(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

Register on June 4, 1996 (61 FR 28037), Airspace Docket No. 95–ASW–15.

EFFECTIVE DATE: September 12, 1996.

FOR FURTHER INFORMATION CONTACT:

Chuck Frankenfield, Operations Branch, Air Traffic Division, Southwest Region, Federal Aviation Administration, Fort Worth, TX 76193–0530, telephone 817–222–5591.

SUPPLEMENTARY INFORMATION:

History

Federal Register Document 96–13929, Airspace Docket No. 95–ASW–15, published on June 4, 1996 (61 FR 28037), revised the description of the Class E airspace area at Gainesville, TX. An error was discovered in the geographic coordinates for the Gainesville Municipal Airport, Gainesville, TX, and for the Gainesville Radio Beacon (RBN). The coordinates for the Gainesville Municipal Airport were published as latitude 33°38′57″N., longitude 97°11′43″W.; they should have been published as latitude 33°39′05″N., longitude 97°11′49″W. The coordinates for the Gainesville RBN were published as latitude 33°42′24″N., longitude 99°10′19″W.; they should have been published as latitude 33°43′07″N., longitude 97°11′55″W. This action corrects the geographic coordinates that were published in error.

Correction to Final Rule

Accordingly, pursuant to the authority delegated to me, the geographic coordinates for the description of the Class E airspace area at Gainesville, TX, as published in the Federal Register on June 4, 1996 (61 FR 28037), (Federal Register Document 96–13929: page 28037, column 3), are corrected as follows:

§ 71.1 [Corrected]

* * * * *

ASW TX E5 Gainesville, TX [Corrected]

Gainesville Municipal Airport, TX

Removing ''(Lat. 33°38′57″N., long. 97°11′43″W.)'' and substituting ''(Lat. 33°39′05″N., long. 97°11′49″W.)''

Gainesville RBN

Removing ''(Lat. 33°42′24″N., long. 99°10′19″W.)'' and substituting ''(Lat. 33°43′07″N., long. 97°11′55″W.)''

* * * * *

Issued in Fort Worth, TX, on September 3, 1996.

Albert L. Viselli,

Acting Manager, Air Traffic Division, Southwest Region.

[FR Doc. 96–23367 Filed 9–11–96; 8:45 am]

BILLING CODE 4910–13–M

DEPARTMENT OF DEFENSE

Department of the Navy

32 CFR Part 706

Certifications and Exemptions Under the International Regulations for Preventing Collisions at Sea, 1972

AGENCY: Department of the Navy, DOD.

ACTION: Final rule.

SUMMARY: The Department of the Navy is amending its certifications and exemptions under the International Regulations for Preventing Collisions at Sea, 1972 (72 COLREGS), to reflect that the Deputy Assistant Judge Advocate General (Admiralty) of the Navy has determined that USS FALCON (MHC 59) is a vessel of the Navy which, due to its special construction and purpose, cannot fully comply with certain provisions of the 72 COLREGS without interfering with its special functions as a naval ship. The intended effect of this rule is to warn mariners in waters where 72 COLREGS apply.

EFFECTIVE DATE: August 21, 1996.

FOR FURTHER INFORMATION CONTACT: Captain R. R. Pixa, JAGC, U.S. Navy, Admiralty Counsel, Office of the Judge Advocate General, Navy Department, 200 Stovall Street, Alexandria, Virginia, 22332–2400. Telephone Number: (703) 325–9744.

SUPPLEMENTARY INFORMATION: Pursuant to the authority granted in 33 U.S.C. 1605, the Department of the Navy amends 32 CFR Part 706. This amendment provides notice that the Deputy Assistant Judge Advocate General (Admiralty) of the Navy, under authority delegated by the Secretary of the Navy, has certified that USS FALCON (MHC 59) is a vessel of the Navy which, due to its special construction and purpose, cannot fully comply with the following specific provisions of 72 COLREGS without interfering with its special function as a naval ship: Rule 27(f), pertaining to the display of all-round lights by a vessel engaged in mineclearance operations; and Annex I, paragraph 9(b), prescribing that all-round lights be located as not to be obscured by masts, topmasts or structures within angular sectors of more than six degrees. The Deputy Assistant Judge Advocate General (Admiralty) of the Navy has also certified that the lights involved are located in closest possible compliance with the applicable 72 COLREGS requirements.

Moreover, it has been determined, in accordance with 32 CFR Parts 296 and 701, that publication of this amendment for public comment prior to adoption is impracticable, unnecessary, and contrary to public interest since it is based on technical findings that the placement of lights on this vessel in a manner differently from that prescribed herein will adversely affect the vessel's ability to perform its military functions.

List of Subjects in 32 CFR Part 706

Marine safety, Navigation (water), and Vessels.

Accordingly, 32 CFR part 706 is amended as follows:

PART 706—[AMENDED]

1. The authority citation for 32 CFR part 706 continues to read:

Authority: 33 U.S.C. 1605.

2. Section 706.2 is amended by adding the following entry for USS FALCON to Table Four, paragraph 18:

§ 706.2 Certifications of the Secretary of the Navy under Executive Order 11964 and 33 U.S.C. 1605.

* * * * *

Table Four

* * * * *

18. * * *

Vessel	Number	Obscured angles relative to ship's heading	
		Port	STBD
* *	* * *	*	*
USS FALCON	MHC 59	65.0° to 75.6°	284.1° to 294.6°