

(A) Description of the situation of distress;

(B) Number of people requiring meals and congregate meal service period; and

(C) Quantity and types of food needed.

(ii) In addition, information on the number and location of sites providing meals shall be submitted to the distributing agency as such sites are established.

(c) *Household distribution.*—(1) *Approval authority and duration.* In instances in which the distributing agency has determined that the distribution of donated foods to households is appropriate, the distributing agency shall submit applications requesting approval for such distributions to the appropriate FCSRO for submission to FCS for approval. FCS will determine the duration of the donations, taking into consideration the magnitude of the situation. Such determinations may be revised as developing circumstances dictate.

(2) *Applications.* (i) Organizations wishing to receive and distribute donated foods to households shall submit applications to the distributing agency. Applications shall, to the extent possible, include the following information:

(A) Description of the situation of distress;

(B) Explanation as to why the distribution of commodities to households is warranted;

(C) Identification of the specific area(s) included in the request;

(D) Anticipated distribution period;

(E) Number of households expected to participate;

(F) Quantity and types of food needed for distribution;

(G) Statement of assurance that simultaneous disaster food stamp benefits and commodity assistance will not be provided to individual households; and

(H) Description of the system that will be implemented to prevent dual participation.

(ii) In addition, information on the number and location of sites shall be provided to the distributing agency as such sites are established.

(3) *Collection of household information.* In a format prescribed by the distributing agency, any entity (i.e.,

Federal, State, or local) distributing donated foods to households in an area where the issuance of disaster food stamp benefits has been approved shall, at a minimum, collect the information listed below. Such information shall be forwarded to the distributing agency and maintained by the distributing agency in accordance with the recordkeeping requirements contained in this part, except that such information may, at the discretion of the distributing agency, be maintained by the organization distributing commodities if such organization is an agency of the State government.

(i) Name of household member applying for assistance;

(ii) Address;

(iii) Number of household members; and

(iv) Statement signed by the household certifying that the household:

(A) Is in need of food assistance;

(B) Understands that misrepresentation of need, and the sale or exchange of the donated food are prohibited and could result in a fine, imprisonment, or both;

(C) Is not residing in a shelter which provides food assistance; and

(D) Is not receiving disaster food stamp benefits.

(d) *Quantities and value of donated foods.* The distributing agency shall make donated foods available to eligible organizations based on the caseload factor information provided by the organizations.

(e) *Types of donated foods authorized for donation.* Organizations providing food assistance in situations of distress are eligible to receive donated foods under section 416, section 32, section 709, and section 4(a).

(f) *Summary report.* Within 45 days following termination of the assistance, the distributing agency shall provide a summary report to the appropriate FCSRO using Form FCS-292, Report of Coupon Issuance and Commodity Distribution for Disaster Relief.

(g) *Replacement.* Distributing agencies which decide to seek replacement of foods used from State and/or local inventories for situations of distress shall file their request in writing to the FCSRO within 30 days following termination of the assistance. FCS will replace such foods to the extent that foods are available.

Dated: February 14, 1997.  
 William E. Ludwig,  
*Administrator.*  
 [FR Doc. 97-4536 Filed 2-24-97; 8:45 am]  
 BILLING CODE 3410-30-U

**DEPARTMENT OF TRANSPORTATION**

**Federal Aviation Administration**

**14 CFR Part 39**

[Docket No. 95-NM-223-AD; Amendment 39-9894; AD 97-02-09]

RIN 2120-AA64

**Airworthiness Directives; Boeing Model 727 Series Airplanes**

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

**ACTION:** Final rule; correction.

**SUMMARY:** This document corrects information in an existing airworthiness directive (AD), applicable to all Boeing Model 727 series airplanes, that currently requires inspections to detect cracking of the actuator rib fitting of the inboard door of the main landing gear (MLG); and various follow-on actions. This action corrects a reference to the amendment number of a previously-issued AD, which was superseded by AD 97-02-09.

**DATES:** Effective March 4, 1997.

The incorporation by reference of certain publications listed in the regulations is approved by the Director of the Federal Register as of March 7, 1997 (62 FR 3988, January 28, 1997).

**SUPPLEMENTARY INFORMATION:** On January 14, 1997, the FAA issued AD 97-02-09, amendment 39-9894 (62 FR 3988, January 28, 1997), which is applicable to all Boeing Model 727 series airplanes. That AD requires inspections to detect cracking of the actuator rib fitting of the inboard door of the main landing gear (MLG); and various follow-on actions. It was prompted by a report of a fractured rib fitting that had been reworked in accordance with one of two existing AD's. The actions specified by that AD are intended to prevent damage to the airplane caused by a failure of the landing gear to extend due to a fractured rib fitting.

AD No.	Amendment No.	Federal Register citation
AD 90-02-19 .....	39-6433	(55 FR 601, January 8, 1990)
AD 93-01-14 .....	39-8468	(58 FR 5574, January 22, 1993)

**Actions Since Issuance of the AD**

Since the issuance of AD 97-02-09, the FAA has become aware of the fact that certain references made to the amendment number of AD 93-01-14, which appeared throughout the preamble of AD 96-02-09, its amendatory language, and the rule itself, were incorrect. The referenced amendment number that appeared in the published version of the AD was "amendment 39-8368;" however, the correct amendment number correlating to AD 93-01-14 is "amendment 39-8468."

