

2207. 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.

(e) This amendment becomes effective on October 2, 1996.

Issued in Renton, Washington, on September 6, 1996.

Darrell M. Pederson,

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

[FR Doc. 96-23447 Filed 9-16-96; 8:45 am]

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#### 14 CFR Part 39

[Docket No. 96-CE-36-AD; Amendment 39-9726; AD 96-18-02]

RIN 2120-AA64

#### **Airworthiness Directives; American Champion Aircraft Corporation Models 8KCAB, 8GCBC, 7GCBC, 7ECA, 7GCAA, and 7KCAB Airplanes; Correction**

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

**ACTION:** Final rule; correction.

**SUMMARY:** This action makes a correction to Airworthiness Directive (AD) 96-18-02, which was published in the Federal Register on August 28, 1996 (61 FR 44157), and concerns American Champion Aircraft Corporation Models 8KCAB, 8GCBC, 7GCBC, 7ECA, 7GCAA, and 7KCAB airplanes. Reference to the Model 7GCAA airplanes in the Applicability section of that AD is incorrect (referred to as Model 7GCCA airplanes). All other reference is correct. The AD currently requires installing removable inspection hole covers for the wing front strut attach fittings, and replacing the wing front strut attach fittings with fittings of improved design. This action corrects the AD to reflect the correct airplane model designation in the Applicability section.

**EFFECTIVE DATE:** September 20, 1996.

**FOR FURTHER INFORMATION CONTACT:** Ms. Karen Forest, Aerospace Engineer, Federal Aviation Administration (FAA), Chicago Aircraft Certification Office, 2300 E. Devon Avenue, Des Plaines, Illinois 60018; telephone (847) 294-7697; facsimile (847) 294-7834.

**SUPPLEMENTARY INFORMATION:** On August 20, 1996, the FAA issued AD 96-18-02, Amendment 39-9726 (61 FR 44157, August 28, 1996), which applies to American Champion Aircraft Corporation Models 8KCAB, 8GCBC, 7GCBC, 7ECA, 7GCAA, and 7KCAB airplanes. This AD requires installing

removable inspection hole covers for the wing front strut attach fittings, and replacing the wing front strut attach fittings with fittings of improved design.

#### Need for the Correction

Reference to the Model 7GCAA airplanes in the Applicability section of AD 96-18-02 is incorrect (referred to as Model 7GCCA airplanes). All other reference is correct. As written, operators of the American Champion Aircraft Corporation Model 7GCAA airplanes would not know that AD 96-18-02 applied to their airplanes if the Applicability section was the only part of the AD they referenced.

#### Correction of Publication

Accordingly, the publication of August 28, 1996 (61 FR 44157), of Amendment 39-9726; AD 96-18-02, which was the subject of FR Doc. 96-21746, is corrected as follows:

#### **§ 39.13 [Corrected]**

On page 44159, in the second column, § 39.13, the Applicability section of the AD, the 34th line from the top of the column, correct "7GCCA" to "7GCAA".

Action is taken herein to correct this reference in AD 96-18-02 and to add this AD correction to section 39.13 of the Federal Aviation Regulations (14 CFR 39.13).

The effective date remains September 20, 1996.

Issued in Kansas City, Missouri on September 10, 1996.

Henry A. Armstrong,

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

[FR Doc. 96-23706 Filed 9-16-96; 8:45 am]

BILLING CODE 4910-13-U

#### 14 CFR Part 39

[Docket No. 96-NM-63-AD; Amendment 39-9759; AD 96-19-13]

RIN 2120-AA64

#### **Airworthiness Directives; Gates Learjet Model 35 and 36 Series Airplanes Modified by Raisbeck Supplemental Type Certificate (STC) SA766NW**

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

**ACTION:** Final rule.

**SUMMARY:** This amendment adopts a new airworthiness directive (AD), applicable to certain Gates Learjet Model 35 and 36 series airplanes that have been modified in accordance with Raisbeck Supplemental Type Certificate (STC) SA766NW, that requires a reduction of the maximum operating

limit speed on the affected airplanes to prevent encountering certain potentially hazardous conditions. This amendment is prompted by reports of incidents of aileron buffet or buzz experienced during high speed cruise. The actions specified by this AD are intended to prevent aileron buffet or buzz conditions, which can result in the deterioration of the aircraft lateral control system characteristics to an unacceptable level.

**EFFECTIVE DATE:** October 22, 1996.

**ADDRESSES:** Information concerning the subject of this rule may be obtained from Jet Air Corporation, P.O. Box 245, Bellevue, Washington 98009.

Information concerning this rulemaking action may be examined at the Federal Aviation Administration (FAA), Transport Airplane Directorate, Rules Docket, 1601 Lind Avenue, SW., Renton, Washington.

**FOR FURTHER INFORMATION CONTACT:** Stan Wood, Aerospace Engineer, Airframe Branch, ANM-120S, FAA, Seattle Aircraft Certification Office, 1601 Lind Avenue, SW., Renton, Washington; telephone (206) 227-2772; fax (206) 227-1181.

**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 certain Gates Learjet Model 35 and 36 series airplanes that have been modified in accordance with Raisbeck Supplemental Type Certificate (STC) SA766NW was published in the Federal Register on May 13, 1996 (61 FR 21982). That action proposed to require a reduction of the maximum operating limit speed on the affected airplanes to prevent encountering certain potentially hazardous conditions.

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

#### Request to Require New Part Numbers of Modified Parts

One commenter requests that the proposal be revised to require that, once the overspeed warning switch is recalibrated and the airspeed indicators are modified [in accordance with OPTION I of the proposed AD], new part numbers should be assigned to those items. Additionally, the commenter requests that a parts catalog supplement be issued with the STC, calling out the correct new part number of the devices for future reference by maintenance personnel. The commenter considers that merely ink-stamping