(1) If no crack is found, repeat the eddy current inspection thereafter at intervals not to exceed 14,500 landings.

(2) If any crack is found, prior to further flight, repair in accordance with a method approved by the Manager, Standardization Branch, ANM–113.

(i) For Model A310 series airplanes equipped with General Electric CF6–80C2, or Pratt & Whitney JT9D–7R4, or Pratt & Whitney PW4000 engines: Prior to the accumulation of 36,700 total landings, or within 500 landings after the effective date of this AD, whichever occurs later, perform an internal eddy current inspection to detect cracks in the lower spar axis of the pylons between ribs 6 and 7, in accordance with Airbus Industrie Service Bulletin A310–54–2017, Revision 1, dated March 28, 1994.

(1) If no crack is found, repeat the inspection thereafter at intervals not to exceed 15,000 landings.

(2) If any crack is found that is less than 35 mm, prior to further flight, stop-drill the crack in accordance with the procedures specified in Section 51–41–10 of the SRM. Thereafter, prior to the accumulation of 250 landings after crack discovery, repair in accordance with the service bulletin. Prior to the accumulation of 40,000 landings after accomplishing the repair, perform an eddy current inspection to detect cracks at the stiffener ends, ribs 6 and 7, at the edge of the holes made during the repair and on the fasteners located at the edge of the doubler, in accordance with the service bulletin.

(i) If no crack is found, repeat the inspection required by paragraph (i)(2) of this AD thereafter at intervals not to exceed 33,000 landings.

(ii) If any crack is found, prior to further flight, repair in accordance with a method approved by the Manager, Standardization Branch, ANM–113.

(3) If any crack is found that is greater than or equal to 35 mm, prior to further flight, repair in accordance with a method approved by the Manager, Standardization Branch, ANM–113.

(j) For Model A310 series airplanes equipped with General Electric CF6–80C2, or Pratt & Whitney JT9D–7R4, or Pratt & Whitney PW4000 engines: Accomplishment of the modification specified in Airbus Industrie Service Bulletin A310–54–2023, dated October 15, 1993, constitutes terminating action for the inspections required by paragraph (i) of this AD.

(k) 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, Standardization Branch, ANM–113. Operators shall submit their requests through an appropriate FAA Principal Maintenance Inspector, who may add comments and then send it to the Manager, Standardization Branch, ANM–113.

Note 2: Information concerning the existence of approved alternative methods of compliance with this AD, if any, may be obtained from the Standardization Branch, ANM–113.

(l) 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 airplane to a location where the requirements of this AD can be accomplished.

(m) The actions shall be done in accordance with the following Airbus Industrie service bulletins, which contain the specified effective pages:

Service bulletin referenced and date	Page No.	Revision level shown on page	Date shown on page
A300–54–0073, Revision 1, March 28, 1994	1,5	1	Mar. 28, 1994.
	2–4, 6–36	Original	Oct. 15, 1993.
A300–54–6014, Revision 1, March 28, 1994	1–4, 13	1	Mar. 28, 1994.
	5–12, 14–44	Original	Oct. 15, 1993.
A310–54–2017, Revision 1, March 28, 1994	1, 5,	1	Mar. 28, 1994.
	2–4, 6–48	Original	Oct. 15, 1993.
A310–54–2023, October 15, 1993	1–38	Original	Oct. 15, 1993.

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.

(n) This amendment becomes effective on June 28, 1996.

Issued in Renton, Washington, on May 15, 1996.

S.R. Miller,

Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.

[FR Doc. 96–12731 Filed 5–23–96; 8:45 am]

BILLING CODE 4910–13–U

14 CFR Part 71

[Airspace Docket No. 95–ANE–60]

Amendment to Class D and Class E Airspace; New England Region; Correction

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Final rule, correction.

SUMMARY: This action corrects an error in the description of the Class E airspace areas at Beverly, MA (BVY), contained in final rule published in the Federal Register on February 15, 1996 (61 FR 5935), Airspace Docket No. 95–ANE–60. That final rule modified certain Class D and Class E airspace areas in the New England Region.

EFFECTIVE DATE: May 24, 1996.

FOR FURTHER INFORMATION CONTACT: Raymond Duda, Operations Branch, ANE–530.3, Federal Aviation Administration, 12 New England Executive Park, Burlington, MA 01803–5299; telephone (617) 238–7533; fax (617) 238–7596.

SUPPLEMENTARY INFORMATION:

History

Federal Register Document 96–3492, Airspace Docket 95–ANE–60, published on February 15, 1996, (61 FR 5935) reduced the lateral limits of the Class D airspace areas at Beverly, MA (BVY); Bedford, MA (BED); Danbury, CT (DXR); Norwood, MA (OWD); Lebanon, NH (LEB); and Nashua, (ASH); and, as a consequence to those changes, made the necessary changes to the associated Class E airspace areas at Beverly (BVY), Lebanon (LEB), and Nashua (ASH). The description of the Class E airspace area at BVY, however, did not contain a geographic position for the Topfield non-directional beacon (NDB). This action corrects that error by including in the airspace description for the Class E airspace area at BVY, the geographic position of the Topfield NDB.

Correction to the Final Rule.