**Corrections Necessary to the Current AD**

The FAA has determined that it is appropriate to take action to correct AD 97-02-09 by revising all references to the amendment number of AD 93-01-14 to specify "amendment 39-8468." Since AD 97-02-09 supersedes AD 93-01-14, this correction is necessary in order to ensure that the proper amendment number is removed from the regulations as a result of this supersedure.

Action is taken herein to correct the error and to correctly add the AD as an amendment to § 39.13 of the Federal Aviation Regulations (14 CFR 39.13). The effective date of the rule remains March 4, 1997.

Since no other part of the regulatory information has been changed, the final rule is not being republished.

**§ 39.13 [Corrected]**

In the issue of January 28, 1997, beginning in the third column of page 3989 and continuing to the first column of page 3990, the amendatory language, as well as the introductory text of the rule that specifies pertinent agency numbers and the airplane manufacturer, are corrected to read as follows:

\* \* \* \* \*

**§ 39.13 [Amended]**

2. Section 39.13 is amended by removing amendment 39-6433 (55 FR 601, January 8, 1990); and by removing amendment 39-8468 (58 FR 5574, January 22, 1993); and by adding a new airworthiness directive (AD), amendment 39-9894, to read as follows:

97-02-09 Boeing: Amendment 39-9894, Docket 95-NM-223-AD. Supersedes AD 90-02-19, amendment 39-6433; and supersedes AD 93-01-14, amendment 39-8468.

\* \* \* \* \*

Issued in Renton, Washington, on February 19, 1997.

James V. Devany,  
Acting Manager, Transport Airplane  
Directorate, Aircraft Certification Service.  
[FR Doc. 97-4554 Filed 2-24-97; 8:45 am]  
BILLING CODE 4910-13-U

**14 CFR Part 71**

**[Airspace Docket No. 95-AWP-26]**

**Establishment of Class D Airspace; Victorville, CA**

**AGENCY:** Federal Aviation Administration (FAA), DOT.

**ACTION:** Final rule.

**SUMMARY:** This action establishes a Class D airspace area at Victorville, CA. The extension of Southern California International Airport Air Traffic Control Tower operating hours has made this action necessary. The intended effect of this action is to provide adequate controlled airspace for Instrument Flight Rules (IFR) operations at Southern California International Airport, Victorville, CA.

**EFFECTIVE DATE:** 0901 UTC May 22, 1997.

**FOR FURTHER INFORMATION CONTACT:** William Buck, Airspace Specialist, Operations Branch, AWP-530, Air Traffic Division, Western-Pacific Region, Federal Aviation Administration, 15000 Aviation Boulevard, Lawndale, California 90261, telephone (310) 725-6556.

**SUPPLEMENTARY INFORMATION:**  
History

On November 20, 1996, the FAA proposed to amend part 71 of the Federal Aviation Regulations (14 CFR part 71) by establishing a Class D airspace area at Victorville, CA (61 FR 59040). This action will provide adequate controlled airspace to accommodate IFR operations at Southern California International Airport, Victorville, CA.

Interested parties were invited to participate in this rulemaking proceeding by submitting written comments on the proposal to the FAA. No comments to the proposal were received. Class D airspace designations are published in paragraph 5000 of FAA Order 7400.9D dated September 4, 1996, and effective September 16, 1996, which is incorporated by reference in 14 CFR 71.1. The Class D airspace designations listed in this document will be published subsequently in this Order.

**The Rule**

This amendment to part 71 of the Federal Aviation Regulations (14 CFR part 71) establishes Class D airspace area at Victorville, CA. The extension of Southern California Air Traffic Control Tower operating hours has made this action necessary. The effect of this action will provide adequate controlled airspace for IFR operations at Southern California International Airport, Victorville, CA.

The FAA has determined that this regulation only involves an established body of technical regulations for which frequent and routine amendments are necessary to keep them operationally current. Therefore, this regulation—(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 10034; February 26, 1979); and (3) does not warrant preparation of a Regulatory Evaluation as the anticipated impact is so minimal. Since this is a routine matter that will only affect air traffic procedures and air navigation, it is certified that this rule will not have a significant economic impact on a substantial number of small entities under the criteria of the Regulatory Flexibility Act.

**List of Subjects in 14 CFR Part 71**

Airspace, Incorporation by reference, Navigation (air).

**Adoption of the Amendment**

In consideration of the foregoing, the Federal Aviation Administration amends 14 CFR part 71 as follows:

**PART 71—[AMENDED]**

1. The authority citation for 14 CFR part 71 continues to read as follows:

Authority: 49 U.S.C. 106(g), 40103, 40113, 40120; E.O. 10854, 24 FR 9565, 3 CFR, 1959-1963 Comp., p. 389; 14 CFR 11.69.

**§ 71.1 [Amended]**

2. The incorporation by reference in 14 CFR 71.1 of the Federal Aviation Administration Order 7400.9D, Airspace Designations and Reporting Points, dated September 4, 1996, and effective September 16, 1996, is amended as follows:

*Paragraph 5000 Class D Airspace*

\* \* \* \* \*

AWP CA D Victorville, CA [New]  
Victorville, Southern California International  
Airport, CA

(Lat. 34°35'67" N, long. 117°22'93" W)

That airspace extending upward from the surface to 5,400 feet MSL within a 6-mile radius of the Victorville, Southern California