

requirements under the Paperwork Reduction Act of 1995 (44 U.S.C. 3501 *et seq.*).

List of Subjects in 9 CFR Part 78

Animal diseases, Bison, Cattle, Hogs, Quarantine, Reporting and recordkeeping requirements, Transportation.

Accordingly, 9 CFR part 78 is amended as follows:

PART 78—BRUCELLOSIS

1. The authority citation for part 78 continues to read as follows:

Authority: 21 U.S.C. 111–114a–1, 114g, 115, 117, 120, 121, 123–126, 134b, and 134f; 7 CFR 2.22, 2.80, and 371.2(d).

§ 78.43 [Amended]

2. Section 78.43 is amended by adding “Georgia,” immediately after “Delaware,”.

Done in Washington, DC, this 19th day of December 1995.

Terry L. Medley,

Acting Administrator, Animal and Plant Health Inspection Service.

[FR Doc. 95–31415 Filed 12–28–95; 8:45 am]

BILLING CODE 3410–34–P

NATIONAL CREDIT UNION ADMINISTRATION

12 CFR Part 701

Organization and Operations of Federal Credit Unions

AGENCY: National Credit Union Administration (NCUA).

ACTION: Approval of Information Collection Requirements.

SUMMARY: On June 3, 1994 (60 FR 29066), the National Credit Union Administration (NCUA) published a final Interpretive Ruling and Policy Statement 94–1-Chartering and Field of Membership Policy (IRPS 94–1) and a final amendment updating the rules and regulations on organizations and operations of Federal Credit Unions. At that time, Office of Management and Budget approval for IRPS 94–1 was pending and the preamble to the final rule stated that it would be published in the Federal Register upon receipt. The information collection requirements in the final rule have been approved by the Office of Management and Budget. The control number assigned for this rule is 3133–0015, approved for use through August 31, 1997.

EFFECTIVE DATE: December 29, 1995.

ADDRESSES: Becky Baker, Secretary of the Board, National Credit Union

Administration Board, 1775 Duke Street, Alexandria, VA 22314–3428.

FOR FURTHER INFORMATION CONTACT: Michael McKenna, Attorney, Office of General Counsel (703) 518–6540, at the above address.

By the National Credit Union Administration Board on December 22, 1995.

Becky Baker,

Secretary of the Board.

[FR Doc. 95–31514 Filed 12–28–95; 8:45 am]

BILLING CODE 7535–01–M

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. 94–CE–28–AD; Amendment 39–9472; AD 95–26–13]

Airworthiness Directives; The New Piper Aircraft, Inc. (Formerly Piper Aircraft Corporation) PA28 and PA32 Series Airplanes

AGENCY: Federal Aviation Administration, DOT.

ACTION: Final rule.

SUMMARY: This amendment supersedes Airworthiness Directive (AD) 76–25–06, which currently requires replacing oil cooler hoses on The New Piper Aircraft, Inc. (Piper) Model PA28–140 airplanes, and inspecting for a minimum clearance between the oil cooler hose assemblies and the front exhaust stacks and adjusting if proper clearance is not obtained. This action maintains the clearance inspection and oil cooler hose replacements, requires this inspection and these replacements to be repetitive, and extends the applicability to include PA32 series and other PA28 series airplanes. It also provides the option of installing approved TSO–C53a, Type D oil cooler hose assemblies as terminating action for the repetitive inspection requirement. Numerous incidents/accidents caused by oil cooler hose rupture or failure on the affected airplanes prompted this action. The actions specified by this AD are intended to prevent these oil cooler hoses from failing or rupturing, which could result in engine stoppage and subsequent loss of control of the airplane.

EFFECTIVE DATE: February 5, 1996.

ADDRESSES: Information that relates to this AD may be examined at the Federal Aviation Administration (FAA), Central Region, Office of the Assistant Chief Counsel, Attention: Rules Docket 94–CE–28–AD, Room 1558, 601 E. 12th Street, Kansas City, Missouri 64106.

FOR FURTHER INFORMATION CONTACT: Ms. Juanita Craft-Lloyd, Aerospace Engineer, FAA, Atlanta Aircraft Certification Office, Campus Building, 1701 Columbia Avenue, suite 2–160, College Park, Georgia 30337–2748; telephone (404) 305–7373; facsimile (404) 305–7348.

SUPPLEMENTARY INFORMATION: A proposal to amend part 39 of the Federal Aviation Regulations (14 CFR part 39) to include an AD that would apply to Piper Model PA28–140 airplanes was published in the Federal Register on March 8, 1995 (60 FR 12714). The action proposed to supersede AD 76–25–06, Amendment 39–2788, with a new AD that would retain the clearance inspection and oil cooler hose replacement for the Piper Model PA28–140 airplanes, and make the inspection and replacement repetitive for these airplanes as well as other PA28 series and the PA32 series airplanes. It would also provide the option of installing approved TSO–C53a, Type D oil cooler hose assemblies as terminating action for the repetitive inspection requirement.

Interested persons have been afforded an opportunity to participate in the making of this amendment. Due consideration has been given to the comments received.

One commenter states that the proposal should take into account that the affected airplanes could have oil cooler hose assemblies installed other than those manufactured from Piper. The FAA concurs and has changed the AD to reflect that the AD applies to airplanes with oil cooler hose assemblies that do not meet TSO–C53a, Type D requirements.

This same commenter points out that paragraph (b)(2) of the proposed AD contains the words “oil cooler assembly” when it should contain the words “oil cooler hose assembly”. The FAA concurs and has changed paragraph (b)(2) of the AD to reflect the above-referenced language.

This commenter also believes that the cost of the oil cooler hoses is too low and that the FAA did not take into account that each airplane has two oil cooler hoses installed. The commenter states that the price of an oil cooler hose is between \$122 and \$279, and the FAA estimates \$110. The FAA will change the economic paragraph of the final rule to incorporate the upper end of the price range for oil cooler hoses of \$279 per hose with two oil cooler hoses per airplane (\$558 per airplane for parts).

A commenter proposes that the FAA clarify whether the date used to determine the eight-year replacement