Accordingly, pursuant to the authority delegated to me, the description of class E airspace area at Beverly, MA, as published in the Federal Register on February 15, 1996 (61 FR 5935), Federal Register Document 96–3492; page 5937, column 1), and the description in FAA Order 7400.9C, dated August 17, 1995, and effective September 16, 1995, which is incorporated by reference in 14 CFR 71.1, is corrected to read as follows:

§ 71.1 [Corrected]

Subpart E—Class E Airspace

* * * * *

ANE MA E4 Beverly, MA [Corrected]

Beverly Municipal Airport, MA
(lat. 42°53′03″ N, long. 70°54′59″ W)
Topsfield NDB
(lat. 42°37′10″ N, long. 70°57′25″ W)

That airpace extending upward from the surface within 3.2 miles on each side of the Topsfield NDB 317° bearing extending from a 4.1-mile radius of Beverly Municipal Airport to 7 miles northwest of the Topsfiled NDB. This Class E airspace area is effective during the specific dates and times established in advance by a Notice to Airmen. The effective dates and times will thereafter be continuously published in the Airport/Facility Directory.

* * * * *

Issued in Burlington, MA on May 17, 1996.

David J. Hurley,

Manager, Air Traffic Division, New England Region.

[FR Doc. 96–13157 Filed 5–23–96; 8:45 am]

BILLING CODE 4910–13–M

14 CFR Part 73

[Airspace Docket No. 95–AEA–8]

Revocation of Restricted Area R–5202, Gardiner's Island, NY

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Final rule.

SUMMARY: This action revokes Restricted Area R–5202, Gardiner's Island, NY. The U. S. Navy has determined that this restricted airspace area is no longer necessary to support Department of Defense missions.

EFFECTIVE DATE: 0901 UTC, August 15, 1996.

FOR FURTHER INFORMATION CONTACT: Pete Magarelli, Airspace and Rules Division, ATA–400, Office of Air Traffic Airspace Management, Federal Aviation Administration, 800 Independence Avenue, SW., Washington, DC 20591; telephone: (202) 267–3075.

SUPPLEMENTARY INFORMATION:

The Rule

This amendment to part 73 of the Federal Aviation Regulations revokes Restricted Area R–5202, Gardiner's Island, NY. The U.S. Navy has determined that the restricted area airspace is no longer required to support Department of Defense missions. I find that notice and public procedure under 5 U.S.C. 553(b) are unnecessary because this action is a minor technical amendment in which the public would not be particularly interested. Section 73.52 of part 73 of the Federal Aviation Regulations was republished in FAA Order 7400.8C dated June 29, 1995.

The FAA has determined that this regulation only involves an established body of technical regulations for which frequent and routine amendments are necessary to keep them operationally current. It, therefore—(1) is not a ''significant regulatory action'' under Executive Order 12866; (2) is not a ''significant rule'' under DOT Regulatory Policies and Procedures (44 FR 11034; February 26, 1979); and (3) does not warrant preparation of a regulatory evaluation as the anticipated impact is so minimal. Since this is a routine matter that will only affect air traffic procedures and air navigation, it is certified that this rule will not have a significant economic impact on a substantial number of small entities under the criteria of the Regulatory Flexibility Act.

Environmental Review

This action is not subject to environmental assessments and procedures under FAA Order 1050.1D, ''Policies and Procedures for Considering Environmental Impacts,'' and the National Environmental Policy Act.

List of Subjects in 14 CFR Part 73

Airspace, Navigation (air).

Adoption of the Amendment

In consideration of the foregoing, the Federal Aviation Administration amends 14 CFR part 73 as follows:

PART 73—[AMENDED]

1. The authority citation for part 73 continues to read as follows:

Authority: 49 U.S.C. 106(g), 40103, 40113, 40120; E.O. 10854, 24 FR 9565, 3 CFR, 1959–1963 Comp., p. 389; 14 CFR 11.69.

§ 73.52 [Amended]

2. Section 73.52 is amended as follows:

R–5202 Gardiner's Island, NY [Removed]

Issued in Washington, DC, on May 13, 1996.

Harold W. Becker,

Acting Program Director for Air Traffic, Airspace Management.

[FR Doc. 96–13156 Filed 5–23–96; 8:45 am]

BILLING CODE 4910–13–P

DEPARTMENT OF COMMERCE

15 CFR Part 24

RIN 0605–AA10

Uniform Administrative Requirements for Grants and Cooperative Agreements to State and Local Governments

AGENCY: Department of Commerce.

ACTION: Announcement regarding Grant and Cooperative Agreement Cost Principles for State, Local and Indian Tribal Governments.

SUMMARY: The Department of Commerce (Department) is announcing the applicability of the revised Office of Management and Budget (OMB) Circular A–87, ''Cost Principles for State, Local and Indian Tribal Governments,'' (60 FR 26484, May 17, 1995). This Circular establishes principles for determining the allowable costs incurred by State, local, and federally-recognized Indian tribal governments (governmental units) under grants, cost reimbursement contracts, and other agreements with the Federal Government.

DATES: This announcement is effective May 24, 1996.

FOR FURTHER INFORMATION CONTACT: John J. Phelan, III, Director, Office of Executive Assistance Management, Room 6020, U.S. Department of Commerce, 14th Street and Constitution Avenue NW., Washington, DC 20230. Telephone Number 202–482–4115.

SUPPLEMENTARY INFORMATION: On March 11, 1988, the Department joined other agencies in the Federal government in publishing in the Federal Register a final rule, ''Uniform Administrative Requirements for Grants and Cooperative Agreements to State and Local Governments,'' (53 FR 8048) which was codified at 15 CFR Part 24 for the Department. Part 24.22 established OMB Circular A–87 as the cost principles used by the Department for determining allowable costs of State and local governments under grants and cooperative agreements with the Department. In addition, recipients of the Department's financial assistance awards are given actual notice of which cost principles apply to the award on the face page of the award document, Commerce Department Form CD–450, ''Financial Assistance Award.''

On May 17, 1995 the Office of Management and Budget (OMB) published a Final Revision to OMB Circular A–87, ''Cost Principles for State, Local and Indian Tribal Governments,'' and directed agencies to