

(2) If any discrepancy is detected during the inspection required by paragraph (a)(1) of this AD, prior to further flight, repair it in accordance with a method approved by the Manager, FAA, Atlanta Aircraft Certification Office (ACO), Small Airplane Directorate.

(3) Following accomplishment of paragraphs (a)(1) and, if applicable, (a)(2) of this AD, verify that the wire and wire bundles are properly installed and restrained, and reinstall and restrain any wire or component that has been altered, in accordance with the document identified in either paragraph (a)(3)(i) or (a)(3)(ii) of this AD.

(i) Section 1 ("Care of Electrical System"); Section 3 ("Electric Wire"); Section 5 ("Connectors"); and Section 7 ("Routing, Tying, Lacing, and Clamping"); of Chapter 11 ("Electrical Systems") of FAA Advisory Circular AC 4313-1A, Change 3, dated 1988; or

(ii) Chapter 20 ("Standard Wiring Practices") of Boeing Wiring Diagram Manual Document D6-54446, Revision 21, dated June 1, 1994.

(4) Within 10 days after accomplishing the inspection required by paragraph (a)(1) of this AD, submit a report of the inspection results (both positive and negative findings) to the Manager, FAA, Atlanta Aircraft Certification Office, Small Airplane Directorate, Campus Building, 1701 Columbia Avenue, Suite 2-160, College Park, Georgia 30337-2748; telephone (404) 305-7381; fax (404) 305-7348. 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.

(b) Within 3 days after the effective date of this AD, revise the Limitations Section of the FAA-approved Airplane Flight Manual (AFM) to include the following statement. This may be accomplished by inserting a copy of this AD in the AFM.

"Operational Restriction

Prior to taxi, verify that the alternating current (AC) or direct current (DC) circuit breakers that supply electrical power to the hydraulic pump motor are PULLED to interrupt power to the motor pump power relay and pump motor.

Note 1: The 28VDC circuit breaker is located in the electrical equipment compartment on the J9 battery shield panel next to the auxiliary power unit (APU) starter circuit breaker. The 115VAC circuit breakers are located on the P6 breaker panel to the right of the Flight Engineers station. These circuit breakers are identified as "Cargo Door Hydraulic Pump".

Prior to each taxi and take-off after closing the cargo door, set these circuit breakers to an open condition. Tag and secure the circuit breakers for flight.

After landing and taxiing to the ramp, the circuit breakers may be RESET to facilitate cargo door opening."

(c) Within 90 days after the effective date of this AD, modify the wiring and

components of the control box of the main deck cargo door, in accordance with a method approved by the Manager, FAA, Atlanta Aircraft Certification Office (ACO), Small Airplane Directorate.

(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, FAA, Atlanta Aircraft Certification Office (ACO), Small 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, Atlanta ACO.

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

(e) Special flight permits may be issued in accordance with 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) Certain actions shall be done either in accordance with Sections 1, 3, 5, and 7 of Chapter 11 ("Electrical Systems") of FAA Advisory Circular (AC) 4313-1A, Change 3, dated 1988; or in accordance with Chapter 20 ("Standard Wiring Practices") of Boeing Wiring Diagram Manual Document D6-54446, Revision 21, dated June 1, 1994. Sections 1, 3, 5, and 7 of Chapter 11 of FAA Advisory Circular AC 4313-1A contain the following list of effective pages:

Section referenced	Page number	Change level shown on page	Date shown on page
Section 1, "Care of Electrical Systems"	173-174	Original	1972
Section 3, "Electric "Wire"	179, 180, 180-1,180-2, 181, 181-1, 181-2, 182, 182-1, 182-2, 183-185, 185-1, 185-2, 186, 188, 188-1, 188-2.	3	1988
Section 5, "Connectors"	187, 189-193	Original	1972
	196,200	3	1988
	197-199	Original	1972
Section 7, "Routing,Tying, Lacing, and Clamping"	203, 204, 206-209	Original	1972
	205, 205-1, 205-2	3	1988

Chapter 20 of Boeing Wiring Diagram Manual Document D6-54446 contains the following list of effective pages:

Page title and number	Date shown on page
Title Page	December 1, 1991.
Revision Transmittal Pages 1-6.	June 1, 1994.
Revision Record Pages 1, 2.	December 1, 1991.
Temporary Revision Record Pages 1, 2.	December 1, 1991.
List of Effective Pages 1-30.	June 1, 1994.

