

**ACTION:** Final rule; correction.

**SUMMARY:** This action makes a correction to Airworthiness Directive (AD) 95-20-07 concerning The New Piper Aircraft, Inc. (Piper) PA24, PA28R, PA30, PA32R, PA34, and PA39 airplanes, which was published in the Federal Register on October 5, 1995 (60 FR 52073). That publication incorrectly references who may accomplish the inspections of the left and right main gear side brace studs. The AD currently requires the inspection “\* \* \* by a facility approved by the FAA. \* \* \*” The Federal Aviation Administration’s intent is to have this inspection accomplished “by a facility or person authorized by the FAA. \* \* \*” This action corrects the AD to reflect this change.

**EFFECTIVE DATE:** November 17, 1995.

**FOR FURTHER INFORMATION CONTACT:** Christina Marsh, Aerospace Engineer, FAA, Atlanta Aircraft Certification Office, Campus Building, 1701 Columbia Avenue, suite 2-160, College Park, Georgia 30337-2748; telephone (404) 305-7362; facsimile (404) 305-7348.

**SUPPLEMENTARY INFORMATION:** On September 28, 1995, the Federal Aviation Administration (FAA) issued AD 95-20-07, Amendment 39-9386 (60 FR 52073, October 5, 1995), which applies to Piper PA24, PA28R, PA30, PA32R, PA34, and PA39 series airplanes. This AD requires repetitively inspecting (using dye penetrant or magnetic particle methods) the main gear side brace studs for cracks, and replacing any cracked main side brace stud.

The AD incorrectly references who may accomplish the inspections of the left and right main gear side brace studs. AD 95-20-07 currently requires the inspection “\* \* \* by a facility approved by the FAA. \* \* \*” The Federal Aviation Administration’s intent is to have this inspection accomplished “by a facility or person authorized by the FAA. \* \* \*” This action corrects the AD to reflect this change.

Need for Correction

As published, the final regulations have incorrectly referenced who can accomplish the main side brace stud inspections. The way the final regulations are currently written will prevent certain qualified mechanics from accomplishing the main side brace stud inspections, which is not the FAA’s intent.

Correction of Publication

Accordingly, the publication of October 5, 1995 (60 FR 52073) of Amendment 39-9386; AD 95-20-07, which was the subject of FR Doc. 95-24713, is corrected as follows:

In the last line of the third column on page 52073, and continuing on the first two lines of the first column on page 52074, replace “\* \* \* accomplished at a facility that is approved by the FAA to perform either dye penetrant or magnetic particle inspections” with “\* \* \* accomplished by a facility or persons authorized by the FAA to perform either dye penetrant or magnetic particle inspections.”

**§ 39.13 [Corrected]**

On page 52075, in the third column, in § 39.13, in lines 8 through 11 of paragraph (a) of AD 95-20-07, replace “Inspections must be accomplished by a facility approved by the FAA to accomplish the applicable inspection method.” with “Inspections must be accomplished by a facility or persons authorized by the FAA to accomplish the applicable inspection method.”

On page 52077, in the second column, in § 39.13, in lines 4 through 7 of paragraph (c) of AD 95-20-07, replace “Inspections must be accomplished by a facility approved by the FAA to accomplish the applicable inspection method.” with “Inspections must be accomplished by a facility or persons authorized by the FAA to accomplish the applicable inspection method.”

Issued in Kansas City, Missouri, on November 8, 1995.

Henry A. Armstrong,  
*Acting Manager, Small Airplane Directorate,  
Aircraft Certification Service.*

[FR Doc. 95-28146 Filed 11-14-95; 8:45 am]

**BILLING CODE 4910-13-U**

**14 CFR Parts 61, 63, 65, 108, 121, and 135**

**[Docket No. 25804; SFAR No. 58-1]**

**RIN 2120-AF00**

**Advanced Qualification Program**

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

**ACTION:** Final rule; correction.

**SUMMARY:** This document contains corrections to a final rule published on October 3, 1995 (60 FR 51850). This action deletes the words “Amendment No. 61-98, 63-30, 65-39, 108-13, 121-250, and 135-57”, inadvertently used in the heading of the document, and adds the words “Special Federal Aviation Regulation No. 58-1, in the subject line.

**EFFECTIVE DATE:** September 27, 1995.

**FOR FURTHER INFORMATION CONTACT:** John Allen, Advanced Qualification Program Branch (AFS-230), Air Transportation Division, Office of Flight Standards, Federal Aviation Administration, P.O. Box 20027, Dulles International Airport, Washington, DC 20041-2027; telephone (703) 661-0260.

Correction of Publication

In the final rule on page 51850 in the issue of Tuesday, October 3, 1995, delete the words “Amendment No. 61-98, 63-30, 108-13, 121-250, and 135-57”, from the heading and add to the subject line the words: “Special Federal Aviation Regulation No. 58-1”.

Issued in Washington, DC, on November 6, 1995.

Donald P. Byrne,

*Assistant Chief Counsel, Regulation Division.*  
[FR Doc. 95-28221 Filed 11-14-95; 8:45 am]

**BILLING CODE 4910-13-M**

**14 CFR Part 71**

**[Airspace Docket No. 95-AAL-2]**

**Amendment of G-8 and V-328; AK**

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

**ACTION:** Final rule.

**SUMMARY:** This amendment modifies the designations of Colored Federal Airway G-8 and Alaskan Federal Airway V-328. The FAA is realigning Colored Airway G-8 to avoid certain restricted areas. Alaskan Federal Airway V-328 is realigned from Dillingham, AK, and Kipnuk, AK, resulting in a lower minimum en route altitude (MEA) of 9,000 feet. This amendment will enhance the flow of air traffic.

**EFFECTIVE DATE:** 0901 UTC, January 4, 1996.

**FOR FURTHER INFORMATION CONTACT:** Norman W. Thomas, Airspace and Obstruction Evaluation Branch (ATP-240), Airspace-Rules and Aeronautical Information Division, Air Traffic Rules and Procedures Service, Federal Aviation Administration, 800 Independence Avenue, SW., Washington, DC 20591; telephone: (202) 267-9230.

**SUPPLEMENTARY INFORMATION:**

History

On September 7, 1995, the FAA proposed to amend part 71 of the Federal Aviation Regulations (14 CFR part 71) to modify the designations of Colored Airway G-8 and Federal Airway V-328 in Alaska (60 FR 46547). Interested parties were invited to