

**7 CFR Part 52****[FV-95-329]****United States Standards for Grades of Frozen Field Peas and Frozen Black-Eye Peas****AGENCY:** Agricultural Marketing Service, USDA.**ACTION:** Final rule.

**SUMMARY:** The Department of Agriculture (USDA) is adopting as a final rule with change the provisions of an interim final rule amending U.S. grade standards for Frozen Field Peas and Frozen Black-Eye Peas. The change would allow producers of frozen field peas and frozen black-eye peas the option to pack black-eye peas and cream peas without the requirement that these peas have an "obvious green color." In addition, this rule enables the frozen food industry to produce frozen black-eye peas and frozen field peas more efficiently.

**EFFECTIVE DATE:** October 15, 1996.

**FOR FURTHER INFORMATION CONTACT:** James R. Rodeheaver, Processed Products Branch, Fruit and Vegetable Division, Agricultural Marketing Service, U.S. Department of Agriculture, Room 0709, South Building, P.O. Box 96456, Washington, D.C. 20090-6456, Telephone (202) 720-4693.

**SUPPLEMENTARY INFORMATION:** This rule is issued under the United States Standards for Grades of Frozen Field Peas and Frozen Black-Eye Peas (7 CFR Part 52) to improve grade standards. The standards are effective under the Agricultural Marketing Act of 1946 as amended (7 U.S.C. 1621-1627), hereinafter referred to as the Act. The USDA is issuing this rule in conformance with Executive Order 12866.

This rule has been reviewed under Executive Order 12988, Civil Justice Reform. This action is not intended to have retroactive effect. This final rule will not preempt any State or local laws, regulations, or policies, unless they present irreconcilable conflict with this rule. There are no administrative procedures which must be exhausted prior to any judicial challenge to the provisions of this rule.

The Agricultural Marketing Service has certified that this action will not have a significant economic impact on a substantial number of small entities, as defined in the Regulatory Flexibility Act, (5 U.S.C. 601 *et seq.*), because it reflects current marketing practices. In addition, these standards are voluntary. Therefore, a small entity may avoid incurring any additional economic

impact by not employing the standards. Further, no additional costs are expected to result from this action for producers and benefits derived from this action may be passed on to consumers.

The American Frozen Food Institute (AFFI) petitioned for emergency relief from a requirement in the United States grade standards for frozen field peas and frozen black-eye peas. AFFI is a trade association representing over 560 food industry companies that account for over 90 percent of frozen food production in the United States. The frozen food industry requested USDA revise the grade standards to bring it in line with current harvesting and marketing practices. This would give economic relief to the frozen field pea and black-eye pea industry. The U.S. grade standards are voluntary standards. However, there is widespread use of the standards in contracts.

When these grade standards were promulgated in 1976, it included a "Grade A" color requirement for frozen black-eye peas and cream peas that approximately 14 percent of these type peas have an obvious green color.

This requirement was applicable when hand harvesting techniques forced growers to harvest their crops earlier in the growing season which allowed for a high percentage of immature peas. Today, modern mechanical harvesting techniques allow growers to harvest these types of peas with more mature pods that are easily shelled.

The requirement for these types of peas to have an obvious green color has caused undue economic stress on the industry.

Frozen field pea and black-eye pea processors must purchase imported, hand-harvested peas and blend them with domestic crops to meet the "Grade A" color requirement. AFFI estimates that 10 million pounds of imported peas must be purchased by U.S. processors per year at an approximate annual cost of more than \$2 million.

Based on all the information received, USDA amended Section 52.1669 in the United States Standards for Grades of Frozen Field Peas and Frozen Black-Eye Peas by removing the color attribute requirements for frozen black-eye peas and frozen cream peas from the text and Table III of this section.

No additional costs are expected to result from this action for producers and benefits derived from this action may be passed on to consumers. This change is expected to facilitate marketing of frozen field peas and frozen black-eye peas.

The interim final rule became effective when it was published in the

Federal Register (60 FR 62709) on December 7, 1995, with a 30-day comment period. In response to the interim final rule the only comment received was from AFFI, which agreed with this revision.

This action will finalize the interim final rule. An editorial change will be made for clarity in Section 52.1669 (b)(2) to specify that in the classification of color for "field peas" and "mixed types", "black-eye peas" and "cream peas" are not considered. In addition, in the interim final rule, corrections are made to the authority citation.

**List of Subjects in 7 CFR Part 52**

Food grades and standards, Food labeling, Frozen foods, Fruit juices, Fruits, Reporting and recordkeeping requirements, Vegetables.

