

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.

(g) This amendment becomes effective on November 4, 1997.

Issued in Renton, Washington, on September 17, 1997.

James V. Devany,

Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. 96-CE-23-AD; Amendment 39-10109; AD 96-12-03 R1]

RIN 2120-AA64

Airworthiness Directives; Aviat Aircraft, Inc. Models S-1S, S-1T, S-2, S-2A, S-2S, and S-2B Airplanes (Formerly Known as Pitts Models S-1S, S-1T, S-2, S-2A, S-2S, and S-2B Airplanes); Correction

AGENCY: Federal Aviation Administration, DOT.

ACTION: Final rule; correction.

SUMMARY: This document corrects the airworthiness directive (AD) number of an amendment that was published in the **Federal Register** on August 22, 1997 (62 FR 44535), and concerns Aviat Aircraft, Inc. Models S-1S, S-1T, S-2, S-2A, S-2S, and S-2B airplanes. The referenced amendment revises AD 96-12-03, but was inadvertently assigned the number of AD 97-17-07 instead of AD 96-12-03 R1. The AD currently requires repetitively inspecting the aft lower fuselage wing attach fitting on both wings for cracks and modifying any cracked aft lower fuselage wing attach fitting. Modifying the aft lower fuselage wing attach fitting on both wings eliminates the repetitive inspection requirement of the AD. This action corrects the amendment to reflect the right AD number throughout the entire document.

EFFECTIVE DATE: October 3, 1997.

FOR FURTHER INFORMATION CONTACT: Mr. Roger Caldwell, Aerospace Engineer, FAA, Denver Aircraft Certification Office, 26805 E. 68th Avenue, Room

214, Denver, Colorado 80249; telephone (303) 342-1086; facsimile (303) 342-1088.

SUPPLEMENTARY INFORMATION:

Discussion

On August 13, 1997, the FAA issued Amendment 10109 (62 FR 44535, August 22, 1997), which applies to Aviat Models S-1S, S-1T, S-2, S-2A, S-2S, and S-2B airplanes. This action revises AD 96-12-03 by retaining the requirements of repetitively inspecting the aft lower fuselage wing attach fitting on both wings for cracks, and modifying any cracked aft lower fuselage wing attach fitting; except the action eliminates from the applicability those airplanes that were equipped with aft lower fuselage wing attach fittings, either P/N 76090, 2-2107-1, or 1-210-102, at manufacture. These aft lower fuselage wing attach fittings were incorporated at manufacture on the Model S-2B airplanes beginning with serial number 5349. AD 96-12-03 applied to all serial numbers of the Model S-2B airplanes.

Need for the Correction

The AD number of this action is incorrectly referenced as AD 97-17-07 instead of AD 96-12-03 R1 throughout the document. Referencing the action as AD 97-17-07 may not allow operators of the affected airplanes that accomplished the intent of AD 96-12-03 to realize that the AD contains the same actions as contained in the original AD. The operators may spend unnecessary time tracking down information and approvals for "unless already accomplished" credit for the AD action.

Correction of Publication

Accordingly, the publication of August 22, 1997 (62 FR 44535), of Amendment 39-10109; AD 97-17-07, which was the subject of FR Doc. 97-22046, is corrected as follows:

§ 39.13 [Corrected]

On page 44535, in the third column, 5th line from the top of the column, correct "AD 97-17-07" to "AD 96-12-03 R1".

On page 44536, in the third column, section 39.13, the sixth line in this section and the 19th line from the top of the column, correct "97-17-07" to "96-12-03 R1".

Action is taken herein to correct this reference in Amendment 39-10109 and to add this AD correction to section 39.13 of the Federal Aviation Regulations (14 CFR 39.13).

The effective date remains October 3, 1997.

Issued in Kansas City, Missouri on September 24, 1997.

Henry A. Armstrong,

Acting Manager, Small Airplane Directorate, Aircraft Certification Service.

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. 97-CE-15-AD; Amendment 39-10148; AD 97-20-11]

RIN 2120-AA64

Airworthiness Directives; Socata—Groupe Aerospatiale Model TBM 700 Airplanes

AGENCY: Federal Aviation Administration, DOT.

ACTION: Final rule

SUMMARY: This amendment adopts a new airworthiness directive (AD) that applies to certain Socata—Groupe Aerospatiale (Socata) Model TBM 700 airplanes. This AD requires removing the main landing gear (MLG) inboard doors and the door locking control mechanism (MOD 70-065-32). This AD is the result of an incident on one of the affected airplanes where the MLG inboard door locking hooks (hinges) corroded, caused the doors to jam, and prevented the MLG from extending. The Federal Aviation Administration's analysis reveals that removing the MLG inboard doors will not cause any airplane safety or performance problems. The actions specified by this AD are intended to prevent the MLG from failing to extend because of corroded MLG inboard locking hinges, which could result in loss of control of the airplane during landing operations.

DATES: Effective November 13, 1997.

The incorporation by reference of certain publications listed in the regulations is approved by the Director of the Federal Register as of November 13, 1997.

ADDRESSES: Service information that applies to this AD may be obtained from Socata—Groupe Aerospatiale, Socata Product Support, Aeroport Tarbes-Ossun-Lourdes, B P 930, 65009 Tarbes Cedex, France; telephone 62.41.74.26; facsimile 62.41.74.32; or the Product Support Manager, Socata—Groupe Aerospatiale, North Perry Airport, 7501 Pembroke Road, Pembroke Pines, Florida 33023; telephone (954) 964-6877; facsimile (954) 964-1668. This information may also be examined at