

Done in Washington, DC, this 14th day of July 1997.

**Terry L. Medley,**

*Administrator, Animal and Plant Health Inspection Service.*

[FR Doc. 97-18951 Filed 7-17-97; 8:45 am]

BILLING CODE 3410-34-P

**DEPARTMENT OF AGRICULTURE**

**Animal and Plant Health Inspection Service**

**9 CFR Part 92**

[Docket No. 96-094-2]

**Limited Ports; Dayton, OH**

**AGENCY:** Animal and Plant Health Inspection Service, USDA.

**ACTION:** Direct final rule; confirmation of effective date.

**SUMMARY:** On May 22, 1997, the Animal and Plant Health Inspection Service published a direct final rule. (See 62 FR 27937-27938, Docket No. 96-094-1.) The direct final rule notified the public of our intention to amend the animal importation regulations by adding Dayton, OH, to the list of limited ports of entry for horses and horse products, such as horse test specimens, that do not appear to require restraint and holding inspection facilities. We did not receive any written adverse comments or written notice of intent to submit adverse comments in response to the direct final rule.

**EFFECTIVE DATE:** The effective date of the direct final rule is confirmed as: July 21, 1997.

**FOR FURTHER INFORMATION CONTACT:** Dr. David Vogt, Senior Staff Veterinarian, Animal Products, National Center for Import and Export, VS, APHIS, 4700 River Road Unit 39, Riverdale, MD 20737-1231, (301) 734-8423; or e-mail: [dvogt@aphis.usda.gov](mailto:dvogt@aphis.usda.gov).

**Authority:** 7 U.S.C. 1622, 19 U.S.C. 1306; 21 U.S.C. 102-105, 111, 114a, 134a, 134b, 134c, 134d, 134f, 135, 136, and 136a; 31 U.S.C. 9701; 7 CFR 2.22, 2.80, and 371.2(d).

Done in Washington, DC, this 14th day of July 1997.

**Terry L. Medley,**

*Administrator, Animal and Plant Health Inspection Service.*

[FR Doc. 97-18950 Filed 7-17-97; 8:45 am]

BILLING CODE 3410-34-M

**DEPARTMENT OF TRANSPORTATION**

**Federal Aviation Administration**

**14 CFR Part 39**

[Docket No. 96-CE-47-AD; Amendment 39-10063; AD 97-14-05]

RIN 2120-AA64

**Airworthiness Directives; Air Tractor Incorporated Models AT-301, AT-302, AT-400, AT-400A, AT-401, AT-402, AT-501, and AT-502 Airplanes**

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

**ACTION:** Final rule.

**SUMMARY:** This amendment supersedes Airworthiness Directive AD 95-20-06, which applies to certain Air Tractor Incorporated (Air Tractor) Models AT-301, AT-302, AT-400, AT-400A, AT-401, AT-402, AT-501, and AT-502 airplanes and currently requires repetitively inspecting the front spar attachment lugs and the rear spar for fatigue cracks, and modifying the vertical fin if cracks are found. The modification terminates the repetitive inspection requirement of AD 95-20-06 and may be incorporated at any time, if cracks are not found. The FAA has determined that the Air Tractor Models mentioned above with a 1/4-inch fin front spar fitting installed should be exempt from the AD. The AD will retain the requirements of AD 95-20-06 for all

Air Tractor airplanes that have a 3/16-inch fin front spar fitting. The actions specified by this AD are intended to prevent in-flight vertical fin cracking, which, if not detected and corrected, could result in structural failure of the front spar attachments and eventually the rear spar attachment and cause loss of directional control of the airplane.

**DATES:** Effective August 25, 1997.

The incorporation by reference of certain publications listed in the regulations is approved by the Director of the Federal Register as of August 25, 1997.

**ADDRESSES:** Service information that applies to this AD may be obtained from Air Tractor Incorporated, P. O. Box 485, Olney, Texas 76374. This information may also be examined at the Federal Aviation Administration (FAA), Central Region, Office of the Assistant Chief Counsel, Attention: Rules Docket 96-CE-47-AD, Room 1558, 601 E. 12th Street, Kansas City, Missouri 64106; or at the Office of the Federal Register, 800 North Capitol Street, NW., suite 700, Washington, DC.

**FOR FURTHER INFORMATION CONTACT:** Bob May, Aerospace Engineer, FAA, Fort Worth Airplane Certification Office, 2601 Meacham Boulevard, Fort Worth, Texas 76193-0150; telephone (817) 222-5156; facsimile (817) 222-5960.

**SUPPLEMENTARY INFORMATION:**

**Events Leading to the Issuance of This AD**

A proposal to amend part 39 of the Federal Aviation Regulations (14 CFR part 39) to include an AD that would apply to Air Tractor airplanes fitted with 3/16-inch thick front spar attachment fittings that do not have the modification in Snow Engineering Company Report No. 138, dated July 29, 1995, Revised August 7, 1996, included the following Models and serial numbers:

Models	Serial numbers
AT-301 and AT-401 .....	301-0261 through 301-0736, and 401-0662 through 401-0736 that have been converted to turbine powerplants and equipped with the all metal rudder, part number (P/N) 30456-1.
AT-302 .....	All aircraft equipped with the all metal rudder, P/N 30456-1.
AT-400 and AT-400A .....	All aircraft equipped with the all metal rudder, P/N 30456-1.
AT-402 .....	402-0694, and 402-0695 through 402-0736.
AT-501 .....	501-0002 through 501-0030 that have been converted to turbine powerplants and equipped with the all metal rudder, P/N 30456-1.
AT-502 .....	502-0002 through 502-0030.

The notice of proposed rulemaking (NPRM) for this action was published in the **Federal Register** on February 19, 1997 (62 FR 7377). The proposed AD

would supersede AD 95-20-06 with a new AD that would require inspecting the fin front spar attachment fittings of Models that have 3/16-inch thick fin front

spar attachment fittings for cracks, and if cracks are found, prior to further flight, modifying the front spar attachment fittings. If no cracks are