Accordingly, the interim final rule amending 7 CFR part 52, which was published at 60 FR 62710 on December 7, 1995, is adopted as a final rule with the following change.

**PART 52—[AMENDED]**

1. The authority citation for part 52 is revised to read as follows:

Authority: 7 U.S.C. 1621-1627.

2. In § 52.1669, paragraph (b)(2) is revised to read as follows:

**§ 52.1669 Classification of color and grade compliance.**

\* \* \* \* \*

(b) \* \* \*

(2) "*Field peas*" and "*mixed types*".

Each unit with a color that is characteristic of very young peas ("black-eye peas" and "cream peas" are not considered.)

Dated: September 6, 1996.

Robert C. Keeney,

Director, Fruit and Vegetable Division.

[FR Doc. 96-23318 Filed 9-11-96; 8:45 am]

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**DEPARTMENT OF TRANSPORTATION****Federal Aviation Administration****14 CFR Part 39**

[Docket No. 96-CE-10-AD; Amendment 39-9753; AD 96-19-05]

RIN 2120-AA64

**Airworthiness Directives; Fairchild Aircraft SA226 and SA227 Series Airplanes**

**AGENCY:** Federal Aviation Administration, DOT.

**ACTION:** Final rule; request for comments.

**SUMMARY:** This amendment supersedes Airworthiness Directive (AD) 95-19-07, which currently requires the following on Fairchild Aircraft SA226 and SA227 series airplanes equipped with certain main landing gear (MLG) and nose landing gear (NLG): repetitively inspecting, using ultrasonic methods, the left-hand and right-hand MLG yokes and the NLG yokes for stress corrosion cracking, and, if any cracked yokes are found that exceed certain limits, replacing either the cracked yoke, the yoke/cylinder combination, or the affected MLG or NLG assembly. This action also supersedes priority letter AD 95-19-07 R1, which was issued to incorporate revised service information. Reports of landing gear failures on the affected airplanes prompted the original AD action. This action requires the same inspections, but requires replacing any MLG and NLG assembly with any cracks instead of allowing flight until certain crack limits are exceeded. The inability to determine or predict crack growth on areas where stress corrosion occurs on primary structure with a single-load path (MLG and NLG assemblies are considered such structure) prompted this action. The actions specified by this AD are intended to prevent MLG or NLG failure caused by stress corrosion cracking in the yokes, which could result in loss of control of the airplane during landing operations.

**DATES:** Effective October 1, 1996.

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

Comments for inclusion in the Rules Docket must be received on or before November 7, 1996.

**ADDRESSES:** Submit comments in triplicate to the Federal Aviation Administration (FAA), Central Region, Office of the Assistant Chief Counsel, Attention: Rules Docket No. 96-CE-10-AD, Room 1558, 601 E. 12th Street, Kansas City, Missouri 64106.

Service information that applies to this AD may be obtained from Fairchild Aircraft, P.O. Box 790490, San Antonio, Texas 78279-0490; telephone (210) 824-9421. This information may also be examined at the FAA, Central Region, Office of the Assistant Chief Counsel, Attention: Rules Docket 96-CE-10-AD, Room 1558, 601 E. 12th Street, Kansas City, Missouri 64106; or at the Office of the Federal Register, 800 North Capitol Street, NW., suite 700, Washington, DC.

**FOR FURTHER INFORMATION CONTACT:** Mr. Hung Viet Nguyen, Aerospace Engineer, FAA, Airplane Certification Office, 2601 Meacham Boulevard, Fort Worth, Texas

76193-0150; telephone (817) 222-5155; facsimile (817) 222-5960.

#### **SUPPLEMENTARY INFORMATION:**

##### **Events Leading to the Issuance of AD 95-19-07**

Several reports of main landing gear (MLG) and nose landing gear (NLG) failure on Fairchild Aircraft SA226 and SA227 series airplanes prompted the FAA to issue Airworthiness Directive (AD) 95-19-07, Amendment 39-9369 (60 FR 47687, September 14, 1995). AD 95-19-07 required the following on Fairchild Aircraft SA226 and SA227 series airplanes equipped with certain MLG and NLG: repetitively inspecting, using ultrasonic methods, the left-hand and right-hand MLG yokes and the NLG yokes for stress corrosion cracking, and, if any cracked yokes are found that exceed certain limits, replacing either the cracked yoke, the yoke/cylinder combination, or the affected MLG or NLG assembly. Accomplishment of the inspections required by AD 95-19-07 was required in accordance with Fairchild Service Bulletin (SB) 226-32-065, Fairchild SB 227-32-039, or Fairchild SB CC7-32-007, all Issued: August 16, 1995, as applicable.

