

“significant regulatory action” under Executive Order 12866; (2) is not a “significant rule” under DOT Regulatory Policies and Procedures (44 FR 11034, February 26, 1979); and (3) will not have a significant economic impact, positive or negative, on a substantial number of small entities under the criteria of the Regulatory Flexibility Act. A final evaluation has been prepared for this action and it is contained in the Rules Docket. A copy of it may be obtained from the Rules Docket at the location provided under the caption **ADDRESSES**.

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 U.S.C. 106(g), 40113, 44701.

§39.13 [Amended]

2. Section 39.13 is amended by adding the following new airworthiness directive:

97-11-01 Airbus Industrie: Amendment 39-10030. Docket 96-NM-106-AD.

Applicability: Model A320 series airplanes as listed in Airbus Service Bulletin A320-53-1026, dated August 5, 1994; on which modifications 21281P1495 and 21680P1818 have not been installed; certificated in any category.

Note 1: This AD applies to each airplane identified in the preceding applicability provision, regardless of whether it has been otherwise 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 (e) 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 as indicated, unless accomplished previously.

To prevent fatigue cracking in the area where the center fuselage joins the wing, which could reduce the structural integrity of this area and consequently result in rapid

decompression of the fuselage, accomplish the following:

(a) Prior to the accumulation of 16,000 total landings, or within 6 months after the effective date of this AD, whichever occurs later, perform an eddy current rotating probe inspection to detect fatigue cracking in the fastener holes of the outer frame flanges of left and right fuselage frames 37 through 41, adjacent to Stringer 23, in accordance with Airbus Service Bulletin A320-53-1026, dated August 5, 1994.

Note 2: Prior to the effective date of this AD, accomplishment of any modification in accordance with Airbus Service Bulletin A320-53-1025, dated August 5, 1994, is considered acceptable for compliance with the modification requirements of paragraphs (b), (c)(1)(i), (c)(2) and (d) of this AD.

(b) If the inspection required by paragraph (a) of this AD detects no cracking in any hole: Prior to the accumulation of 6,000 landings after this inspection, modify each hole in accordance with Paragraph 2.B.(5) of Airbus Service Bulletin A320-53-1025, Revision 1, dated November 24, 1994. Thereafter, no further action is required by this AD.

(c) If the inspection required by paragraph (a) of this AD detects any cracking in no more than one hole per frame cap, accomplish the requirements of paragraphs (c)(1) and (c)(2) of this AD:

(i) Prior to further flight, repair this cracked hole and conduct another rotating probe inspection of this hole to detect cracking, in accordance with Paragraph 2.B.(6) of Airbus Service Bulletin A320-53-1025, Revision 1, dated November 24, 1994.

(ii) If no cracking of this repaired hole is detected: Prior to further flight, modify this hole in accordance with Paragraph 2.B.(6)(c) of this service bulletin. Thereafter, no further action with regard to this hole is required by this AD.

(iii) If any cracking of this repaired hole is detected: Prior to further flight, repair this hole in a manner approved by the Manager, Standardization Branch, ANM-113, FAA, Transport Airplane Directorate. Thereafter, no further action with regard to this hole is required by this AD.

(2) Prior to the accumulation of 6,000 landings after the inspection required by paragraph (a) of this AD; modify all other holes in accordance with Paragraph 2.B.(5) of Airbus Service Bulletin A320-53-1025, Revision 1, dated November 24, 1994. Thereafter, no further action is required by this AD with respect to these holes.

(d) If the inspection required by paragraph (a) of this AD detects any cracking in more than one hole per frame cap, or if this inspection detects any cracking in any frame: Prior to further flight, repair the discrepant area in a manner approved by the Manager, Standardization Branch, ANM-113; and modify all other holes in accordance with Paragraph 2.B.(5) of Airbus Service Bulletin A320-53-1025, Revision 1, dated November 24, 1994. Thereafter, no further action is required by this AD.

(e) 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.

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

(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) The actions shall be done in accordance with Airbus Service Bulletin A320-53-1026, dated August 5, 1994; and Airbus Service Bulletin A320-53-1025, Revision 1, dated November 24, 1994. Airbus Service Bulletin A320-53-1025, Revision 1, dated November 24, 1994, contains the following list of effective pages:

Page No.	Revision level shown on page	Date shown on page
1-12, 17	1	November 24, 1994.
13-16, 18, 19	Original ..	August 5, 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 may be obtained from Airbus Industrie, 1 Rond Point Maurice Bellonte, 31707 Blagnac Cedex, France. Copies may be inspected at the FAA, Transport Airplane Directorate, 1601 Lind Avenue, SW., Renton, Washington; or at the Office of the Federal Register, 800 North Capitol Street, NW., suite 700, Washington, DC.

