

damage that exceed repair limits specified in that ASB, and replace with serviceable parts.

(2) Prior to further flight, repair propeller blades with repairable damage in accordance with the procedures described in that ASB.

(d) An alternative method of compliance or adjustment of the compliance time that provides an acceptable level of safety may be used if approved by the Manager, Boston Aircraft Certification Office. The request should be forwarded through an appropriate FAA Principal Maintenance Inspector, who may add comments and then send it to the Manager, Boston Aircraft Certification Office.

**NOTE:** Information concerning the existence of approved alternative methods of compliance with this airworthiness directive, if any, may be obtained from the Boston Aircraft Certification Office.

(e) Special flight permits may be issued in accordance with sections 21.197 and 21.199 of the Federal Aviation Regulations (14 CFR 21.197 and 21.199) to operate the aircraft to a location where the requirements of this AD can be accomplished.

(f) The actions required by this AD shall be performed in accordance with the following Hamilton Standard service documents:

Document No.	Page	Revision	Date
SB No. 14RF-9-61-86.	1-34	4	November 9, 1995.
Total pages: 34.			
ASB No. 14RF-9-61-A90.	1-39	Original	November 9, 1995.
Total pages: 39.			
ASB No. 14RF-9-61-A92.	1-44	2	March 6, 1996.
Total Pages: 44.			

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 Hamilton Standard, One Hamilton Road, Windsor Locks, CT 06096-1010; telephone (203) 654-6876. Copies may be inspected at the FAA, New England Region, Office of the Assistant Chief Counsel, 12 New England Executive Park, Burlington, MA; or at the Office of the Federal Register, 800 North Capitol Street, NW., suite 700, Washington, DC.

(g) This amendment supersedes priority letter AD 95-24-09, issued November 16, 1995.

(h) This amendment becomes effective on May 1, 1996.

Issued in Burlington, Massachusetts, on April 1, 1996.

Jay J. Pardee,  
*Manager, Engine and Propeller Directorate, Aircraft Certification Service.*

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**GENERAL SERVICES ADMINISTRATION**

**41 CFR Chapter 301**

**[FTR Amendment 47]**

**RIN 3090-AF79**

**Federal Travel Regulation; Maximum Per Diem Rates**

**AGENCY:** Office of Policy, Planning and Evaluation, GSA.

**ACTION:** Final rule; correction.

**SUMMARY:** This document corrects an entry listed in the prescribed maximum

per diem rates for a location within the continental United States (CONUS) contained in a final rule appearing in the Federal Register of Tuesday, March 12, 1996 (61 FR 10252). The rule increased/decreased the maximum lodging and meals and incidental expenses amounts in certain existing per diem localities, added new per diem localities, and defined a time frame for submission to the General Services Administration (GSA) of rate adjustment requests for travel within CONUS.

**EFFECTIVE DATE:** April 1, 1996.

**FOR FURTHER INFORMATION CONTACT:** Jane Groat, Travel and Transportation Management Policy Division (MTT), Washington, DC 20405, telephone 202-501-1538.

Accordingly, beginning on page 10260 the following correction is made to FR Doc. 96-5773 in the issue of March 12, 1996:

**PART 301-7—PER DIEM ALLOWANCES [AMENDED]**

On page 10260, in the fourth column, the meals and incidental expenses (M&IE) rate for the per diem locality of Lake Ozark (Miller County), Missouri, seasonal period of October 1, April 30, should read "30".

Dated: April 4, 1996.

Vella J. Cloyd,

*Acting Director, Travel and Transportation Management Policy Division.*

[FR Doc. 96-9225 Filed 4-15-96; 8:45 am]

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