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 of Boeing Manufacturing Drawing D65446 may be obtained from Boeing Commercial Airplane

Group, P.O. Box 3707, Seattle, Washington 98124-2207. Copies of FAA Advisory Circular (AC) 4313-1A may be obtained from Superintendent of Documents, U.S. Government Printing Office, Washington, DC 20402. Copies of all of these documents may be inspected at the FAA, Transport Airplane Directorate, 1601 Lind Avenue, SW., Renton, Washington; or at FAA, Atlanta Aircraft Certification Office, Small Airplane Directorate, Campus Building, 1701 Columbia Avenue, Suite 2-160, College Park, Georgia 30337-2748; or at the Office of the Federal Register, 800 North Capitol Street, NW., suite 700, Washington, DC.

(g) This amendment becomes effective on August 27, 1996.

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

Gary L. Killion,
Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.
[FR Doc. 96-20307 Filed 8-9-96; 8:45 am]
BILLING CODE 4910-13-U

14 CFR Part 71

[Airspace Docket No. 96-AGL-4]

Establishment of Class E Airspace; Menomonie, WI; Correction

AGENCY: Federal Aviation Administration (FAA), DOT.
ACTION: Final rule; correction.

SUMMARY: This corrective action changes the effective date for the establishment

of the Class E airspace area at Score Field, Menomonie, WI, which was published in the Federal Register of July 10, 1996. This action also corrects an error in the geographic coordinates of the Class E airspace area under the legal description.

EFFECTIVE DATE: The effective date of the final rule published at 61 FR 36285 is changed to 0901 UTC, October 10, 1996. This correction is effective 0901 UTC, October 10, 1996.

FOR FURTHER INFORMATION CONTACT: John A. Clayborn, Air Traffic Division, Operations Branch, AGL-530, Federal Aviation Administration, 2300 East Devon Avenue, Des Plaines, Illinois 60018, telephone (847) 294-7568.

SUPPLEMENTARY INFORMATION:

History

Federal Register Document 96-17592, Airspace Docket 96-AGL-4, was published July 10, 1996 (61 FR 36285) to accommodate a Very High Frequency Omnidirectional Range/Distance Measuring Equipment (VOR)/DME for runway 27 approach at Score Field, Menomonie, WI. Upon review of the final rule errors were discovered. The final rule was to be effective on August 24, 1996, and it should have been effective October 10, 1996. Additionally, there was an error in the geographical coordinates of the Class E airspace area. This action corrects these errors.

Accordingly, pursuant to the authority delegated to me, the geographic coordinates of the Class E airspace area at Score Field, Menomonie, WI, as published in the Federal Register on July 10, 1996 (61 FR 36285), Federal Register Document 96-17592, are corrected as follows:

§ 71.71 [Corrected]

1. On page 36285, in column 2, in § 71.1, under "AGL WI E5 Menomonie, WI", last line in the column, correct "(lat. 44°53'29" N, long. 91°52'00" W)" to read "(lat. 44°53'43" N., long. 91°52'12" W.)".

Issued in Des Plaines, Illinois on July 26, 1996.

Maureen Woods,
Manager, Air Traffic Division.

[FR Doc. 96-20389 Filed 8-9-96; 8:45 am]

BILLING CODE 4910-13-M

14 CFR Part 71

[Airspace Docket No. 93-ASW-4]

RIN 2120-AA66

Alteration of VOR Federal Airways; Texas

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Final rule; correction.

SUMMARY: This action corrects a final rule published in the Federal Register on July 3, 1996 (Airspace Docket No. 93-ASW-4). In that rule, the airspace designations for Federal Airways V-63 and V-94, effective October 10, 1996, were incorrectly described. This action corrects those errors.

EFFECTIVE DATES: August 12, 1996.