(h) This amendment becomes effective on June 27, 1997.

Issued in Renton, Washington, on May 12, 1997.

Darrell M. Pederson,

Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.

[FR Doc. 97-12857 Filed 5-22-97; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. 96-NM-43-AD; Amendment 39-10032; AD 97-11-03]

RIN 2120-AA64

Airworthiness Directives; Airbus Model A300 Series Airplanes

AGENCY: Federal Aviation Administration, DOT.

ACTION: Final rule.

SUMMARY: This amendment adopts a new airworthiness directive (AD), applicable to all Airbus Model A300 series airplanes, that requires inspections of the lower door surrounding structure to detect cracks and corrosion, and repair, if necessary. This amendment also requires inspections to detect cracking of the holes of the corner doublers, the fail-safe ring, and the door frames of the door structures; and repair, if necessary. In addition, this amendment will also require modification of the passenger/crew door frames, which, when accomplished, terminates certain inspections. This amendment is prompted by reports indicating that corrosion was found behind the scuff plates at exit and cargo doors, and fatigue cracks originated from certain fastener holes located in adjacent structure. The actions specified by this AD are intended to detect and correct such corrosion and fatigue cracking, which could result in reduced structural integrity of the door surroundings.

DATES: Effective June 27, 1997.

The incorporation by reference of certain publications listed in the regulations is approved by the Director of the Federal Register as of June 27, 1997.

ADDRESSES: The service information referenced in this AD may be obtained from Airbus Industrie, 1 Rond Point Maurice Bellonte, 31707 Blagnac Cedex, France. This information may be examined at the Federal Aviation Administration (FAA), Transport Airplane Directorate, Rules Docket, 1601 Lind Avenue, SW., Renton, Washington; or at the Office of the Federal Register, 800 North Capitol Street, NW., suite 700, Washington, DC.

FOR FURTHER INFORMATION CONTACT: Charles Huber, Aerospace Engineer, Standardization Branch, ANM-113, FAA, Transport Airplane Directorate, 1601 Lind Avenue, SW., Renton, Washington 98055-4056; telephone (425) 227-2589; fax (425) 227-1149.

SUPPLEMENTARY INFORMATION: A proposal to amend part 39 of the Federal Aviation Regulations (14 CFR part 39) to include an airworthiness directive (AD) that is applicable to all Airbus Model A300 series airplanes was published in the **Federal Register** on January 29, 1997 (62 FR 4213). That action proposed to require inspections of the lower door surrounding structure to detect cracks and corrosion, and repair, if necessary. That action also proposed to require inspections to detect cracking of the holes of the corner doublers, the fail-safe ring, and the door frames of the door structures; and repair, if necessary.

In addition, that action proposed to require modification of the passenger/crew door frames, which, when accomplished, constitutes terminating action for certain inspections.

Interested persons have been afforded an opportunity to participate in the making of this amendment. No comments were submitted in response to the proposal or the FAA's determination of the cost to the public.

Conclusion

The FAA has determined that air safety and the public interest require the adoption of the rule as proposed.

Cost Impact

The FAA estimates that 4 Airbus Model A300 series airplanes of U.S. registry will be affected by this AD.

It will take approximately 700 work hours per airplane to accomplish the required inspections, at an average labor rate of \$60 per work hour. Based on these figures, the cost impact of the required inspections on U.S. operators is estimated to be \$168,000, or \$42,000 per airplane.

The FAA estimates that it will take approximately 330 work hours per airplane to accomplish the required modification, and that the average labor rate is \$60 per work hour. Required parts will cost approximately \$1,055 per airplane. Based on these figures, the cost impact of the required modification on U.S. operators is estimated to be \$83,420, or \$20,855 per airplane.

The cost impact figures discussed above are based on assumptions that no operator has yet accomplished any of the requirements of this AD action, and that no operator would accomplish those actions in the future if this AD were not adopted.

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.

For the reasons discussed above, I certify that this action (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 11034, February 26, 1979); and (3) will not have a significant economic impact, positive or negative, on a

substantial number of small entities under the criteria of the Regulatory Flexibility Act. A final evaluation has been prepared for this action and it is contained in the Rules Docket. A copy of it may be obtained from the Rules Docket at the location provided under the caption **ADDRESSES**.

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 U.S.C. 106(g), 40113, 44701.

§39.13 [Amended]

2. Section 39.13 is amended by adding the following new airworthiness directive:

97-11-03 Airbus: Amendment 39-10032. Docket 96-NM-43-AD.

Applicability: All Model A300 series airplanes, certificated in any category.

