either side of the Page VOR 340° radial, extending from the 6.5-mile radius to the 10 miles northwest of the Page VOR/DME. That airspace extending upward from 1,200 feet above the surface bounded by a line beginning at lat. 36°56'49" N, long. 111°18'57" W; to lat. 36°35'00" N, long. 111°09'30" W; to lat. 36°35'00" N, long. 111°30'00" N; to lat. 36°41'00" N, long. 111°32'00" W; to lat. 36°44'43" N, long. 111°35'20" W; to lat. 37°09'11" N, long. 111°46'30" W; to lat. 37°10'49" N, long. 111°40'55" W; to lat. 37°22'00" N, long. 111°46'00" W; to lat. 37°26'00" N, long. 111°35'00" W; to lat. 37°19'30" N, long. 111°20'30" W; to lat. 37°10'22" N, long. 111°25'04" W; to lat. 36°58'37" N, long. 111°19'45" W, thence to the point of beginning.

\* \* \* \* \*

Issued in Los Angeles, California, on December 14, 1995.

Richard R. Lien,

*Manager, Air Traffic Division, Western-Pacific Region.*

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BILLING CODE 4910-13-M

## DEPARTMENT OF HEALTH AND HUMAN SERVICES

### Food and Drug Administration

#### 21 CFR Parts 510 and 558

#### Animal Drugs, Feeds, and Related Products; Change of Sponsor

**AGENCY:** Food and Drug Administration, HHS.

**ACTION:** Final rule.

**SUMMARY:** The Food and Drug Administration (FDA) is amending the animal drug regulations to reflect a change of sponsor for new animal drug applications (NADA's) from Whitmoyer Laboratories, Inc., to A. L. Pharma, Inc. **EFFECTIVE DATE:** January 8, 1996.