The airplanes in the above-referenced incidents are equipped with at least one part number (P/N) OAS5453 MLG assembly and P/N OAS5451 NLG assembly. Metallurgical analysis of the yokes of the right-hand and left-hand MLG assemblies and NLG assemblies on several of these airplanes revealed that the failure was initiated by stress corrosion cracking of the yokes.

##### **Explanation of the Relevant Service Information**

The service bulletins incorporated into AD 95-19-07 contain some incorrect procedures that could prevent an owner/operator from correctly accomplishing the actions required by that AD. For this reason, Fairchild Aircraft revised SB 226-32-065, SB 227-32-039, and SB CC7-32-007, each of which incorporates the following effective pages and revision levels:

Effective pages	SB date
1, 5, and 8 .....	Revised: September 28, 1995.
2, 3, 4, 6, 7, and 9 ....	Issued: August 16, 1995.

These service bulletins specify improved procedures for ultrasonically inspecting the left-hand and right-hand Ozone Industries, Inc. MLG yoke (reference: MLG assembly P/N OAS5453, all dash numbers up to and including -19), and Ozone Industries,

Inc. NLG yoke (reference: NLG assembly P/N OAS5451, all dash number up to and including -17), on Fairchild Aircraft SA226 and SA227 series airplanes.

##### **The Need to Revise AD 95-19-07**

The FAA determined that the revised service information should be incorporated into AD 95-19-07 to allow for proper inspection of the MLG and NLG yokes of the affected airplanes, and issued priority letter AD 95-19-07 R1 to prevent MLG or NLG failure caused by stress corrosion cracks in the yokes, which could result in loss of control of the airplane during landing operations. The priority letter revised AD 95-19-07 by (1) retaining the repetitive inspections and possible replacement required by AD 95-19-07; and (2) incorporating the revised service bulletins to require accomplishment of the actions in accordance with corrected and clarified procedures.

##### **Reason for This Action**

After in-depth analysis, the FAA has established a policy to not allow airplane operation when known cracks exist in primary structure (MLG and NLG assemblies are considered such structure). The FAA makes allowances on this policy to account for parts availability provided analysis shows that an interim, acceptable level of safety can be maintained through a short-term, repetitive inspection program.

For this reason, the FAA has determined that the crack limits in priority letter AD 95-19-07 R1 and AD 95-19-07, Amendment 39-9369, should be eliminated and that AD action should be taken to require immediate replacement of any cracked MLG or NLG assembly. Because analysis shows that a repetitive inspection program can provide an interim acceptable level of safety, the FAA will allow a grace period for those owners/operators with airplanes where a crack is found in the MLG or NLG yoke during the initial inspection required by this action.

##### **Explanation of the Provisions of This AD**

Since an unsafe condition has been identified that is likely to exist or develop in other Fairchild Aircraft SA226 and SA227 series airplanes of the same type design, this AD supersedes both priority letter AD 95-19-07 R1 and AD 95-19-07, Amendment 39-9369, with a new AD that retains the requirement of repetitively inspecting, using ultrasonic methods, the left-hand and right-hand MLG yokes and the NLG yokes for stress corrosion cracking, and

requires replacing either the cracked yoke, the yoke/cylinder combination, or the affected MLG or NLG assembly, if any crack is found. Accomplishment of the required inspections is in accordance with Fairchild SB 226-32-065, Fairchild SB 227-32-039, or Fairchild SB CC7-32-007, as applicable. Each of these service bulletins incorporates the following effective pages and revision levels:

Effective pages	SB date
1, 5, and 8 .....	Revised: September 28, 1995.
2, 3, 4, 6, 7, and 9 ....	Issued: August 16, 1995.

Accomplishment of the replacement is in accordance with the applicable maintenance manual.

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

**Compliance Time Criteria**

The compliance time of this AD is presented in both calendar time and hours time-in-service (TIS). Cracking of certain MLG yokes and NLG yokes on the affected airplanes is caused by stress corrosion, which starts as a result of high local stress (in the area where the piston was shrink fitted to the yoke) incurred through operation. Corrosion can then develop regardless of whether the airplane is in flight or on the ground. The cracks may not be noticed initially as a result of the stress loads, but could then progress as a result of corrosion. The stress incurred during flight operations or temperature changes could then cause rapid crack growth. In order to ensure that these stress corrosion cracks do not go undetected, a compliance time of specific hours TIS and calendar time (whichever occurs first) is utilized.

**Comments Invited**

Although this action is in the form of a final rule that involves requirements affecting immediate flight safety and, thus, was not preceded by notice and opportunity to 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 above. 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 rule must submit a self-addressed, stamped postcard on which the following statement is made: "Comments to Docket No. 96-CE-10-AD." The postcard will be date stamped and returned to the commenter.