Note 1: This AD applies to each airplane identified in the preceding applicability provision, regardless of whether it has been otherwise 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 (h) 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 as indicated, unless accomplished previously.

To detect and correct corrosion behind the scuff plates at exit and cargo doors, and fatigue cracking in certain fastener holes located in adjacent structure, which could result in reduced structural integrity of the door surroundings, accomplish the following:

(a) Perform an initial inspection of the areas behind the scuff plates below the passenger/crew doors and bulk cargo door to detect cracks and corrosion, in accordance with Airbus Service Bulletin A300-53-204, Revision 6, dated October 11, 1993; at the applicable time specified in paragraph (a)(1), (a)(2), (a)(3), or (a)(4) of this AD. If any crack or corrosion is found during this inspection, prior to further flight, repair in accordance

with the service bulletin. Accomplishment of this inspection is not required for the mid and aft passenger/crew doors if a steel doubler that covers the entire inspection area is installed.

(1) For airplanes on which Modifications 5382S6526 (for forward doors), 3690S4613 (for forward doors), and 5382D4741 (for all other doors) have been accomplished prior to delivery of the airplane: Perform the initial inspection within 9 years since manufacture, or within 1 year after the effective date of this AD, whichever occurs later.

(2) For airplanes on which the procedures described in Airbus Service Information Letter (SIL) A300-53-033, Revision 2 (for all doors), dated November 23, 1984; or Airbus Service Bulletin A300-53-169 (for forward doors), Revision 2, dated May 14, 1985; have been accomplished: Perform the initial inspection within 5 years after accomplishment of the SIL or the service bulletin, or within 1 year after the effective date of this AD, whichever occurs later.

(3) For airplanes on which the procedures described in Airbus Service Bulletin A300-53-116 (for all doors), Revision 4, dated June 30, 1983, have been accomplished: Perform the initial inspection within 2 years after accomplishment of the procedures in accordance with that service bulletin, or within 1 year after the effective date of this AD, whichever occurs later.

(4) For airplanes on which Modifications 5382S6526 (for forward doors), 3690S4613 (for forward doors), and 5382D4741 (for all other doors); and the procedures described in Airbus Service Bulletin A300-53-116, Revision 4, dated June 30, 1983; or Service Information Letter (SIL) A300-53-033, Revision 2, dated November 23, 1984; have not been accomplished: Perform the initial inspection within 1 year after the effective date of this AD.

(b) Perform repetitive inspections of the areas behind the scuff plates below the passenger/crew doors and bulk cargo door to detect cracks and corrosion, in accordance with Airbus Service Bulletin A300-53-233, Revision 1, dated April 18, 1991, at the applicable times specified in paragraphs (b)(1) and (b)(2) of this AD. Accomplishment of these inspection is not required for the mid and aft passenger/crew doors if a steel doubler that covers the entire inspection area is installed.

(1) For the forward and mid passenger/crew doors, the bulk cargo doors, the emergency exits, and the aft passenger/crew doors, except for the upper and lower edges of the fail-safe ring and the upper edges of the corner doubler: Perform the first inspection within 5 years after accomplishing the inspection required by paragraph (a) of this AD; and repeat the inspection thereafter at intervals not to exceed 5 years following the immediately preceding inspection.

(2) For the upper and lower edges of the fail-safe ring and the upper edges of the corner doubler of the aft passenger/crew doors: Perform the first inspection within 5 years or 10,000 landings after accomplishing the inspection required by paragraph (a) of this AD, whichever occurs first; and repeat the inspection thereafter at intervals not to exceed 5 years or 10,000 landings, whichever occurs first.

(c) If any crack is found during any inspection required by paragraph (b) of this AD, prior to further flight, repair in accordance with Airbus Service Bulletin A300-53-233, Revision 1, dated April 18, 1991. Thereafter, perform the repetitive inspections required by paragraph (b) of this AD at the applicable times specified in paragraphs (b)(1) and (b)(2) of this AD.

(d) If any corrosion is found during any inspection required by paragraph (b) of this AD, prior to further flight, repair in accordance with Airbus Service Bulletin A300-53-233, Revision 1, dated April 18, 1991. Thereafter, perform the repetitive inspections required by paragraph (b) of this AD at the applicable times specified in paragraphs (d)(1) and (d)(2) of this AD.

(1) For the upper and lower edges of the fail-safe ring and the upper edges of the corner doubler of the aft passenger/crew doors, and for the mid passenger/crew doors: Inspect at intervals not to exceed 5 years or 8,000 landings, whichever occurs first.

(2) For the forward passenger/crew doors, bulk cargo door, and emergency exits: Inspect at intervals not to exceed 5 years.