FOR FURTHER INFORMATION CONTACT: Bil Nelson, Airspace and Rules Division, ATA-400, Office of Air Traffic Airspace Management, Federal Aviation Administration, 800 Independence Avenue, SW., Washington, DC 20591; telephone (202) 267-8783.

SUPPLEMENTARY INFORMATION: Federal Register Document 96-17038, Airspace Docket No. 93-ASW-4, published on July 3, 1996 (61 FR 34722), realigned twelve Federal airways supporting the Dallas/Fort Worth, TX, Metroplex Plan. However, in the rule the description for V-63 inadvertently showed that the airway traversed the Allen Military Operations Area (MOA). The airway should have been described as traversing the Howard West MOA between 5 and 46 nautical miles (NM) northeast of the Quincy Very High Frequency Omnidirectional Range/Tactical Air Navigation (VORTAC). This action corrects the V-63 description by adding the correct title of the MOA and the area of the MOA that the airway traverses. Additionally, the airspace designation for V-94 inadvertently stated that the airway airspace excluded Restricted Area 5103A (R-5103A), when in fact, the airway does not penetrate or encroach upon the restricted airspace area. This action corrects the description of V-94 by removing any reference to R-5103A.

Correction of Final Rule

Accordingly, pursuant to the authority delegated to me, the airspace designations for V-63 and V-94, published in the Federal Register on July 3, 1996 (61 FR 34723); Federal Register Document 96-17038, Columns 1 and 2, are corrected as follows:

* * * * *

V-63 [Corrected]

From Bonham, TX, via McAlester, OK; Razorback, AR; Springfield, MO; Hallsville, MO; Quincy, IL; Burlington, IA; Moline, IL; Davenport, IA; Rockford, IL; Janesville, WI; Badger, WI; Oshkosh, WI; Stevens Point, WI; Wausau, WI; Rhinelander, WI, to Houghton, MI. Excluding that airspace at and above 10,000 feet MSL from 5 NM north to 46 NM north of Quincy during the time that the Howard MOA is activated by NOTAM.

* * * * *

V-94 [Corrected]

From Blythe, CA, INT Blythe 094° and Gila Bend, AZ, 299° radials; Gila Bend; Stanfield, AZ; 55 miles, 74 miles, 95 MSL, San Simon, AZ; Deming, NM; Newman, TX; Salt Flat, TX; Wink, TX; Midland, TX; Tuscola, TX; Glen Rose, TX; Cedar Creek, TX; Gregg County, TX; Elm Grove, LA; Monroe, LA; Greenville, MS; Holly Springs, MS; Jacks Creek, TN; Bowling Green, KY.

* * * * *

Issued in Washington, DC, on August 5, 1996.

Jeff Griffith,

Program Director for Air Traffic Airspace Management.

[FR Doc. 96-20511 Filed 8-9-96; 8:45 am]

BILLING CODE 4910-13-M

14 CFR Part 71

[Airspace Docket No. 93-ASW-5]

RIN 2120-AA66

Alteration of VOR Federal Airways; Texas

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Final rule; correction.

SUMMARY: This action corrects a final rule published in the Federal Register on July 3, 1996 (Airspace Docket No. 93-ASW-5). In that rule, the airspace designation for Federal Airway V-477, effective October 10, 1996, erroneously omitted a section of the existing route. This action corrects that error.

EFFECTIVE DATE: August 12, 1996.

FOR FURTHER INFORMATION CONTACT: Bil Nelson, Airspace and Rules Division, ATA-400, Office of Air Traffic Airspace Management, Federal Aviation Administration, 800 Independence Avenue, SW., Washington, DC 20591; telephone: (202) 267-8783.

SUPPLEMENTARY INFORMATION: Federal Register Document 96-17040, Airspace Docket No. 93-ASW-5, published on July 3, 1996 (61 FR 34723), realigned eleven Federal airways supporting the Dallas/Fort Worth, TX, Metroplex Plan. However, in the July 3 publication the description for V-477 was inadvertently not defined in its entirety. This action corrects that omission.

Correction of Final Rule

Accordingly, pursuant to the authority delegated to me, the airspace designation for V-477, published in the Federal Register on July 3, 1996 (61 FR 34724); Federal Register Document 96-17040, Column 2) is corrected as follows:

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