

Issued in Renton, Washington, on February 12, 1997.

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Acting Manager, Transport Airplane

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BILLING CODE 4910-13-U

14 CFR Part 39

[Docket No. 95-ANE-37; Amendment 39-9732; AD 96-18-08]

RIN 2120-AA64

Airworthiness Directives; Pratt & Whitney PW2000 Series Turbofan Engines

AGENCY: Federal Aviation Administration, DOT.

ACTION: Final rule; correction.

SUMMARY: This document makes a correction to Airworthiness Directive (AD) 96-18-08 applicable to Pratt & Whitney PW2000 series turbofan engines that was published in the Federal Register on September 30, 1996 (61 FR 50984). A superfluous phrase was added to the compliance section and is incorrect. This document deletes that phrase. In all other respects, the original document remains the same.

EFFECTIVE DATE: February 20, 1997.

FOR FURTHER INFORMATION CONTACT: John Fisher, Aerospace Engineer, Engine Certification Office, FAA, Engine and Propeller Directorate, 12 New England Executive Park, Burlington, MA 01803-5299; telephone (617) 238-7149, fax (617) 238-7199.

SUPPLEMENTARY INFORMATION: A final rule airworthiness directive applicable to Pratt & Whitney PW2000 series turbofan engines, was published in the Federal Register on September 30, 1996 (61 FR 50984). The following correction is needed:

§ 39.13 [Corrected]

On page 50986, in the third column, in the Compliance Section of AD 96-18-08, in paragraph (n)(3), beginning in the second line, "prior to exceeding 20,000 TPC, accomplish the following:" is corrected to read "prior to exceeding 20,000 TPC."

Issued in Burlington, MA, on February 5, 1997.

James C. Jones,

Acting Manager, Engine and Propeller

Directorate, Aircraft Certification Service.

[FR Doc. 97-4142 Filed 2-19-97; 8:45 am]

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14 CFR Part 39

[Docket No. 96-ANE-37; Amendment 39-9874; AD 97-01-03]

RIN 2120-AA64

Airworthiness Directives; Textron Lycoming Reciprocating Engines

AGENCY: Federal Aviation Administration, DOT.

ACTION: Final rule; correction

SUMMARY: This document makes a correction to Airworthiness Directive (AD) 97-01-03 applicable to certain Textron Lycoming reciprocating engines that was published in the Federal Register on January 3, 1997 (62 FR 307). Paragraph (g) in the compliance section was misdesignated as paragraph(f). This document redesignates that paragraph. In all other respects, the original document remains the same.

EFFECTIVE DATE: February 20, 1997.

FOR FURTHER INFORMATION CONTACT: Franco Pieri and Pat Perrotta, Aerospace Engineer, New York Aircraft Certification Office, FAA, Engine and Propeller Directorate, 10 Fifth St., Valley Stream, NY 11581; telephone (516) 256-7526 and (516) 256-7534, fax (516) 568-2716.

SUPPLEMENTARY INFORMATION: A final rule airworthiness directive applicable to certain Textron Lycoming reciprocating engines, was published in the Federal Register on January 3, 1997 (62 FR 307). The following correction is needed:

§ 39.13 [Corrected]

On page 309, in the first column, in the Compliance Section, the second paragraph "(f)" is redesignated to read paragraph "(g)".

Issued in Burlington, MA, on February 5, 1997.

James C. Jones,

Acting Manager, Engine and Propeller

Directorate, Aircraft Certification Service.

[FR Doc. 97-4143 Filed 2-19-97; 8:45 am]

BILLING CODE 4910-13-U

14 CFR Part 71

[Airspace Docket No. 93-AWA-13]

RIN 2120-AA66

Modification of Los Angeles (LAX) Class B Airspace Area; CA

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Final rule; correction.

SUMMARY: This action corrects a final rule published in the Federal Register

on December 19, 1996 (61 FR 66902), Airspace Docket No. 93-AWA-13. This rule modified the Los Angeles (LAX) Class B airspace area. In the final rule, the airspace designation as Area G inadvertently contained two errors. This action corrects those errors.

EFFECTIVE DATE: 0901 UTC July 17, 1997.

FOR FURTHER INFORMATION CONTACT:

William C. Nelson, Airspace and Rules Division, ATA-400, Office of Air Traffic Airspace Management, Federal Aviation Administration, 800 Independence Avenue, SW., Washington, DC 20591; Telephone: (202) 267-8783.

SUPPLEMENTARY INFORMATION: Federal Register Document 96-32109, Airspace Docket No. 93-AWA-13, published on December 19, 1996 (96 FR 66902), modified the LAX Class B airspace area. However, in the rule the description for Area G inadvertently described the portion of the area after Imperial Hwy/Pacific Ocean with incorrect coordinates. This action corrects the coordinates after Imperial Hwy/Pacific Ocean by replacing them with the correct coordinates. Additionally, the airspace designation contained a descriptive boundary line defined by coordinates that should not have been included in the legal description. This action corrects the description of Area G by removing those coordinates.

Correction to Final Rule

Accordingly, pursuant to the authority delegated to me, the airspace designation for Area G, for the Class B airspace area as published in the Federal Register on December 19, 1996, (61 FR 66906; Federal Register Document 96-32109, Column 3) is corrected as follows:

§ 71.71 [Corrected]

Area G. That airspace extending upward from 5,000 feet MSL to and including 10,000 feet MSL bounded by a line beginning at lat. 33°55'51" N, long. 118°26'05" W (Imperial Hwy/Pacific Ocean); to lat. 33°55'48" N, long. 118°13'54" W; to lat. 33°53'35" N, long. 118°10'55" W (Dominguez High School); to lat. 33°54'10" N, long. 118°01'49" W; to lat. 33°47'00" N, long. 118°03'17" W (Seal Beach VORTAC/Los Alamitos Armed Forces Reserve Center); to lat. 33°46'28" N, long. 118°11'54" W (Long Beach VA Hospital); to lat. 33°45'34" N, long. 118°27'01" W (LIMBO Intersection); to the point of beginning.

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