(e) Perform inspections to detect cracking of the holes of the corner doublers, the fail-safe ring, and the door frames of the left- and right-hand forward, mid, and aft passenger/crew door structures, in accordance with Airbus Service Bulletin A300-53-227, Revision 1, dated April 29, 1992. Perform the inspections at the times specified in paragraphs (e)(1), (e)(2), and (e)(3) of this AD, as applicable. If any cracking is found, prior to further flight, repair in accordance with the service bulletin; or, if cracks cannot be eliminated in accordance with the service bulletin, repair in accordance with a method approved by the Manager, Standardization Branch, ANM-113, FAA, Transport Airplane Directorate.

(1) Except as provided by paragraph (e)(2) of this AD, for the left- and right-hand forward and mid passenger/crew door structures of all airplanes: Inspect at the time specified in paragraph (e)(1)(i), (e)(1)(ii), (e)(1)(iii), or (e)(1)(iv) of this AD, as applicable.

(i) For airplanes that have accumulated less than 20,000 total landings as of the effective date of this AD: Inspect prior to the accumulation of 20,000 total landings, or within 1,250 landings after the effective date of this AD, whichever occurs later.

(ii) For airplanes that have accumulated 20,000 total landings or more, but less than 21,000 landings as of the effective date of this AD: Inspect prior to the accumulation of 21,000 total landings, or within 1,000 landings after the effective date of this AD, whichever occurs later.

(iii) For airplanes that have accumulated 21,000 total landings or more, but less than 22,000 landings as of the effective date of this AD: Inspect prior to the accumulation of 22,000 total landings, or within 500 landings after the effective date of this AD, whichever occurs later.

(iv) For airplanes that have accumulated 22,000 total landings or more as of the effective date of this AD: Inspect within 250 landings after the effective date of this AD.

(2) For the left-hand mid passenger/crew door structures of Model A300 C4 and F4

series airplanes: Inspect at the time specified in paragraph (e)(2)(i), (e)(2)(ii), (e)(2)(iii), or (e)(2)(iv) of this AD, as applicable.

(i) For airplanes that have accumulated less than 12,000 total landings as of the effective date of this AD: Inspect prior to the accumulation of 12,000 total landings, or within 1,250 landings after the effective date of this AD, whichever occurs later.

(ii) For airplanes that have accumulated 12,000 total landings or more, but less than 13,000 landings as of the effective date of this AD: Inspect prior to the accumulation of 13,000 total landings, or within 1,000 landings after the effective date of this AD, whichever occurs later.

(iii) For airplanes that have accumulated 13,000 total landings or more, but less than 14,000 landings as of the effective date of this AD: Inspect prior to the accumulation of 14,000 total landings, or within 500 landings after the effective date of this AD, whichever occurs later.

(iv) For airplanes that have accumulated 14,000 total landings or more as of the effective date of this AD: Inspect within 250 landings after the effective date of this AD.

(3) For the left-and right-hand aft passenger/crew door structures of all airplanes: Inspect prior to the accumulation of 24,000 total landings, or within 250 landings after the effective date of this AD, whichever occurs later.

(f) Repeat the inspections required by paragraph (e) of this AD at the times specified in paragraphs (f)(1), (f)(2), (f)(3), (f)(4), (f)(5), (f)(6), (f)(7), (f)(8), (f)(9), and (f)(10), as applicable, until the modification required by paragraph (g) of this AD is accomplished.

(1) For the forward passenger/crew door structure of airplanes on which Airbus Modification No. 1282/S1862 has not been accomplished: Inspect at the intervals specified in paragraphs (f)(1)(i) and (f)(1)(ii), as applicable.

(i) For the upper corners of the door structure: At intervals not to exceed 4,000 landings.

(ii) For the lower corners of the door structure: At intervals not to exceed 7,500 landings.

(2) For the forward passenger/crew door structure of airplanes on which Airbus Modification No. 1282/S1862 has been accomplished: Inspect at the intervals specified in paragraphs (f)(2)(i) and (f)(2)(ii), as applicable.

(i) For the upper corners of the door structure: At intervals not to exceed 6,000 landings.

(ii) For the lower corners of the door structure: At intervals not to exceed 10,000 landings.

(3) For the forward passenger/crew door structure of the airplane having manufacturer's serial number 063, on which Airbus Modification No. 1282/S1862 has been accomplished partially: Inspect at the intervals specified in paragraph (f)(3)(i) or (f)(3)(ii), as applicable.

(i) For the upper corners of the door structure: At intervals not to exceed 4,000 landings.

(ii) For the lower corners of the door structure: At intervals not to exceed 7,500 landings.