**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.

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 (otherwise, an evaluation is not required). A copy of it, if filed, may be obtained from the Rules Docket.

**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 removing Airworthiness Directive (AD) 95-19-07, Amendment 39-9369 (60 FR 47687, September 14, 1995), and by adding a new AD to read as follows:

96-19-05 Fairchild Aircraft: Amendment 39-9753, Docket No. 96-CE-10-AD. Supersedes both AD 95-19-07, Amendment 39-9369, and priority letter AD 95-19-07 R1.

*Applicability:* Models SA226-T, SA226-AT, SA226-TC, SA226-T(B), SA227-AC, SA227-AT, SA227-BC, SA227-TT, SA227-CC, and SA227-DC airplanes (all serial numbers), certificated in any category, that are equipped with one or more of the following:

1. Ozone Industries, Inc. main landing gear (MLG) yoke (reference: MLG assembly part number OAS5453, all dash numbers up to and including -19); or

2. Ozone Industries, Inc. nose landing gear (NLG) yoke (reference: NLG assembly part number OAS5451, all dash numbers up to and including -17).

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 (g) 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 initially as follows and thereafter as indicated in the body of this AD:

1. Within the next 100 hours time-in-service (TIS) after the effective date of this AD or within the next 3 months after the effective date of this AD, whichever occurs first; and

2. Upon the installation of one of the affected MLG or NLG assemblies or yokes.

To prevent MLG or NLG failure caused by stress corrosion cracks in the yokes, which could result in loss of control of the airplane during landing operations, accomplish the following:

(a) Inspect, using ultrasonic methods, both sides of the left-hand and right-hand MLG and NLG yokes for stress corrosion cracking in accordance with the ACCOMPLISHMENT INSTRUCTIONS section of Fairchild Service Bulletin (SB) 226-32-065, Fairchild SB 227-32-039, or Fairchild SB CC7-32-007, as applicable. Each of these service bulletins incorporates the following effective pages and revision levels:

Effective pages	SB date
1, 5, and 8 .....	Revised: September 28, 1995.
2, 3, 4, 6, 7, and 9 ....	Issued: August 16, 1995.

(b) If no cracks are found during the initial inspection required by paragraph (a) of this AD, accomplish the following:

(1) Prior to further flight after the initial inspection required by this AD, clean the MLG and NLG yoke and piston in accordance with FIGURE 2 of the service bulletins referenced in this AD, unless already accomplished;

(2) Prior to further flight after the initial inspection required by this AD, apply a small bead of Products Research and Chemical Corporation PR-1422 or PR-1435 sealant to the MLG and NLG yoke as shown in FIGURE 2 of the service bulletins referenced in this AD, and as described in the SA226/227 Series Service Repair Manual, Chapter 51-30-03, Standard Practices—Sealing, unless already accomplished; and

(3) Reinspect the MLG and NLG yokes at intervals not to exceed 2,500 hours TIS or 12 months, whichever occurs first, provided no cracks are found. If cracks are found, prior to further flight, replace the cracked part with a new or serviceable part in accordance with the applicable maintenance manual, and accomplish the cleaning of and sealant application to the MLG and NLG yoke and piston as specified in paragraphs (b)(1) and (b)(2) of this AD. The replacement may be accomplished by replacing the cracked yoke, the total gear assembly, or the yoke/cylinder combination.

(c) If a crack is found during the initial inspection of this AD, replace the cracked part with a new or serviceable part in accordance with the applicable maintenance manual, and accomplish the cleaning of and sealant application to the MLG and NLG yoke and piston as specified in paragraphs (b)(1) and (b)(2) of this AD. The replacement may be accomplished by replacing the cracked yoke, the total gear assembly, or the yoke/cylinder combination. Replace any cracked part in accordance with the following schedule:

(1) With a crack found with a length more than 1.5 inches in length: PRIOR TO FURTHER FLIGHT;

(2) With a crack found with a length more than 1 inch but not more than 1.5 inches: WITHIN THE NEXT 300 HOURS TIS AFTER THE INITIAL INSPECTION REQUIRED BY THIS AD OR WITHIN THE NEXT 60 DAYS AFTER THE INITIAL INSPECTION REQUIRED BY THIS AD, WHICHEVER OCCURS FIRST;

(3) With a crack found with a length more than .75 inch but not more than 1 inch:

WITHIN THE NEXT 400 HOURS TIS AFTER THE INITIAL INSPECTION REQUIRED BY THIS AD OR WITHIN THE NEXT 80 DAYS AFTER THE INITIAL INSPECTION REQUIRED BY THIS AD, WHICHEVER OCCURS FIRST;

(4) With a crack found with a length more than .50 inch but not more than .75 inch: WITHIN THE NEXT 500 HOURS TIS AFTER THE INITIAL INSPECTION REQUIRED BY THIS AD OR WITHIN THE NEXT 100 DAYS AFTER THE INITIAL INSPECTION REQUIRED BY THIS AD, WHICHEVER OCCURS FIRST; and

(5) With a crack found with a length less than 0.50 inch: WITHIN THE NEXT 600 HOURS TIS AFTER THE INITIAL INSPECTION REQUIRED BY THIS AD OR WITHIN THE NEXT 120 DAYS AFTER THE INITIAL INSPECTION REQUIRED BY THIS AD, WHICHEVER OCCURS FIRST.

(d) Replacing a MLG or NLG yoke with either Ozone Industries, Inc. MLG yoke (reference: MLG assembly part number OAS5453, all dash numbers up to and including—19), or Ozone Industries, Inc. NLG yoke (reference: NLG assembly part number OAS5451, all dash numbers up to and including—17) re-establishes the effectivity of this AD.

(1) Repetitive inspections are required upon installation and at intervals not to exceed 2,500 hours TIS or 12 months, whichever occurs first, provided no cracks are found.

(2) If cracks are found, prior to further flight, replace the cracked part with a new or serviceable part in accordance with the applicable maintenance manual, and accomplish the cleaning of and sealant application to the MLG and NLG yoke and piston as specified in paragraphs (b)(1) and (b)(2) of this AD. The replacement may be accomplished by replacing the cracked yoke, the total gear assembly, or the yoke/cylinder combination.

(3) The crack limit replacement compliance times specified in paragraph (c) of this AD only apply when cracks are found during the initial inspection required by this AD. If any crack of any length is found during a subsequent (any repetitive) inspection, the part must be replaced PRIOR TO FURTHER FLIGHT.

(e) The MLG and NLG yokes to which this AD applies are manufactured by Ozone Industries, Inc. Replacing these yokes with approved parts, other than the following Ozone Industries, Inc. MLG and NLG yokes eliminates the repetitive inspection requirements of this AD:

(1) Ozone Industries, Inc. MLG yoke (reference: MLG assembly part number OAS5453, all dash numbers up to and including—19).

(2) Ozone Industries, Inc. NLG yoke (reference: NLG assembly part number OAS5451, all dash numbers up to and including—17).

(f) 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.

(g) An alternative method of compliance or adjustment of the compliance time that

provides an equivalent level of safety may be approved by the Manager, Airplane Certification Office (ACO), FAA, 2601 Meacham Boulevard, Fort Worth, Texas 76193-0150. The request shall be forwarded through an appropriate FAA Maintenance Inspector, who may add comments and then send it to the Manager, Fort Worth ACO. Alternative methods of compliance approved in accordance with either priority letter AD 95-19-07 R1 or AD 95-19-07, Amendment 39-9369 (both superseded by this action), are not considered approved as alternative methods of compliance with this AD.

Note 2: Information concerning the existence of approved alternative methods of compliance with this AD, if any, may be obtained from the Fort Worth ACO.

(h) The inspections required by this AD shall be done in accordance with Fairchild Service Bulletin 226-32-065, Fairchild Service Bulletin 227-32-039, or Fairchild Service Bulletin CC7-32-007, as applicable. Each of these service bulletins incorporates the following effective pages and revision levels:

Effective pages	SB date
1, 5, and 8 .....	Revised: September 28, 1995.
2, 3, 4, 6, 7, and 9 ....	Issued: August 16, 1995.

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 Fairchild Aircraft, P.O. Box 790490, San Antonio, Texas 78279-0490. Copies may be inspected at the FAA, Central Region, Office of the Assistant Chief 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.

(i) This amendment (39-9753) supersedes AD 95-19-07, Amendment 39-9369, and priority letter AD 95-19-07 R1.

(j) This amendment (39-9753)1 becomes effective on October 1, 1996.

Issued in Kansas City, Missouri, on September 3, 1996.

Henry A. Armstrong,

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

[FR Doc. 96-22951 Filed 9-11-96; 8:45 am]

BILLING CODE 4910-13-U

## 14 CFR Part 71

[Airspace Docket No. 95-ASW-15]

### Revision of Class E Airspace; Gainesville, TX

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Final rule; correction.

SUMMARY: This action corrects an error in the geographic coordinates of a final rule that was published in the Federal