(4) For the left-and right-hand mid passenger/crew door structure on Model A300 B1, B2, and B4 series airplanes; and for the right-hand mid passenger/crew door structure on Model A300 C4 and F4 series airplanes; on which an inspection required by paragraph (e) of this AD was accomplished using a Roto test technique: Inspect at intervals not to exceed 8,000 landings.

(5) For the left-and right-hand mid passenger/crew door structure on Model A300 B1, B2, and B4 series airplanes; and for the right-hand mid passenger/crew door structure on Model A300 C4 and F4 series airplanes; on which an inspection required by paragraph (e) of this AD was accomplished using an X-ray technique: Inspect at intervals not to exceed 3,500 landings.

(6) For the left-hand mid passenger/crew door structure on Model A300 C4 and F4 series airplanes on which an inspection required by paragraph (e) of this AD was accomplished using a Roto test technique: Inspect at intervals not to exceed 5,200 landings.

(7) For the left-hand mid passenger/crew door structure on Model A300 C4 and F4

series airplanes on which an inspection required by paragraph (e) of this AD was accomplished using an X-ray technique: Inspect at intervals not to exceed 2,300 landings.

(8) For the aft passenger/crew door structure on which an inspection required by paragraph (e) of this AD was accomplished using a Roto test technique: Inspect at intervals not to exceed 8,000 landings.

(9) For the aft passenger/crew door structure on which an inspection required by paragraph (e) of this AD was accomplished using an X-ray technique: Inspect at intervals not to exceed 3,500 landings.

(10) For the areas around the fasteners in the vicinity of stringer 12 on the aft passenger/crew door structure on which an inspection required by paragraph (e) of this AD was accomplished using a visual technique: Inspect at intervals not to exceed 6,900 landings.

(g) Prior to the accumulation of 20,000 total landings, or within 1 year after the effective date of this AD, whichever occurs later: Modify the passenger/crew door structures in accordance with Airbus Service Bulletin A300-53-192, Revision 7, dated July 13, 1992. Accomplishment of this modification

constitutes terminating action for the repetitive inspections required by paragraph (f) of this AD.

(h) 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. 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.

(i) 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.

(j) The inspections and repairs shall be done in accordance with the following Airbus service bulletins, which contain the specified list of effective pages:

Service bulletin referenced and date	Page No.	Revision level shown on page	Date shown on page
A300-53-204, Revision 6, October 11, 1993	1, 2, 11, 12	6	October 11, 1993.
	3-5, 7-10, 13-17	3	September 25, 1990.
	6	4	April 18, 1991.
A300-53-233, Revision 1, April 18, 1991	1, 6	1	April 18, 1991.
	2-5, 7-17	Original	December 5, 1990.
A300-53-227, Revision 1, April 29, 1992	1-4, 6, 7, 11, 12, 16-18, 37-50, 57, 58, 62, 64, 67, 68, 91, 92, 97, 98, 110, 116.	1	April 29, 1992.
	5, 8-10, 13-15, 19-36, 51-56, 59-61, 63, 65, 66, 69-90, 92A-96, 99-109, 111-115.	Original	December 3, 1990.

The modification shall be done in accordance with Airbus Service Bulletin A300-53-192, Revision 7, dated July 13, 1992, which contains the following list of effective pages:

Page No.	Revision level shown on page	Date shown on page
1, 2, 107, 122	7	July 13, 1992.
3, 4, 21, 22, 41-54	5	April 11, 1991.
5, 59	4	September 25, 1990.
6, 6A, 7, 8, 11-17, 23, 27, 29, 30, 55-58, 60-92, 94-106, 108	1	July 24, 1989.
9, 10, 18-20, 24-26, 28, 93, 31-40, 110-114, 116-121	3	February 5, 1990.
109, 115	6	February 25, 1992.

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 Airbus Industrie, 1 Rond Point Maurice Bellonte, 31707 Blagnac Cedex, France. Copies may be inspected at the FAA, Transport Airplane Directorate, 1601 Lind Avenue, SW., Renton, Washington; or at the Office of the Federal Register, 800 North Capitol Street, NW., suite 700, Washington, DC.

(k) This amendment becomes effective on June 27, 1997.

Issued in Renton, Washington, on May 12, 1997.

Darrell M. Pederson,
Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.
 [FR Doc. 97-12859 Filed 5-22-97; 8:45 am]
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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 71

[Airspace Docket No. 95-AEA-09]

Revocation of Class D Airspace and Class E4 Airspace; Plattsburgh, NY

AGENCY: Federal Aviation Administration (FAA) DOT.

ACTION: Final rule.